

# Abstract

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## **Applying the ISM Code to Enhance Maritime Safety**

Maritime Safety Committee of the IMO at its 84th session in May 2008 adopted a new code of international standards and Recommended Practices for a safety investigation into a Marine Casualty Marine Incident (the casualty investigation code). The relevant amendments to SOLAS chapter XI-1 were adopted to give the code a mandatory status. The code requires that safety investigation should be conducted into each very serious marine casualty, which is defined as a casualty involving a total loss of ship a death severe damage to the environment (IMO, 2008). Main purpose of the new code is for the administrators to obtain and disseminate information that could be used to prevent future accidents. The new regulations expand on SOLAS regulations I/21, requiring each administration to investigate any casualty occurring to any of its ship "when it judges that such an investigation may assist in determining what changes in the presents regulations might be desirable" (SOLAS, 2004). Safety measures based on the outcomes of the investigations of accidents; the lessons learnt from them has been the cornerstone of IMO's rule making process. International safety conventions under aegis of the IMO; those prior to its establishment were mainly developed and adopted in response to accidents; disasters of high consequential loss of life, property damage to the marine environment, with an objective of implementing design and operation standards for preventing reoccurrence of similar diastases. It is a common saying in the maritime sectors that: "Titanic created the SOLAS; Torrey Canyon created the MARPOL; Amoco Cadiz created the MARPOL amendments; STCW; Exxon Valdez gave us the OPA 90 (USA); Herald of Free Enterprise created the ISM Code. (Sagen, 1999)"