

ISM code SIRE 2 Nuances



CMMI monthly lecture meeting 17 Aug 2023 Mumbai

- Trigger reports of late 1989s pointing errors of managers, in overlooking " human element".
- Third party managers quickly moved as joint effort to quell the said reports. USA was not amused in its development as their view is that it is predominantly owners' responsibility'
 - for safety, security,& pollution prevention.
- Thus, all systems of management require **ROBUST** *top-down approach at every step.*

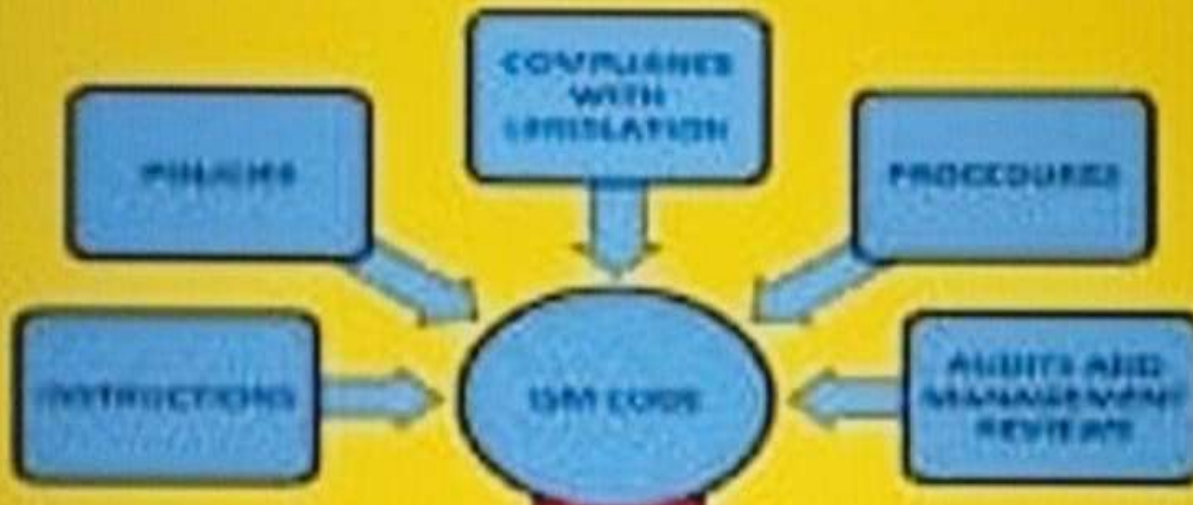
Improvement of standards of safety security pollution prevention

- ISM provides an all-inclusive broad framework that should suit as appropriate for both owners and managers taking into account that no two ship operations are alike.
- Safety cannot be left to chance, it has to be managed.
- **HUMAN ELEMENT**
- Mandated by SOLAS ch ix amended five times since 1998 unlike ISO or SIRE that came into being first in 1993 and has also gone amendments on the way to date.
- Unlike ISO or SIRE
- ISM is statutory , ISO 9000 is customer, SIRE is third party requirement. ISM, ISO are audit centric, SIRE is inspection process of pass fail. **HOWEVER, all systems must be business centric.**
- Manuals are guidance not just 'gyan. Its a bridge to ethos prevailing ashore and on board.
- Making DoC, SMS work is development matter – team work - not paper exercise



COMPLEX ENVIRONMENT = STRUCTURAL REQUIREMENTS

TRADITIONAL SMS = FUNCTIONAL REQUIREMENTS



Social environmental effects to performance through intelligent fairway.



Physical environmental effects to performance through intelligent fairway.

Capt Sudhir Subhedar

Capt Girish Lele

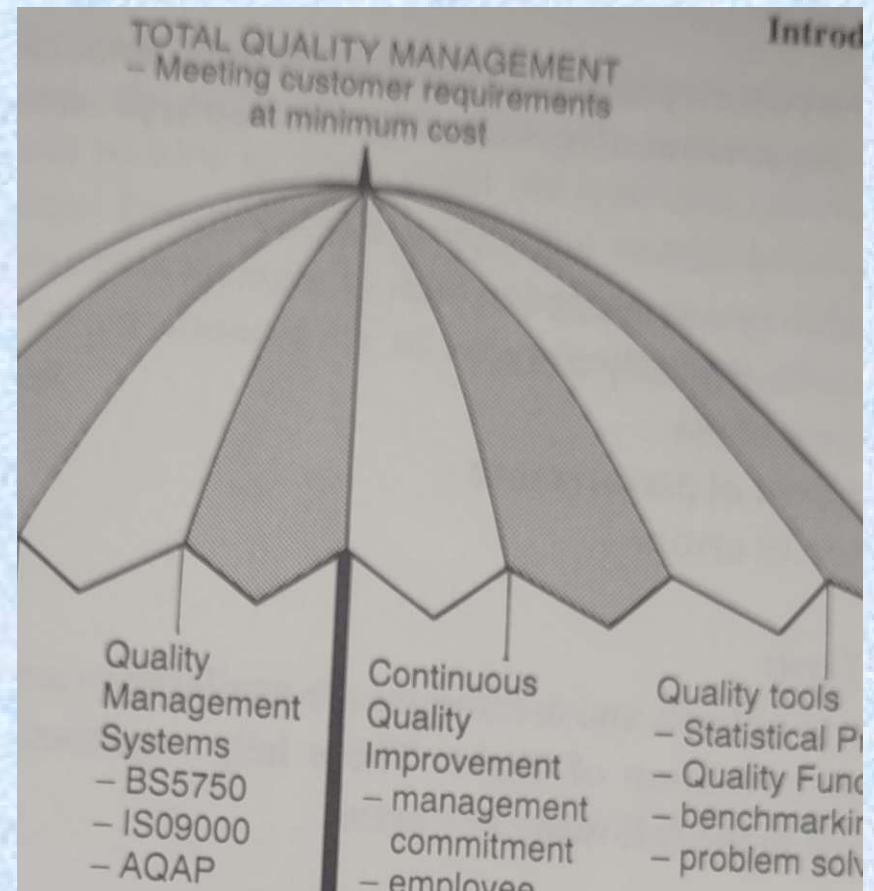


CMMI Monthly Meeting
Topic : SIRE2, ISM Nuamnces
Date : 17th August 2023
Venue : CMMI HQ, Andheri E, Mumbai
Hybrid model
Registration Link :

BASICS WORK

Likelihood of occurrence	1 a freak combination of factors would be required for an incident to result	1	2	3	4	5
	2 a rare combination of factors would be required for an incident to result	2	4	6	8	10
	3 could happen when additional factors are present, otherwise unlikely to occur	3	6	9	12	15
	4 not certain to happen but an additional factor may result in an incident	4	8	12	16	20
	5 almost inevitable that an incident would result	5	10	15	20	25

... assessment matrix

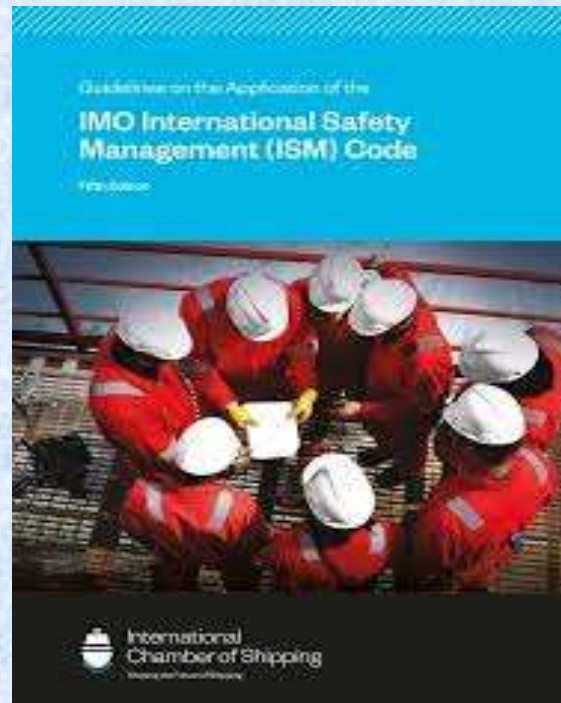


NUANCES cracking the code

- Focus is on international standard for continuous improvement in safe operations, security, pollution prevention of ships in international waters.
- Functional requirements & reducing identified risks to as low as possible.
- Three primary goals - safe secure work space for safety and pollution prevention; assess risk for mitigation ; constantly upgrade skills of company employees to achieve these goals.
- Audit, inspection, FSI, PSC, are beads of same neckless but little different.
Hardware vs Software , CODE OF SAFE working practices is good old example
- **Training not check lists.**
- **Second nature e.g. hot work, permit must flash up**
- Objective evidence from records (know / appreciate importance of documentation in physical or virtual format as per every ones' convenience.
- Auditors, Inspectors need pragmatic approach to derive same goal. Safety, healthy, secure, environment friendly management.
- But it cannot be one size fits all. Built in flexibility. **Not elephant in the room.**
- **CS IWT IV ISM should be Head office centric – outcome driven**
- Key is training, & **risk assessment.**
- And, contingency / emergency preparedness. **SITUATIONAL AWARENESS TOO.**
- Learning from errors – incident reports, analysis, root cause determination and elimination by way of corrective action. **1 : 10 : 30 : 600**

MILESTONES ISM vs ISO TQM SIRE2

- Knowing applicable law / SOP, as a practice is paramount
 - Dynamic living systems = continual improvement
 - Freedom from danger
 - THE three **C**'s - *COMPANY COMMITMENT COMMUNICATION*
 - Masters over riding authority. Master as top management therefore masters' review envisaged
 - Permits, pink & orange slips (Improvement / prohibitory notices)
 - Forward thinking all the time
- Eg: getting ready to pickup pilot: sign on-sign off, briefing-debriefing
- Unfortunately, since ISM idea came about only 40% success has been achieved globally



Way forward

- Time to revisit ISM code text first envisaged over three decades ago
- About the same time as SIRE with difference of carrot and stick. NO SIRE NO CARGO mandated by OCIMF like organ of oil majors
- New ISM could endeavour to bridge the gap between the two
- Avoid multiple surveys, inspections – Class, PSC, FSI, SIRE – reduce stress and fatigue of crew – number dwindling in era of autonomous shipping
- Age of ship vessel if an issue could be examined by independent SIRE LIKE INSPECTOR paid for by Government, Class, Owner operator together. Approved panel of CMMI, IMEI, INA should suffice.



Jai hind