



IPTM - Instituto Portuário e dos Transportes Marítimos, I.P.

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Assunto:	Emendas ao Código ISM
Dirigida a:	Proprietários, Companhias, Organizações Reconhecidas, Comandantes e Oficiais de navios sob o Código ISM, inspectores e auditores.

OBJECTIVO

Informar sobre a entrada em vigor das emendas 2008 ao Código ISM.

INTRODUÇÃO

O Comité de Segurança Marítima (MSC) da Organização Marítima Internacional (IMO) aprovou, durante a sua 85ª sessão, alterações ao Código ISM. Essas emendas foram adoptadas por intermédio da Resolução MSC.273(85).

APLICAÇÃO

As emendas referidas entrarão em vigor em 01-07-2010 e afectarão todos os sistemas de gestão de segurança que cumprem com o código ISM.

RESUMO DAS EMENDAS

Detalhes das emendas estão anexas (em língua inglesa) a esta circular informativa. Resumidamente, estas emendas incluem o seguinte:

- Definição de não-conformidade essencial (major non-conformity) – a alteração torna menos restritiva a definição.
- Adiciona “avaliação de todos os riscos identificados relativos aos seus navios” ao objectivo do código.

- Adiciona uma avaliação periódica do SGS como uma responsabilidade do comandante (anteriormente os comandantes tinham de rever o SGS sem requisito relativo à periodicidade).
- Adiciona “medidas direccionadas a prevenir a recorrência” no requisito sobre a implementação de acções correctivas reflectindo a necessidade de adopção de medidas tanto correctivas como preventivas.
- Requer que as companhias identifiquem os equipamentos e sistemas técnicos para os quais a sua falha repentina pode resultar numa situação perigosa (anteriormente, as companhias apenas tinham de estabelecer procedimentos para tal).
- Estabelece uma frequência anual obrigatória para a auditoria interna (anteriormente o requisito era de auditorias internas e avaliações periódicas da eficiência do SGS).
- Introduce o requisito da companhia avaliar a eficácia do SGS em vez da sua eficiência.
- Introduce a possibilidade de extensões de 3 meses do certificado se o navio não se encontra num porto (incluindo a respectiva alteração ao modelo do certificado).
- Clarifica qual o tipo de auditoria que deve estar planeada no prazo de 3 meses como condição para obtenção de certificação provisória.

IMPLICAÇÕES

As companhias operadoras de navios deverão ter em devida consideração se as alterações afectam os seus sistemas de gestão de segurança, como por exemplo, o período entre auditorias internas que agora não poderá exceder 12 meses.

As companhias deverão, atempadamente, submeter para aprovação prévia eventuais alterações aos seus sistemas.

Auditorias a efectuar em ou após 01-07-2010 devem verificar que todos os SGS cumprem com o código ISM tal como emendado.

INFORMAÇÕES ADICIONAIS

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ANEXO

AMENDMENTS TO PROVISIONS OF ISM CODE

ISM Code Part A – Implementation

1 GENERAL

1.1 Definitions

1.1.10 Major non-conformity means 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 ~~(and includes)~~ **or** the lack of effective and systematic implementation of a requirement of this Code.

1.2 Objectives

1.2.2.2 ~~(establish safeguards against all identified risks; and)~~ *assess all identified risks to its ships' personnel and the environment and establish appropriate safeguards; and*

5 MASTER'S RESPONSIBILITY AND AUTHORITY

5.1.5 **periodically** reviewing the safety management system and reporting its deficiencies to the shore-based management.

7 DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS

~~(The Company should establish procedures for the preparation of plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the ship and the prevention of pollution. The various tasks involved should be defined and assigned to qualified personnel). The Company should establish procedures, plans and instructions, including checklists as appropriate, for key shipboard operations concerning the safety of the personnel, ship and protection of the environment. The various tasks should be defined and assigned to qualified personnel.~~

8 EMERGENCY PREPAREDNESS

~~(The Company should establish procedures to identify, describe and respond to potential emergency shipboard situations.) The Company should identify potential emergency shipboard situations, and establish procedures to respond to them.~~

9 REPORTS AND ANALYSIS OF NON-CONFORMITIES, ACCIDENTS AND HAZARDOUS OCCURENCES

9.2 ~~(The Company should establish procedures for the implementation of corrective action.) The Company should establish procedures for the implementation of corrective action, including measures intended to prevent recurrence.~~

10 MAINTENANCE OF THE SHIP AND EQUIPMENT

10.3 The Company should ~~(establish procedures in SMS to)~~ identify equipment and technical systems the sudden operational failure of which may result in hazardous situations. The SMS should provide for specific measures aimed at promoting the reliability of such equipment or systems. These measures should include the regular testing of stand-by arrangements and equipment or technical systems that are not in continuous use.

12 COMPANY VERIFICATION, REVIEW AND EVALUATION

12.1 ~~(The Company should carry out internal safety audits to verify whether safety and pollution prevention activities comply with the safety management system.)~~ *The Company should carry out internal safety audits on board and ashore at intervals not exceeding twelve months to verify whether safety and pollution-prevention activities comply with the safety management system. In exceptional circumstances, this interval may be exceeded by not more than three months.*

12.2 The Company should periodically evaluate the ~~(efficiency of and, when needed, review)~~ the **effectiveness of the** safety management system in accordance with procedures established by the Company.

ISM Code Part B – Certification and Verification

13 CERTIFICATION AND PERIODICAL VERIFICATION

13.12 *When the renewal verification is completed after the expiry date of the existing Safety Management Certificate, the new Safety Management Certificate should be valid from the date of completion of the renewal verification to a date not exceeding five years from the date of expiry of the existing Safety Management Certificate.*

13.13 *If a renewal verification has been completed and a new Safety Management Certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the Administration or organization recognized by the Administration may endorse the existing certificate and such a certificate should be accepted as valid for a further period which should not exceed five months from the expiry date.*

13.14 *If a ship at the time when a Safety Management Certificate expires is not in a port in which it is to be verified, the Administration may extend the period of validity of the Safety Management Certificate but this extension should be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be verified, and then only in cases where it appears proper and reasonable to do so. No Safety Management Certificate should be extended for a period of longer than three months, and the ship to which an extension is granted should not, on its arrival in the port in which it is to be verified, be entitled by virtue of such extension to leave that port without having a new Safety Management Certificate. When the renewal verification is completed, the new Safety Management Certificate should be valid to a date not exceeding five years from the expiry date of the existing Safety Management Certificate before the extension was granted.*

14 INTERIM CERTIFICATION

14.4.3 The Company has planned the **internal** audit of the ship within three months;