



# Application of the ISM Code

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## ISM Code

- adopted by the IMO in 1993, was inserted into the SOLAS as Chapter IX, since 1 July 1998 application is mandatory
- Tacit acceptance procedure was applied
- Purpose of the Code: to provide an international standard for the safe management and operation of ships and for pollution prevention
- The Code does not introduce any new liability compensation plan or technical requirements about operating standards and procedures. It is basically about management
- Management plan for different companies

## ISM Code

Objectives: to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular to the marine environment and to **property**

Safety Management System: The safety management system should ensure:

- compliance with mandatory rules and regulations; and
- that applicable codes, guidelines and standards recommended by the Organization, Administrations, classification societies and maritime industry organizations are taken into account

## Section 1.2.2. of ISM Code

Safety management objectives of the company should, inter alia:

- provide for safe practices in ship operation and a safe working environment;
- assess all identified risks to its ships, personnel and the environment and establish appropriate safeguards; and
- continuously improve safety management skills of personnel ashore and aboard ships, including preparing for emergencies related both to safety and environmental protection.

## Section 6 of ISM Code

The company should ensure that the master is:

- **properly qualified for command;**
- fully conversant with the company's safety management system; and
- given the necessary support so that the master's duties can be safely performed.

The company should establish procedures to ensure that new personnel and personnel transferred to new assignments related to safety and protection of the environment are given proper familiarization with their duties

Effective communication to exercise duties related to the safety management system

## Section 8 of ISM Code

8.1 The company should identify potential emergency shipboard situations, and establish procedures to respond to them.

8.2 The company should establish programmes for drills and exercises to prepare for emergency actions.

8.3 The safety management system should provide for measures ensuring that the company's organization can respond at any time to hazards, accidents and emergency situations involving its ships.

## Section 1.1.2- Definition of the term “company”

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 shipowner and who, on assuming such responsibility, has agreed to take over all duties and responsibility imposed by the Code.*

Section 3: If the entity who is responsible for the operation of the ship is other than the owner, the owner must report the full name and details of such entity to the Administration.

Name and details of the company need to be written on the certificates

## Certificates under the ISM Code

Section 1 of the ISM Code,

**Document of Compliance** is defined as the document issued to A COMPANY which complies with the requirements of the Code.

**Safety Management Certificate** is defined as the document issued to A SHIP which signifies that the company and its shipboard management operate in accordance with the approved safety management system

Certificates are issued by or on behalf of the flag state



## Certificates under the ISM Code

### Document of Compliance and Safety Management Certificate:

- Valid for 5 years
- Issued and withdrawn by the Administration- not port state but port state should report the deficiency
- When DOC is withdrawn SMC needs to be withdrawn as well
- Certificates cannot be issued or if issued need to be withdrawn if there is **major non-conformity - which means as an identifiable deviation that poses a serious threat to the safety of personnel or the ship or a serious risk to the environment that requires immediate corrective action or the lack of effective and systematic implementation of a requirement of this Code.**



## DOCUMENT OF COMPLIANCE

Issued under the provisions of the INTERNATIONAL CONVENTION FOR THE  
SAFETY OF LIFE AT SEA, 1974, as amended

Under the authority of the Government of The Kingdom of Denmark

by DANISH MARITIME AUTHORITY  
(person or organisation authorised)

Name and address of the Company: Royal Arctic Line A/S

Qeqertanut 46  
3905 Nuussuaq  
Grønland

Company identification number: 17463497

(see paragraph 1.1.2 of the ISM Code)

THIS IS TO CERTIFY THAT the safety management system of the Company has been audited and that it complies with the requirements of the International Management Code for the Safe Operation of Ships and for Pollution Prevention (ISM Code) for the types of ships listed below:


Passenger ship  
Other cargo ship

This Document of Compliance is valid until, 22-08-2022 subject to periodical verification.

Completion date of the verification on which this certificate is based: 17-08-2017  
(dd-mm-yyyy)

**Issued at:**

Nuuk  
*Place of issue of certificate*

  
Michael Lantz  
*Signature of the duly authorized official issuing the document*

**Date:**

18-08-2017  
*Date of issue*

  
**DANISH MARITIME AUTHORITY**  
*Seal or stamp of issuing authority, as appropriate*



## Scope of Application of the ISM Code

3 criteria;

- 1) Flag state needs to be contracting party of the Convention (SOLAS Art.2)
- 2) Ships satisfied the requirements listed in the Convention (ISM Code 1.3 and Reg. 2. of Chptr IX of SOLAS): All ships- passenger ships, oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high speed craft of 500 gross tonnage and upwards and other cargo ships and mobile offshore drilling units of 500 gross tonnage and upwards. Not apply to government operated ships used for non-commercial purposes

## Cyber Risk Management

1 Jan 2021- cyber risks need to be address within safety management system (MSC 428(98))

IMO Guidelines on maritime cyber risk management- application is not mandatory

Risk management has traditionally been focused on operations in the physical domain, but greater reliance on digitization, integration, automation and network-based systems has created an increasing need for cyber risk management in the shipping industry.