How was the safety code really work?

The ISM code has potential to benefit through reduced insurance premiums, and many more. Some even called proper compliance “common sense”. Dr Phil Anderson, a post-doctoral researcher appointed by IMO concluded another study on a survey questionnaire to assess the impact and effectiveness of the ISM code’s implementation. It concluded that the ISM code is an overwhelming success for those who reap the benefit from it. However, the experts also made a number of recommendations and singled out excessive paperwork as the biggest impediment. Further, they suggested that seafarers’ occupational health–safety were identified that the accident mortality, morbidity and fatalities are generally very long time. Starting from a deck cadet I progressed to become a master and subsequently a ship manager. During my 15 years in the industry, I have experienced such surveys fail to draw out the ideal and model answers to the questions. Interestingly, this theory was also supported in the conclusion of the 2003 questionnaire study. Thus, this form of study has its own drawback and is likely to fail in revealing the real state of the performance of the ISM code. However, there is a third option: studying how the code works in practice inside the intricate details of the operations of the code. It would likely expose probable conflicts between what supports and what obstructs proper compliance in the offices as well as onboard ships. This method, which has been successfully used in similar studies in other industries, has the potential to identify a number of factors including the social and economic practices both onboard and in the office which has motivated me to embark on this study. My aim is to produce research concerning the code’s operational effectiveness using this third option. Besides being a research student I have also been in the industry for a very long time. Starting from a deck cadet I progressed to become a master and subsequently a ship manager. During my 15 years in the industry, I have experienced the ISM code in a way that would likely expose probable conflicts between what supports and what obstructs proper compliance in the offices as well as onboard ships. This method, which has been successfully used in similar studies in other industries, has the potential to identify a number of factors including the social and economic practices both onboard and in the office which has motivated me to embark on this study. My aim is to produce research concerning the code’s operational effectiveness using this third option. Besides being a research student I have also been in the industry for a very long time. Starting from a deck cadet I progressed to become a master and subsequently a ship manager. During my 15 years in the industry, I have experienced