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**GUIDELINES FOR THE REACTIVATION OF THE SAFETY MANAGEMENT
CERTIFICATE FOLLOWING AN OPERATIONAL INTERRUPTION OF
THE SAFETY MANAGEMENT SYSTEM DUE TO
LAY-UP OVER A CERTAIN PERIOD**

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014) and the Marine Environment Protection Committee, at its sixty-sixth session (31 March to 4 April 2014) approved the *Guidelines for the reactivation of the Safety Management Certificate following an operational interruption of the SMS due to lay-up over a certain period*, as set out in the annex.

2 Member Governments and international organizations are invited to bring this circular to the attention of all parties concerned.

ANNEX

GUIDELINES FOR THE REACTIVATION OF THE SAFETY MANAGEMENT CERTIFICATE FOLLOWING AN OPERATIONAL INTERRUPTION OF THE SAFETY MANAGEMENT SYSTEM DUE TO LAY-UP OVER A CERTAIN PERIOD

1 INTRODUCTION

This document provides guidelines to Companies and Administrations on the actions to be taken following a lay-up, in order to ensure that the Safety Management System (SMS) on board vessels is functional once the ship is taken back into service.

2 SCOPE AND APPLICATION

2.1 Definitions

The terms used in these Guidelines have the same meaning as those given in the ISM Code.

2.2 Scope and application

2.2.1 These Guidelines establish basic principles relating to the verification that the safety management system of the ship is reactivated and complies with the ISM Code.

2.2.2 These Guidelines do not reduce or replace the Company's responsibilities outlined in the ISM Code.

2.2.3 Where a Company manages a ship, which only operates seasonally, the Company should establish specific procedures for the lay-up period and reactivation, based on their commercial activities.

3 REACTIVATION REQUIREMENTS

3.1 The Company should, after interruption of the SMS on board a ship, review the SMS.

3.2 The Company should notify the Administration and port State or coastal State (if applicable) about the reactivation of the ship. This should include information about the time needed for reactivation of the vessel, any change of ownership or change of Company and the next intended destination after reactivation, e.g. normal trade, repair yard or scrap yard.

3.3 If the interruption period of the SMS on board the ship is more than three months but less than six months, then the Administration may require an additional verification. Upon satisfactory completion of the additional verification, the existing Safety Management Certificate (SMC) should be endorsed.

3.4 If the interruption period of the SMS on board the ship is more than six months, then the Company should request an interim verification.