

ISM: On board Emergency Contingency Plan – New guidelines from 1 July 2014

By the enclosed **A.28/Res. 1072** from *Assembly* the Faroese Maritime Authority wishes to draw your attention to the revised guidelines regarding on board emergency contingency from IMO.

SOLAS Ch. IX and Ch. III, Reg. 24-4 and MARPOL 73/78 Annex I, Reg. 26 present regulations regarding emergency contingency on board. The ISM Code, Item 1.2.2.2 and Item 8 stipulate requirements to all shipping companies to ensure such emergency contingency plans on board and ashore.

The handbook, often known as the Emergency Contingency Plan (ECP) is often an addition plan to the SOPEP, as it displays more and other cases of emergency than those of the SOPEP concentrating primarily on the oil spill itself. Its counterpart in the office is often known as the Office Emergency Contingency Plan (OECF), and it organises actions to take place when an emergency situation has been reported from a ship. To coordinate these emergency handbooks is one of the objectives of the enclosed guidelines.

Thus, in the enclosed revised guidelines the primary objectives have been listed as the following:

1. to assist companies in translating the requirements of the regulations into action by making use of the structure of the integrated system;
2. to integrate relevant shipboard emergency situations into such a system;
3. to assist in the development of harmonized contingency plans which will enhance their acceptance by shipboard personnel and their proper use in an emergency situation; and
4. to encourage Governments, in the interests of uniformity, to accept the structure of the integrated system as being in conformity with the provisions for development of shipboard contingency plans as required by various IMO instruments, and to refer to these Revised Guidelines when preparing appropriate national legislation.

It is a prerequisite of the ISM Code that every Company's Safety Management System (SMS) is in a continuous improvement process. This is being ensured by the regular internal audits, Masters' Reviews and Management Review. In addition, the above-mentioned emergency routines should be tested annually by a emergency preparedness drill, in which a ship and the office organisation engage together.

With these management tools at hand the FMA will encourage all companies with ships flying the Faroese flag to pay due attention to the enclosed guidelines from IMO when such drills, audits and reviews of the company's SMS procedures are made.

Please note that the enclosed memo A.28/Res.1072 revokes A.852(20).

Encls.: A.28/Res.1072
A 28-Res.1072-Corr.1

