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The Polar Code

Ships in Cold Water – Arctic Issues Examined

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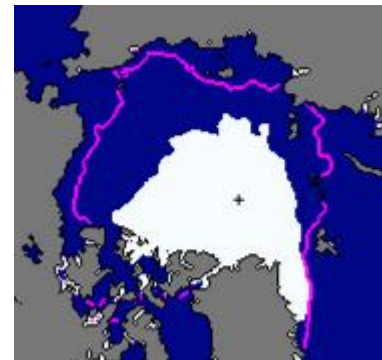


Overview

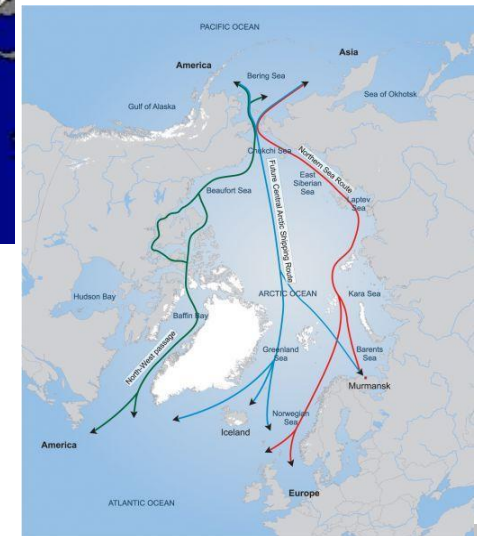
- **Background and main features**
- **Special focus:**
 - Operational limitations
 - Environmental protection
- **Conclusions**



Sea ice September 2013



Sea ice September 2012



IMO and the Arctic:

The adequacy of the existing rules and standards

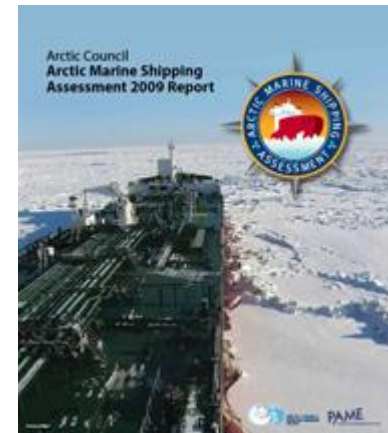
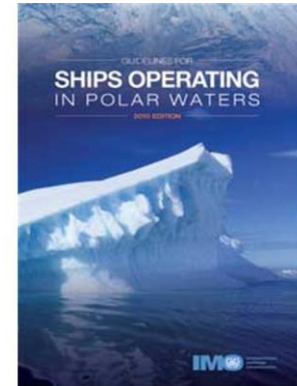
IMO conventions and guidelines

2009: Arctic Marine Shipping Assessment (AMSA)

2010-2014: From hazard matrix to negotiating text to a draft Polar Code

2014-?: Consideration and adoption by the two relevant committees (MSC and MEPC)

2016 : Enter into force?



Draft International Code for Ships operating in Polar Waters

Preamble

Introduction

Part I-A Safety Measures

- General
- Polar Water Operational Manual
- Ship structure
- Stability and subdivision
- Watertight and weathertight integrity
- Machinery installations
- Fire safety/protection
- Life-saving appliances and arrangements

- Safety of navigation
- Communication
- Voyage planning
- Crewing/manning/training

Part I-B Additional guidance

Part II-A Pollution Prevention measures

- Prevention of oil pollution
- Prevention of pollution from noxious liquid substances
- Prevention of pollution by sewage from ships
- Pollution by garbage

Part II- B Additional guidance

Appendix: Polar Ship Certificate

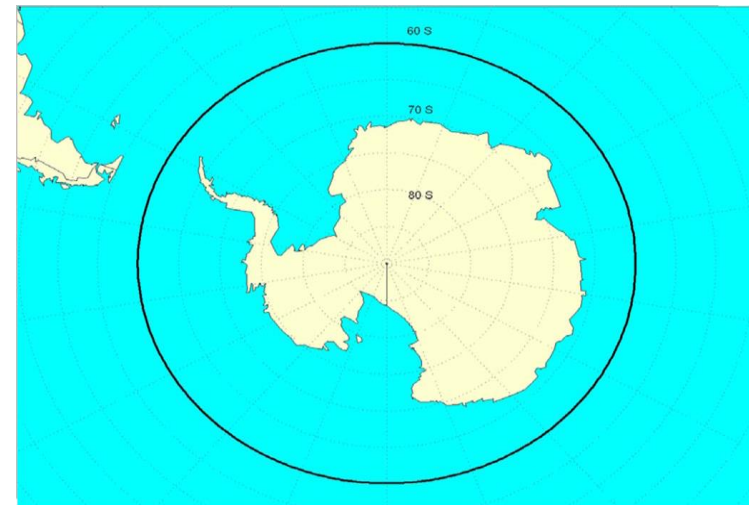
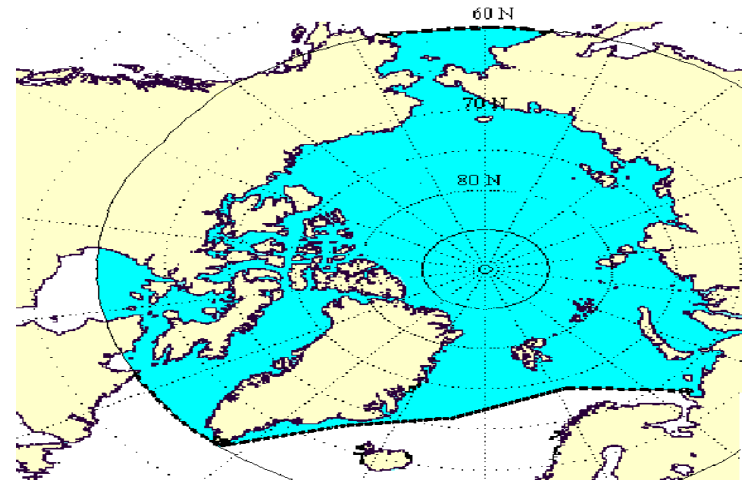
Legal status and application

Legal status:

- Mandatory through amendments of SOLAS 74 and MARPOL 73/78 annexes
- Amendments through use of reference or “inclusion”?

Application:

- Arctic waters and Antarctic Area
- Ships operating in polar waters



Normative design

- **Risk-based approach:**
 - Design of the Polar Code
 - Operational limitations
- **Goal-based approach:**
 - Goals, functional requirements and prescriptive rules
 - Provides flexibility
 - Legal status and application
 - Verification of compliance

How to mitigate the risks?

Operational limitations

Formal requirements:

- Polar Ship Certificate
- Polar Waters Operational Manual

Sources of risks/hazards:

- Sea ice
- Low temperatures
- Adequate and competent crew

Operating within the limitations

Polar Class	General Description
PC 1	Year-round operation in all polar waters
PC 2	Year-round operation in moderate Multi-year ice conditions
PC 3	Year-round operation in Second-year ice with Old ice inclusions
PC 4	Year-round operation in thick, First-year ice with Old ice inclusions
PC 5	Year-round operation in medium, First-year ice with Old ice inclusions
PC 6	Summer/autumn operation in medium, First-year ice with Old ice
PC 7	



Polar Code and environmental protection

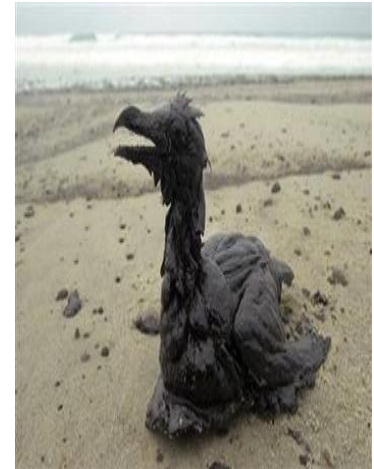
Effects of shipping on the polar marine environment

Areas of possible regulations:

- Ban on transport of MARPOL Annex I and II cargoes
- Operational discharge of oil
- Sewage and grey water, garbage
- Emissions to air (incl. black carbon)
- Others (e.g. noise, ship strikes, ballast water)

The Polar Code - Pollution prevention measures:

- **Oil pollution:** Any discharge into the sea of oil and oily mixtures is prohibited
- Pollution from **noxious liquid substances:** Any discharge is prohibited
- Pollution from **sewage:** Additional requirements on distance from ice and ban from new vessels
- Pollution from **garbage:** Additional restrictions on discharge of food waste



Conclusions

- **Polar Code in operation:**
 - Enter into force
 - National implementation
- **The importance of its context, legal as non-legal:**
 - Global (other IMO regulations)
 - Regional cooperation (e.g. SAR, port state)
 - Coastal State regulations and enforcement
 - Still remote, ice-covered, cold