With the entry into force, in 1998, of the 1994 amendments to SOLAS, 1974, which introduced a new chapter IX into the Convention, the ISM Code was made mandatory. The ISM Code’s origins go back to the late 1980s, when there was mounting concern about poor management standards in shipping. Its current form was adopted by the Organization in 1993 and amended in 2000, 2004, 2005 and 2008.

This new edition of the ISM Code consolidates:

• Amendments to the ISM Code from resolution MSC.104(73), which entered into force on 1 July 2002, from resolution MSC.179(79), which entered into force on 1 July 2006, from resolution MSC.195(80), which entered into force on 1 January 2009, and from resolution MSC.273(85), which enters into force on 1 July 2010

• New guidelines on implementation of the ISM Code by Administrations, adopted in 2009

• SOLAS chapter IX, as amended in 2000 and 2005

• Guidelines for the operational implementation of the ISM Code by Companies

• Guidance on undertaking the role of the designated person under the provisions of the ISM Code

• Guidance on near-miss reporting

This publication is an essential reference for maritime administrations, ship manufacturers, owners and operators, shipping companies, education institutes, engine and equipment manufacturers and others with interest in ensuring safety at sea and avoidance of damage to the environment.
Contents

Foreword .......................................................... v

International Convention for the Safety of Life at Sea, 1974, as amended
Chapter IX Management for the safe operation of ships ........ 1

Resolution A.741(18)
International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) .......... 5

International Safety Management Code
Preamble .................................................................. 11

Part A Implementation .............................................. 13

Part B Certification and verification. ......................... 21


Guidelines

Resolution A.1071(28)
Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations ................. 39
ISM Code

MSC-MEPC.7/Circ.8
Revised Guidelines for the operational implementation of the International Safety Management (ISM) Code by companies ........................................... 57

MSC-MEPC.7/Circ.6
Guidance on the qualifications, training and experience necessary for undertaking the role of the designated person under the provisions of the International Safety Management Code. ............ 63

MSC-MEPC.7/Circ.7
Guidance on near-miss reporting ........................................... 67
Foreword

With the entry into force, on 1 July 1998, of the 1994 amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, which introduced a new chapter IX into the Convention, the International Safety Management (ISM) Code was made mandatory. Chapter IX was amended by resolution MSC.99(73), which entered into force on 1 July 2002, and by resolution MSC.194(80), which entered into force on 1 January 2009.

The Code’s origins go back to the late 1980s, when there was mounting concern about poor management standards in shipping. Investigations into accidents revealed major errors on the part of management, and in 1987 the IMO Assembly adopted resolution A.596(15), which called upon the Maritime Safety Committee to develop guidelines concerning shipboard and shore-based management to ensure the safe operation of ro–ro passenger ferries.

The ISM Code evolved through the development of the Guidelines on management for the safe operation of ships and for pollution prevention, adopted in 1989 by the IMO Assembly as resolution A.647(16), and the Revised Guidelines, adopted two years later as resolution A.680(17), to its current form, the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code), which was adopted in 1993 as resolution A.741(18). This Code was amended in December 2000 by resolution MSC.104(73), and these amendments entered into force on 1 July 2002. It was further amended in December 2004 by resolution MSC.179(79), and these amendments entered into force on 1 July 2006. It was further amended in May 2005 by resolution MSC.195(80), and these amendments entered into force on 1 January 2009. The ISM Code was also amended in December 2008 by resolution MSC.273(85). This resolution was adopted on 1 January 2010, and the amendments entered into force on 1 July 2010. The Code was further amended in June 2013 by resolution MSC.353(92) and these amendments will enter into force on 1 January 2015.

In 1995, the IMO Assembly, recognizing the need for uniform implementation of the ISM Code and that there might be a need for Administrations to enter into agreements in respect of the issuance of certificates by other Administrations in accordance with SOLAS chapter IX and the ISM Code, adopted the
ISM Code

Guidelines on implementation of the International Safety Management (ISM) Code by Administrations by resolution A.788(19). These Guidelines were replaced with Revised Guidelines adopted by resolution A.913(22) in November 2001, and subsequently by resolution A.1022(26) in December 2009. Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrations were adopted by resolution A.1071(28) in December 2013. This resolution revokes resolution A.1022(26) with effect from 1 July 2014.

This publication includes the texts of SOLAS chapter IX, the ISM Code and the Guidelines referred to in the previous paragraphs. Additionally, Guidelines for the operational implementation of the International Safety Management (ISM) Code by companies, Guidance on the qualifications, training and experience necessary for undertaking the role of the designated person under the provisions of the International Safety Management (ISM) Code and Guidance on near-miss reporting are included.

The footnotes given in this Code are inserted for reference and guidance purposes and do not constitute requirements under the Code. However, in accordance with paragraph 1.2.3.2, all relevant guidelines, recommendations, etc. should be taken into account. In all cases, the reader must make use of the latest versions of the referenced texts of the document specified in a footnote, bearing in mind that such texts may have been revised or superseded by updated material.
International Convention for the Safety of Life at Sea, 1974, as amended

Chapter IX*
Management for the safe operation of ships

Regulation 1
Definitions

For the purpose of this chapter, unless expressly provided otherwise:

1  *International Safety Management (ISM) Code* means the International Management Code for the Safe Operation of Ships and for Pollution Prevention adopted by the Organization by resolution A.741(18), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2  Company means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code.

3  *Oil tanker* means an oil tanker as defined in regulation II-1/2.22.†

---

* Chapter IX of the annex to the 1974 SOLAS Convention was adopted by the 1994 SOLAS Conference. It was accepted on 1 January 1998 and entered into force on 1 July 1998. The text was amended by resolution MSC.99(73) in December 2000, and these amendments entered into force on 1 July 2002. It was also amended by resolution MSC.194(80) in May 2005, and these amendments entered into force on 1 January 2009.

† i.e. “the oil tanker defined in regulation 1 of Annex I of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973”.

1