



Background and status of the IMO initiative to develop a mandatory Polar Code

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Fridtjof Nansen (1861-1930)



Nansen:

We are all adventurers in life,
whatever path we follow.

The most important lessons in life
we must discover with our own
eyes.

Background



Increased tourism in Polar areas
Large cruise ships with many passengers

Climate changes – New possibilities in the North



New ship lanes
Cargo transport

Basic question

Will current regulatory regimes ensure the same level of safety of lives at sea and protection of the environment in Polar waters as in other waters?

Submissions to MSC 86

- MSC 86/23/9 (Denmark, Norway and the United States) proposing that a new work programme item be added to the agendas of the DE Sub-Committee and any other appropriate sub-committees as a high priority item to consider and develop mandatory requirements for the Polar Regions.
- DE 52/21/Annex 12 providing a justification for a new work programme item: "Development of a Code for ships operating in Polar waters".

Code of Safety for Ships operating in Polar waters

- Based on these initiative IMO decided to develop an international mandatory Polar Code
- Approved as a new agenda item by MSC 86 in May 2009
- The Sub-Committee on Ship Design and Equipment (DE) coordinates the work.
- Working group during the DE sessions, Correspondence groups in between and a Work shop this week in Cambridge
- Target Completion date for DE is 2012.

The goal

- *The goal of this Code is to provide for safe ship operation and the protection of the Polar environment in by addressing risks specific for the Polar regions and not explicitly considered by other instruments of the Organisation.*

Progress DE 53

DE 53 (February 2010) agreed on the principles for the Code:

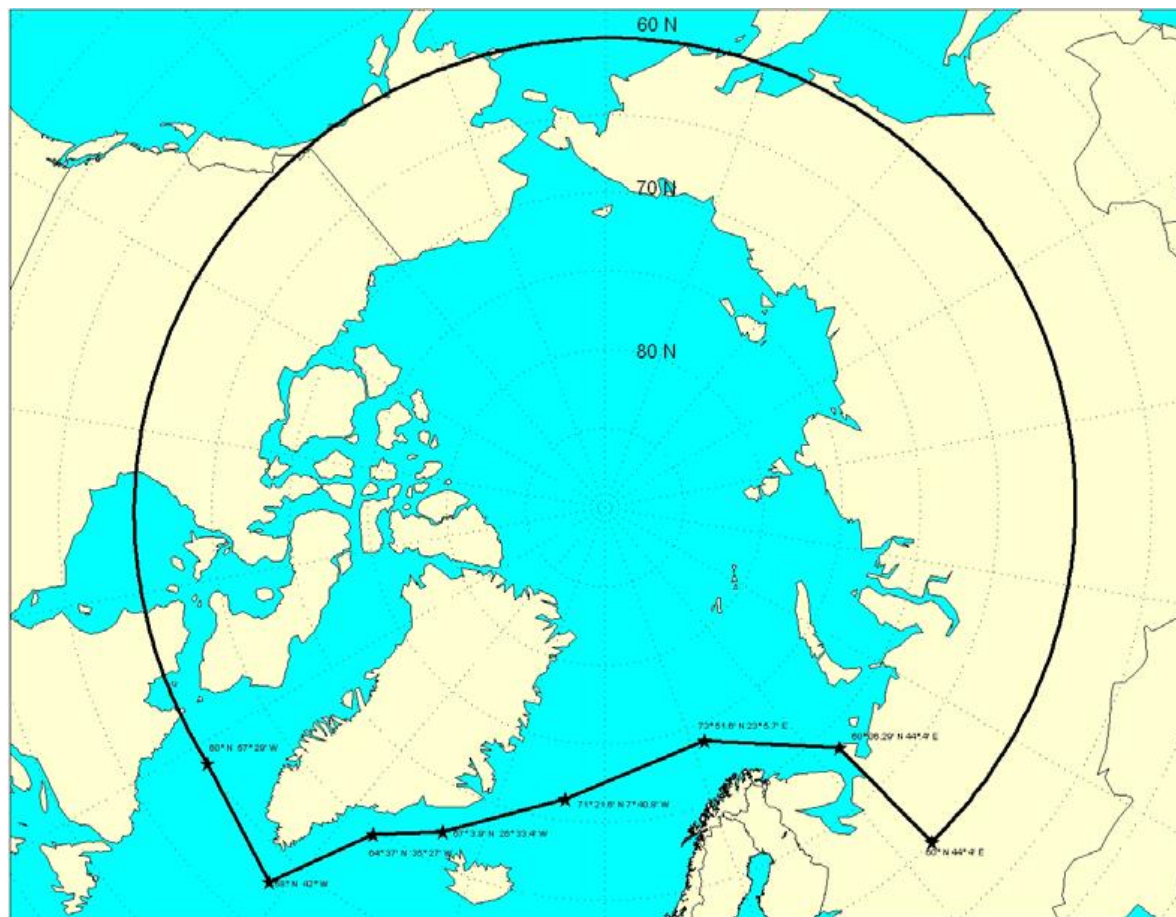
- Additional requirements to existing IMO legislation (add on code)
- Risk based
- Functional requirements
Supported by deterministic requirements where necessary
- Ensure same level of safety for persons, the environment and the ships as in other waters
- A correspondence group was formed to progress the work.

Progress DE 54

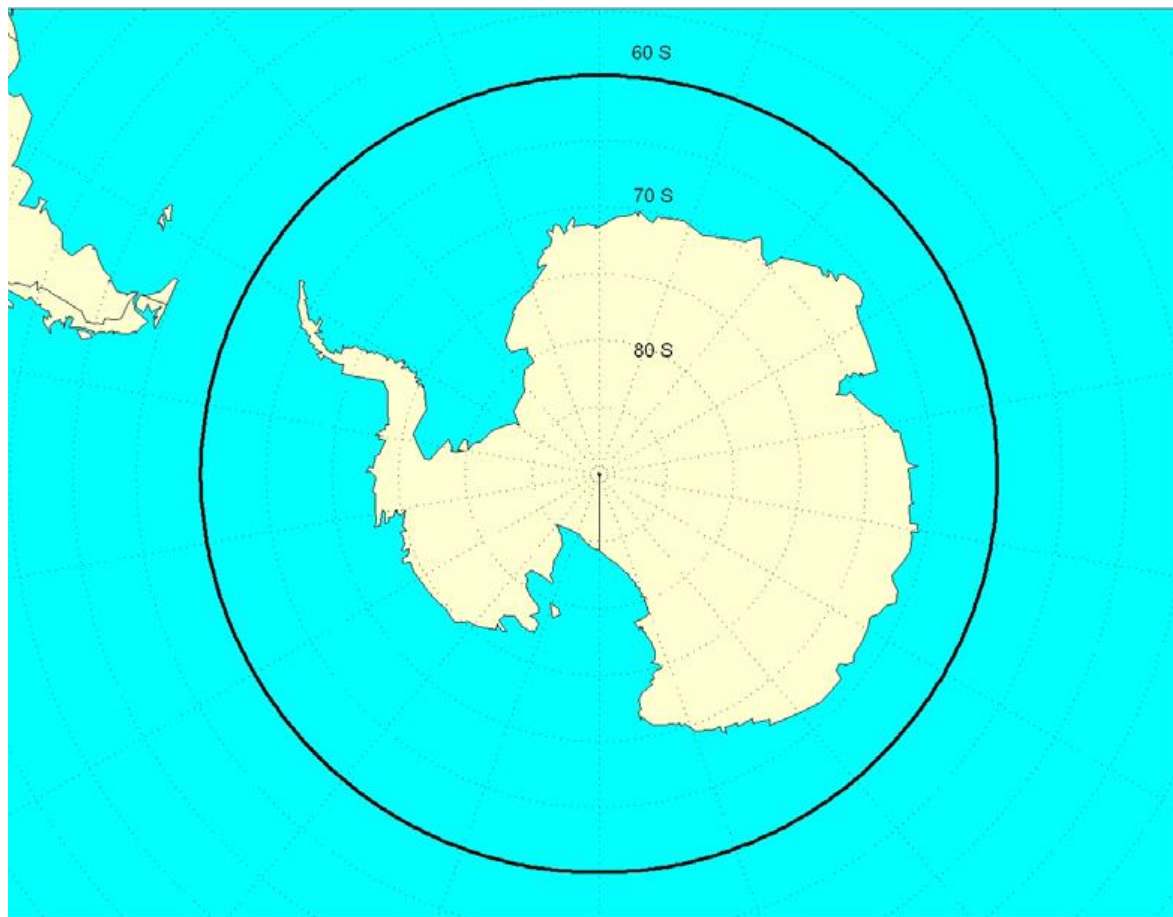
- Preliminary agreement on the geographical boundaries of application.
- Agreement that there should be a number of elements in the design criteria
- The structure of the Code is agreed (based on elements from Goal Based Standard, tier 1 and 2)
- Development of hazard identification (additional hazards in polar waters/areas)
- A correspondence group was formed to progress the work

Geographical demarcation of the Arctic water in IMO's guidelines

60 degree north
with exceptions



Geographical demarcation of the Antarctic water in IMO's guidelines



60 degrees south
all the way round

Progress at DE 55 in March 2011

Category		Description	
A	Polar ice covered	Ships that may operate in ice-covered waters with 10% or more of ice	Polar class or equivalent
B	Polar open water	Ships that may operate in ice-covered waters with less than 10% ice, where it may pose a structural risk	Assessment/ ice-strengthening or other mitigating measures
C	Polar open water including ice-free waters	Ships that may operate in waters with zero to 10% ice cover, where it does not pose a structural risk	No ice-strengthening

Content of the Code

- The Code addresses:
 - **Certification**
 - **Design**
 - **Equipment and systems**
 - **Operation**
 - **Environmental protection**
 - **To some extent manning and training**

Some challenges in the development

- Geographical limitations – new discussion
- Various opinions on additional risks
- Level of need for additional requirements
- How to mitigate additional risks
- Hesitation on additional environmental protection measures ?
- Application – types, Cargo and Passenger – Fishing vessels
- Ship categories, A, B and C – esp. the C category
- Sailing permit system in addition to certification
- Time – progress

Other challenges

- Improvement of existing and development of new charts. Paper and or electronic
- Development of systems for ice information
- Improvement of Search and Rescue
- Improvement of spill preparedness
- Mandatory requirements for additional safe manning or additional qualification and special training

The challenge – The Goal

For safety at sea in a clean environment

Icecovered or not



Thank you for your attention

