



# Dienststelle Schiffssicherheit BG Verkehr

ISM-Circular No.: 01/2012

**Subject:** Reports and analyses of non-conformities, accidents and hazardous occurrences

**Reference:** ISM-Code 1.2.3, 9, 10.2.2; MSC-MEPC.7/Circ.5

**Remark:** This circular needs to be carried on board of ships.

**Date:** 27.02.2012

## Requirements for the Safety Management System

The safety management system shall provide procedures ensuring that non-conformities, accidents and hazardous occurrences are reported to the company with the aim that internal investigations and analyses lead to appropriate corrective and preventive actions and, thereby, improve the ship's safety and environmental protection. Finally, these procedures include also any non-conformities with the provisions of relevant regulations for the maintenance of ship and equipment. In addition to the internal reporting requirements the procedures should ensure that relevant competent authorities will be informed about reportable occurrences.

The safety management system shall also ensure that the ship's management and other persons concerned are informed about the receipt and the status of the report as well as any measures taken.

## Observation

It has been criticized repeatedly during Port State Controls that equipment and appliances of substantial relevance to the ship's safety only work in a limited way or fail completely. Many of these cases are not reported to the company as prescribed by the safety management system or reporting was carried out but no corrective action was adopted by the company. In other cases, failures had already been reported to the company and appropriate corrective measures had been implemented (e.g. order of spare parts). However, these failures led to deficiencies during Port State Control and in some cases to detentions, because of:

- equipment and appliances are affected, that are basis for the issuance of certificates,
- omission of organisation of appropriate corrective measures in ship operation to compensate the failure, and
- failure to report to the issuing administration.

We would like to focus on some recent examples as follows:

*Cargo holds fire detection system: alarm panel switched off due to permanently in alarm.*

*Fire detection alarm panel unable to provide proper protection. Company informed by vessel.  
No corrective action taken by Company.*

*Hull buckled on S/S-lower floor. Several stiffeners bended and welds cracked. No evidence  
that this hull damage was reported to Flag or R.O..*

*Some equipment related to Safety Equipment Certificate was missing on board. The crew  
issued timely deviation report, sent to the company, but neither Flag Authority nor Class were  
notified about.*

## **Reporting obligations**

The reporting obligations towards the issuing administration are based on the relevant international regulations on which the certificate is based. According to SOLAS Reg. I/11 (c) all defects shall be reported which affect the safety of the ship or the efficiency or completeness of its life-saving appliances or other equipment. According to MARPOL all defects which substantially affect the integrity of the ship or the efficiency or completeness of its equipment detailed in MARPOL Annex I, II, IV and VI, shall be reported to the Administration.

Similar provisions are included in the Loadline-Convention and in the national Schiffssicherheitsverordnung.

## **Measures**

When receiving a report from a ship concerning the validity of a certificate issued under a relevant convention, the company should advise the issuing administration, considering the urgency of the case and informing about the measures adopted to ensure the safety and to compensate the failure of equipment, systems or aggregates.

If a report to the administration remains undone or a relevant exemption or condition of the Flag State is not available, this may lead to difficulties during Port State Controls, even though there is evidence that appropriate corrective action by ship and/or company has been implemented (e.g. order of spare parts and additional fire patrols in case of failure of fire detection system).

For that reason companies should ensure that their personnel on board is sufficiently sensitized to identify situations affecting the safety and to report it to the ship's management.

## **Reporting to the Dienststelle Schiffssicherheit concerning German flagged ships**

### During office hours

+49 (0)40 36137-0  
or [ism@bg-verkehr.de](mailto:ism@bg-verkehr.de) or [schiffssicherheit@bg-verkehr.de](mailto:schiffssicherheit@bg-verkehr.de)

### After office hours

+49 (0)40 36137 100  
or [psc@bg-verkehr.de](mailto:psc@bg-verkehr.de)

## **Action required**

Companies concerned are requested to review and up-date their safety management system according to the above mentioned requirements and to inform the personnel involved accordingly.

A copy of this circular can be found at our website:

<http://www.bg-verkehr.de/service/downloads/ship-safety-division/ism/overview-ism-circulars-and-ism-info-mails>

**Contact details:**

Dienststelle Schiffssicherheit

BG-Verkehr

Referat ISM/ILO

Telefon: 040 / 36 137-213

Telefax: 040 / 36 137-295

Email: [ism@bg-verkehr.de](mailto:ism@bg-verkehr.de)

[www.dienststelle-schiffssicherheit.de](http://www.dienststelle-schiffssicherheit.de)