

STOP PRESS ADVICE

7th September 2007

A THREE MONTH CONCENTRATED INSPECTION CAMPAIGN ON ISM CODE HAS STARTED ON 01 SEPTEMBER 2007 AT SPANISH PORTS.

Five years after the global implementation of the ISM Code, the 27 Maritime Authorities of the Paris Memorandum of Understanding on Port State Control and other Port State Control worldwide began a concentrated inspection campaign (CIC) on 01.09.07 to verify that the safety management system (SMS) on board is not only “paper exercise” but that the Master and ship’s personnel are fully conversant and communicate effectively in the execution of their duties related to the SMS.

The CIC will last three months, ending on 30.11.07 and will be conducted in conjunction with routine Port State Control (PSC) inspections.

The PSC inspectors will use a checklist based on 12 selected items to verify critical areas of the management system. The selected items are related - but not limited - to the following key questions:

- Documentation: Is the SMS documentation on board? Is relevant documentation regarding the ISM in a working language or language understood by the crew?
- Critical equipment / systems: Is there evidence that the Master has carried out the review of the SMS?
- Maintenance: Does the ship’s SMS have a maintenance routine which includes the testing of stand by and critical equipment / systems with records available?
- Communication: Are the crewmembers able to communicate effectively in the execution of their duties?

If deficiencies are found, sanctions by the PSC may vary from recording non-conformity and instructing the master to rectify within 3 months, to major non conformities that can give ground to the vessels detention until all deficiencies are rectified.

In respect Spain, in case any deficiency related to the ISM Code is found by PSC Inspector at any Spanish Port, not only could the vessel be detained in the PSC procedure until the deficiencies are rectified, but also, depending on the severity of the infraction and / or if the vessel is recidivist in this type of deficiencies, the Harbour Master can initiate an Administrative Sanctioning Procedure against Owners and Master in accordance to our 1992 Ports Law, with the consequence that the vessel will be detained as a precautionary measure to ensure the possible fine until a guarantee has been deposited to release the vessel, for an amount in the region of Euros 60,000