

Foreign-going ships pass audit

Anto T Joseph

MUMBAI 15 JULY

All foreign going Indian flag ships have completed the audits and certification processes prescribed by the International Maritime Organisation (IMO) before the July 1, 1998 deadline.

The IMO had warned that without the international safety management (ISM) certification, no ship would be allowed to trade in the international waters.

All 207 foreign going vessels, including 111 bulk carriers and 77 oil tankers, have completed the certification process. All 26 Indian shipping companies have been issued with the document of compliance (Doc).

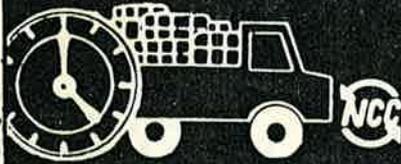
"The ISM code has introduced mechanisms that oblige companies to address the real causes of haz-

ardous situations," said Mr M P Pinto, director general of shipping. All assessments and audits were carried out by qualified auditors from the directorate general of shipping and Indian Register of Shipping (IRS). The directorate had issued full-term safety management certificate (SMC) to every ship and had authorised IRS to issue interim SMC.

Mr N S Singhal, an ISM consultant and author of 'Safety Management System — An Under Construction Activity,' said that this was an ongoing process. "Shipping companies have to continuously review their faults and upgrade the management system," he said. He is now planning to conduct ISM-related awareness seminars at ROSMA Maritime Institute & Research Organisation in Delhi.

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First phase of ISM Code comes into effect

Exim News Service

SINGAPORE, July 2

AFTER repeated warnings, the first phase of the International Safety Management (ISM) Code finally came into force from July 1.

The first phase of the ISM Code is mandatory for all tankers, bulk carriers, gas carriers, passenger craft and high speed cargo craft over 500 gross tons (gt), or about 19,000 vessels worldwide.

Although the International Maritime Organisation (IMO) has not released figures for ISM compliance as the deadline passes, in April,

IMO Secretary-General Mr William O'Neil said that it expected 78 per cent of the world's fleet to be ISM Code compliant before July 1.

Last month, the Maritime & Port Authority of Singapore (MPA) said that it expects 80 per cent of the Singapore flagged fleet to have ISM compliance by July 1. Of the remaining 20 per cent, the bulk of the ships operate only within port limits and therefore do not require a Safety Management Certificate (SMC).

The International Association of Independent Tanker Owners (Intertanko) revealed

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**For Appointments,
see page 3**

Book on ISM Code released

A book on ISM Code entitled *Safety Management Systems — An Under Construction Activity*, by Capt. N. S. Singhal, was released on July 1 in Mumbai by the Director-General of Shipping Mr M. P. Pinto in the presence of a distinguished gathering.

The book is written with a view to training and educating shore and ship-based personnel on the ISM Code, its understanding and application in a simple layman's language. Besides, emphasis has been laid on the under construction activity on a regular basis to make the system alive, responsive and effective.

Capt. N. S. Singhal is a Specialist Consultant in Management Systems and is associated and empanelled with international bodies like the IMO, London, ADB, Manila. He is also registered with the International Register of Certificated Auditors, London.

Published by Shroff Publishers & Distributors Pvt. Ltd., Mumbai, the book is priced Rs 95.

THE OBSERVER

BUSINESS AND POLITICS

THE NEW DELHI EDITION, MONDAY JULY 27, 1998

Indian shipping cos need to hasten on ISM certification

Observer Economic Bureau

MUMBAI

WITH the shipping industry worldwide making it mandatory for ships to have the International Management Safety (IMS) code, the marine equivalent of the ISO 9000, 126 Indian ships as of April 30th, have got the ISM code.

Worldwide, there are a total of 7,733 ships which have been certified till June 30th and roughly 30 per cent more have acquired the classification since then.

Capt N S Singhal, an ISO 9000 and ISM consultant, expected 70 per cent of the fleet in India to have been certified by July 1, and the remaining 30 per cent were expected to comply after that. Those ships that don't comply will face the music wherever they go abroad.

They may be given entry once but not the second time if they don't have the ISM certification. Capt N S Singhal who has written the only book on the subject (Safety Management Systems: An underconstruction activity, published by Shroff Publishers) said that July 1, 1998 was the date fixed worldwide for ships to comply with the requirement of this international code. Some categories like cargo ships and offshore drillers have been given time till July 2002.

The International Maritime Organisation (IMO) is preparing a white list and by August this year all ships are expected to conform to the ISM.

After July 1, all nations have started submitting information to the IMO about the status as of July 1 and on this basis they will come out with final tag, namely the white paper on the status of the ISM implementation.

It is vital for India to adhere to this requirement, because if she does not get into the white list this year, the certificates of the crew will not be valid for training and watchkeeping in international waters by the maritime training institutes.

ISM, as Capt Singhal explains, is all about safety and quality management. His book, he said, is meant for all officers on board ships and ship managers working ashore to understand international safety management code. □

THE ECONOMIC TIMES

Ships voyaging on foreign waters get safety certificates

Anto T Joseph

MUMBAI 16 JULY

ALL foreign-going Indian flagships have successfully completed the audits and certification processes prescribed by the International Maritime Organisation (IMO) before the July 1, 1998 deadline.

The IMO had warned that without the international safety management (ISM) certification, no ship would be allowed to trade in the international waters.

All 207 foreign-going vessels, including 111 bulk carriers and 77 oil tankers, have completed the certification process. In addition, all 26 Indian shipping companies have been issued the document of compliance (DoC).

"The ISM code has introduced mechanisms that oblige companies to address the real causes of hazardous situations," said Mr M P Pinto, the director-general of shipping.

The directorate had issued full-term safety management certificate (SMC) to every ship and had authorised IRS to issue interim SMC. Also, it had delegated certain functions to seven international classification societies. Mr N S Singhal, an ISM



consultant and author of 'Safety management system — an under construction activity,' said that this was an ongoing process.

"Shipping companies have to continuously review their faults and upgrade the management system," he said. The other Indian vessels that have undergone certification process include five passenger ships, six chemical tankers and eight gas carriers.

Compliance with the provisions of the ISM code will be one of the important matters that will be examined during Port State Control (PSC) inspections. If a ship is found not complying but is seaworthy in all other respects, it would be allowed to leave port but would not be allowed to enter again without appropriate certification.

Business India

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BOOKS AT A GLANCE



SAFETY MANAGEMENT SYSTEMS — AN UNDER CONSTRUCTION ACTIVITY

By Capt. N.S. Singhal
Shroff Publishers, 1998
pp100, Rs95

This book dealing with maritime safety has been released at the right time as it is mandatory for most types of ships to comply with the requirements of the 'ism code' (international safety management code for the safe operation of ships and pollution prevention) from July. This code is the marine equivalent of the ISO 9000. Investigations conducted by the marine department highlight the fact that human error is the root cause of marine tragedies. The author, who has served the shipping industry in varied capacities and is associated with international bodies like the International Maritime Organisation (London) and the Asian Development Bank (Manila), felt that there was a need to train and educate shore and ship-based personnel so that there could be safer ships and cleaner oceans. A must for mariners.