



**IMPLEMENTATION OF THE INTERNATIONAL
SAFETY MANAGEMENT (ISM) CODE
BY 1 JULY 2002**

Introduction

1 The Maritime Safety Committee, at its seventieth session (7 to 11 December 1998), recalled that the 1994 SOLAS Conference had adopted a new Chapter IX on Management for the Safe Operation of Ships, by virtue of which the International Safety Management (ISM) Code became mandatory for certain ships on 1 July 1998. The Committee also recalled that, in order to assist Administrations, the Assembly, at its nineteenth session in November 1995, adopted resolution A.788(19) on Guidelines on Implementation of the ISM Code by Administrations.

First implementation date

2 The Committee further recalled that, in response to concerns about progress with ISM Code certification on shipping companies and ships to which chapter IX would apply on 1 July 1998 (passenger ships, including passenger high-speed craft, oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed craft of 500 gross tonnage and upwards, regardless of their date of construction), MSC 66 and MEPC 38 approved MSC/Circ.796/MEPC/Circ.311 on Timely and effective implementation of the ISM Code.

3 The Committee also recalled that:

- .1 at its sixty-seventh session, it approved MSC/Circ.771 on Implementation of the ISM Code, inviting Member Governments and Contracting Governments to SOLAS to take action as specified in the circular;
- .2 at its sixty-eighth session, in conjunction with MEPC at its fortieth session, it approved MSC/Circ.828/MEPC/Circ.334 on Implementation of the ISM Code and interim documentation; and
- .3 the Assembly, at its twentieth session in November 1997, unanimously adopted, at the recommendation of the MSC and MEPC, resolution A.848(20) on Implementation of the International Safety Management (ISM) Code, in operative paragraph 7 of which it invited Member Governments and Contracting Governments to the SOLAS Convention to:
 - .1 be aware that there was a significant amount of work required to ensure application of the ISM Code to **other general cargo ships and mobile offshore units of 500 gross tonnage and upwards by 1 July 2002**; and
 - .2 expedite the process of application of the ISM Code to those ships well in advance of the enforcement date.

Second implementation date

4 In the light of the foregoing, the Committee re-emphasized the importance of Governments being mindful of the considerable time needed for effectively implementing the ISM Code on cargo ships other than oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high speed craft of 500 gross tonnage and upwards, as well as on mobile offshore units of 500 gross tonnage and upwards, and thus of the need for well-planned time schedules for the implementation process, which should be put in place in good time before the Code's second implementation date of 1 July 2002.

5 Member Governments are invited to take urgent appropriate action as explained above and bring this circular to the attention of all concerned, particularly shipowners, ship operators and managers, shipping companies and classification societies.
