

REPUBLIC



OF CYPRUS

**MINISTRY OF COMMUNICATIONS AND WORKS  
DEPARTMENT OF MERCHANT SHIPPING  
LEMESOS**

Circular No. 14/2002

File : DMS 1/5  
DMS 32/6/13

6<sup>th</sup> June 2002

To all Owners, Managers  
and Representatives of  
Ships registered in Cyprus

Subject: ***International Safety Management (ISM) Code-  
Paris MOU Concentrated Inspection Campaign***

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The entry into force of Chapter IX of SOLAS made the International Safety Management Code (ISM Code) mandatory, as from the 1 July 1998, for passenger ships, passenger high speed craft, oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high speed craft of 500 gross tonnage and upwards. **Other cargo ships and mobile offshore drilling units of 500 gross tonnage and upwards, shall comply not later than the 1 July 2002**

Chapter IX of SOLAS and the ISM Code requires the aforesaid types of ship to be operated by a Company which has developed, implemented and maintained a safety management system (SMS) which meets the requirements of the ISM Code. The Company must hold a valid Document of Compliance (DoC) and each vessel should be provided with a valid Safety Management Certificate (SMC).

The Paris MOU on Port State Control will start strict enforcement of the ISM Code on the 1<sup>st</sup> of July 2002. The attached press release is self-explanatory.

Owners and Managers are urged to take all appropriate actions for the assessment and certification to avoid unnecessary detentions of their ships.

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Director  
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Permanent Secretary, Ministry of Foreign Affairs  
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Cyprus Shipping Association (Sea Rovers) Ltd  
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# Press release

3 June 2002

## **ISM COMPLIANCE VERIFIED STARTING 1 JULY**

**The Paris MOU on Port State Control will start strict enforcement of the ISM Code on 1 July during a 3-month Concentrated Inspection Campaign.**

Last month the Port State Control Committee of the Paris MOU agreed to verify compliance with the ISM on all ships due for an inspection in one of the ports within the region. No extensions will be granted to the ship types which become compliant on 1 July 2002.

Other ship types which already have been certified in accordance with the ISM Code will also be subject to the inspection campaign to verify that the safety management system (SMS) is actually working on board.

Port State Control officers in the MOU countries will be using a standard inspection form to verify critical areas of the management system. Deficiencies in any of these areas will be considered as "major non-conformities" which will lead to the detention of the ship.

Ships which have not been certified in accordance with the Code will also be detained. If no other deficiencies are found the detention may be lifted and the ship will be refused access to all Paris MOU ports until the ship and/or company have valid certificates.

Statistical evidence over the past 3 years has indicated a steep increase of safety management defects (150% over last 3 years).

In particular older ships ( $\geq 15$  years) show 14 times as many non-conformities when compared to younger ships ( $< 5$  years).

In 2001 half of the total number of inspections (9313) were carried out on general dry cargo ships. These ships have the highest detention percentage (12%) when compared with the total number of inspections and make up 65% of all detentions in 2001. They must now demonstrate their compliance with the ISM Code on 1 July.

Port State Control Officers will have the difficult task to assess whether the management system on board is a “paper exercise” or whether the master is “fully conversant” with the SMS and ship’s personnel are able to “communicate effectively” in the execution of their duties related to the SMS.

It is expected that approximately 3500 inspections will be carried out during the CIC. In the Asia-Pacific region an identical campaign will be carried out by the Tokyo MOU on Port State Control.

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