Federal Ministry
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Maritime Talks 2015:
The International Code for Ships Operating in Polar Waters (Polar Code)

What does it mean for shipping?

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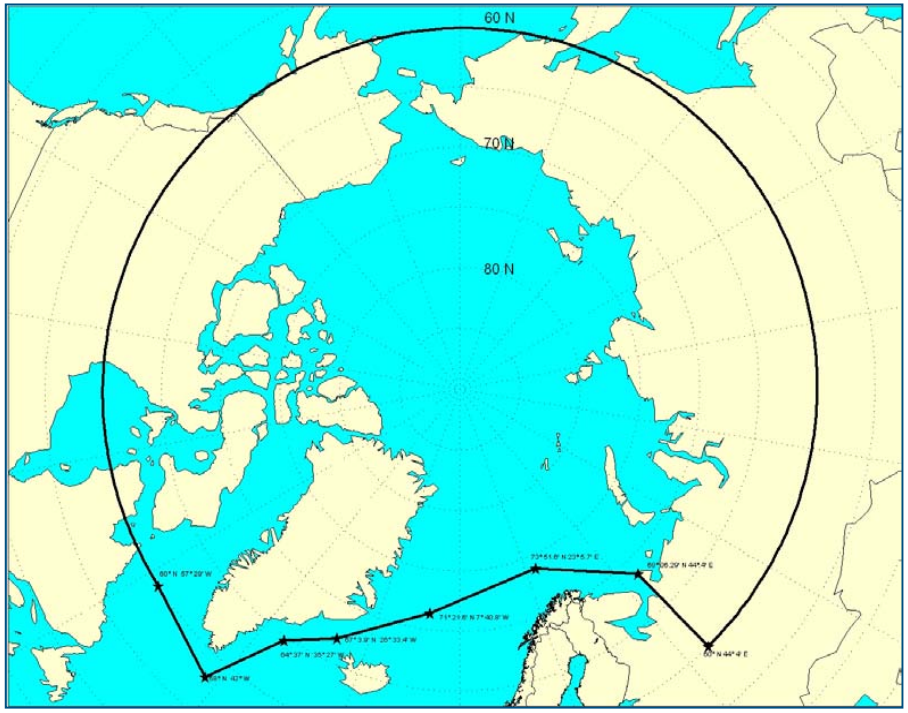
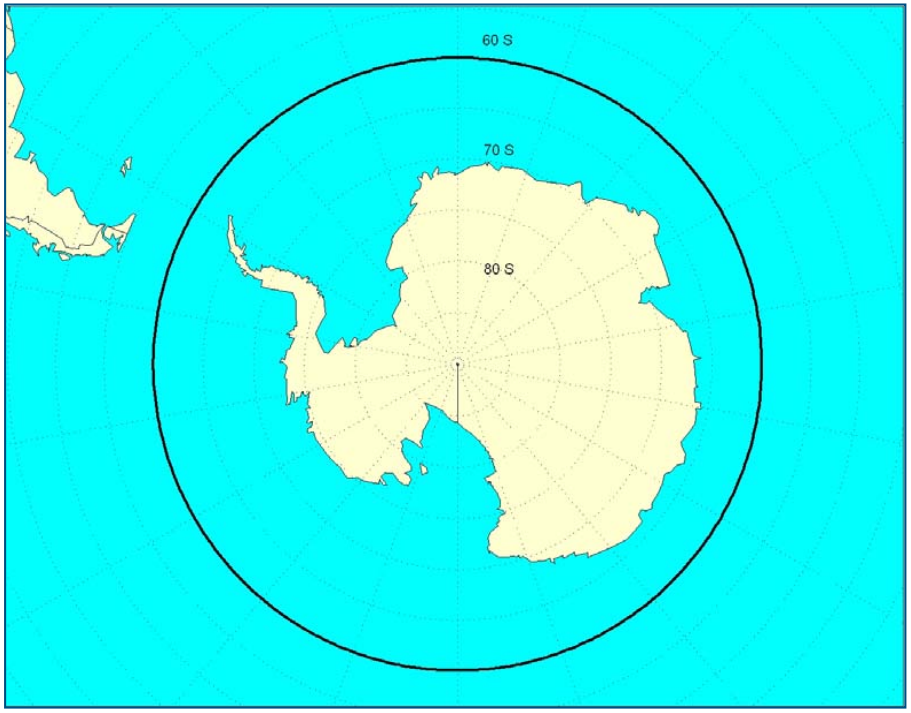
Geographical boundaries Arctic and Antarctic

Mandatory Polar Code





WHAT DOES THE POLAR CODE MEAN FOR SHIP SAEFTY?

EQUIPMENT

WINDOWS ON BRIDGE
Means to clear melted ice, freezing rain, snow, mist, spray and condensation

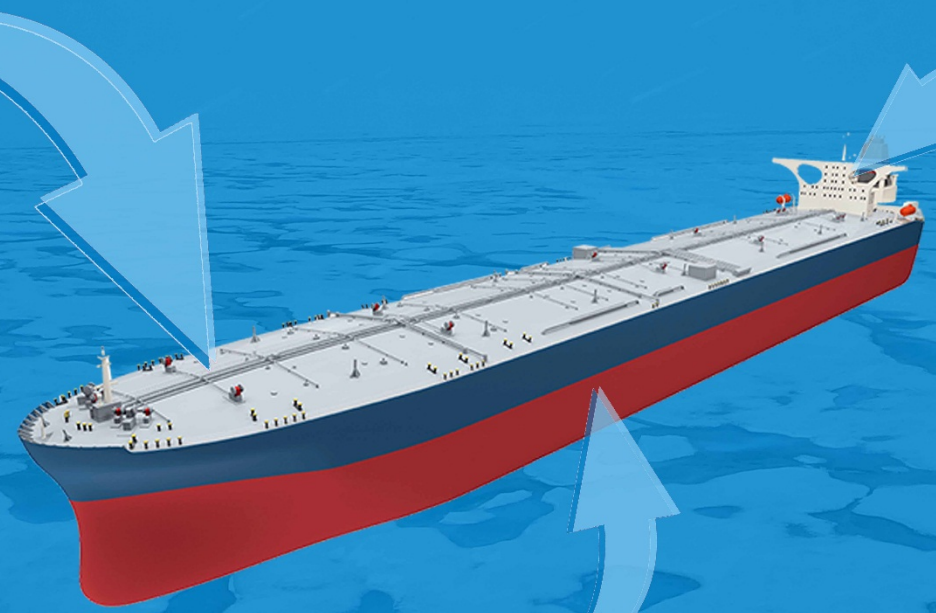
LIFEBOATS
All lifeboats to be partially or totally enclosed type

CLOTHING I
Adequate thermal protection for all persons on board

CLOTHING II
On passenger ships, an immersion suit or a thermal protective aid for each person on board

ICE REMOVAL
Special equipment for ice removal: such as electrical and pneumatic devices, special tools such as axes or wooden clubs

FIRE SAFETY
Extinguishing equipment able to operable in cold temperatures; protect from ice; suitable for persons wearing bulky and cumbersome cold weather gear



OPERATIONS & MANNING

NAVIGATION
Receive information about ice conditions

CERTIFICATE & MANUAL
Required to have on board a Polar Ship Certificate and the ship's Polar Water Operational Manual

TRAINING
Masters, chief mates and officers in charge of a navigational watch must have completed appropriate basic training (for open-water operations), and advanced training for other waters, including ice.

DESIGN & CONSTRUCTION

SHIP CATEGORIES
Three categories of ship which may operate in Polar Waters, based on:
A) medium first-year ice
B) thin first-year ice
C) open waters/ice conditions less severe than A and B

INTACT STABILITY
Sufficient stability in intact condition when subject to ice accretion and the stability calculations must take into account the icing allowance

MATERIALS
Ships intended to operate in low air temperature must be constructed with materials suitable for operation at the ships polar service temperature

STRUCTURE
In ice strengthened ships, the structure of the ship must be able to resist both global and local structural loads

BACKGROUND INFO

- THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WAS ADOPTED NOVEMBER 2014 BY THE IMO MARITIME SAFETY COMMITTEE
- IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS
- THE AIM IS TO PROVIDE FOR SAFE SHIP OPERATION AND THE PROTECTION OF THE POLAR ENVIRONMENT BY ADDRESSING RISKS PRESENT IN POLAR WATERS AND NOT ADEQUATELY MITIGATED BY OTHER INSTRUMENTS

IMO INTERNATIONAL MARITIME ORGANIZATION

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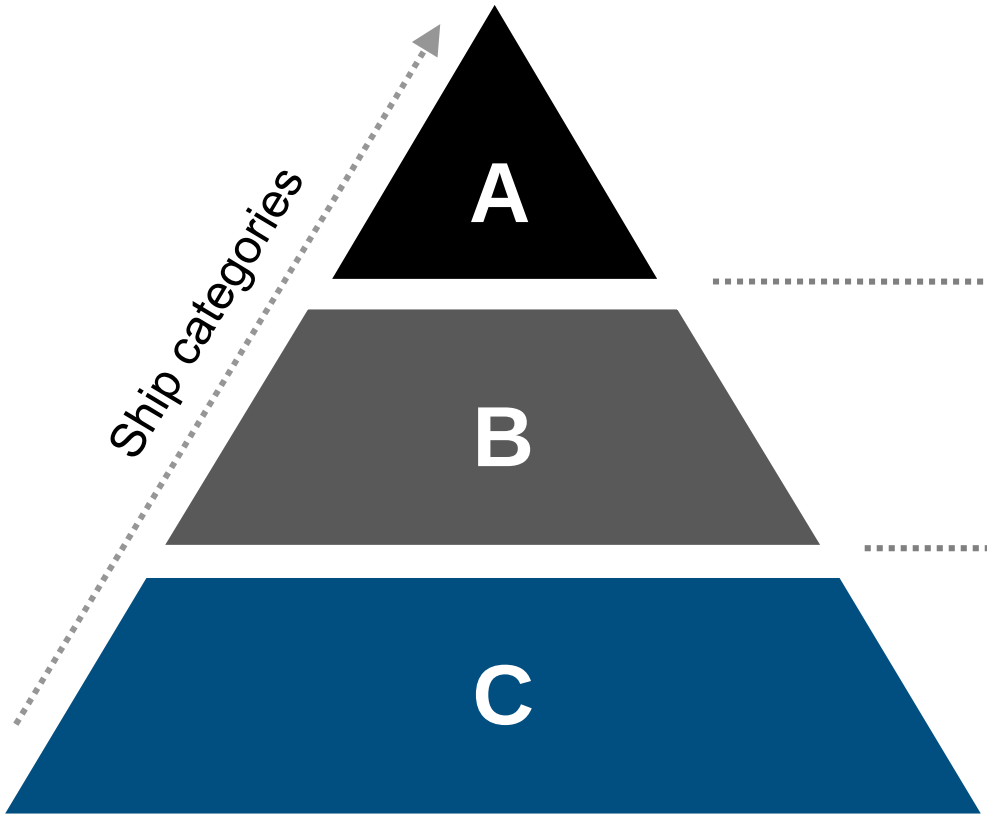
Categories of ships operating in polar waters

Mandatory Polar Code



- Designed for operation in at least medium first year ice which may include old ice inclusions
- PC 1 to 5 or equivalent

- Designed for operation in at least thin first-year ice which may include old ice inclusions
- PC 6 and 7 or equivalent

- Designed to operate in open water or in ice conditions less severe than those in categories A and B

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Environmental protection measures

1	Discharge into the sea of oil or oily mixtures from any ship prohibited. Oil fuel tanks to be separated from outer shell.
2	Discharge into the sea of noxious liquid substances, or mixtures containing such substances, prohibited.
3	IMDG Code requirements apply.
4	Discharge of sewage prohibited unless performed in acc. with MARPOL Annex IV and requirements in the Code.
5	Discharge of garbage permitted in accordance with MARPOL Annex V and requirements in the Code.

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Making the Polar Code Mandatory

- International Code for ships operating in polar waters (Polar Code) – Part I (Res. MSC.385(94))
- New SOLAS chapter XIV (Safety measures for ships operating in polar waters) (Res. MSC.386(94))

- International Code for ships operating in polar waters (Polar Code) – Part II
- Amendments to MARPOL annexes I, II, IV and V

(Adoption expected at MEPC 68 (May 2015) by MEPC resolutions.)

- Entry into Force 1 January 2017

Thank you for your attention!

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