Launch of the Arctic Council Polar Code Project by Finland and the Russian Federation

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Information Campaign on the Polar Code by the Member States of the Arctic Council *

The IMO Polar Code – International Code for Ships operating in Polar Waters

- The Arctic Council Member States and Permanent Participants welcome the entry into force of the IMO Polar Code from the beginning of the year 2017 as it enhances both shipping safety and environmental protection in its application areas in the Arctic and Antarctic waters.

- With this campaign, The Arctic Council Member States would like to inform the Masters of all ships visiting their ports about the application of the Code, its Regulations, and Documentation Requirements.

*Canada, the Kingdom of Denmark (including Greenland and the Faroe Islands), Finland, Iceland, Norway, Russian Federation, Sweden and the United States
The application area of the Polar Code in Arctic waters
WHAT DOES THE POLAR CODE MEAN FOR SHIP SAFETY?

EQUIPMENT

WINDOWS ON BRIDGE
- Means to close, shield, 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 suit 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 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 water.

INTACT STABILITY
- Sufficient stability in intact condition when subjected 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 ship's 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.
HOW THE POLAR CODE PROTECTS THE ENVIRONMENT

OIL
- DISCHARGES: Discharge into the sea of oil or oily mixtures from any ship is prohibited.
- STRUCTURE: Double hull and double bottom required for all oil tankers, including those less than 5,000 GT (A/B ships constructed on or after 1 January 2017).
- HEAVY FUEL OIL: Heavy fuel oil is banned in the Antarctic (under MARPOL).

LUBRICANTS
- Consider using non-toxic, biodegradable lubricants or water-based systems in lubricated components outside the underwater hull with direct seawater interfaces.

INVASIVE SPECIES
- INVASIVE AQUATIC SPECIES: Measures to be taken to minimize the risk of invasive aquatic species through ships' ballast water and biofouling.

SEWAGE
- DISCHARGES I: No discharge of sewage in polar waters allowed except under specific circumstances.
- TREATMENT PLANTS: Discharge is permitted if the ship has an approved sewage treatment plant, and discharges treated sewage as far as practicable from the nearest land, any fast ice, ice shelf, or areas of specified ice concentration.
- DISCHARGES II: Sewage not comminuted or disinfected can be discharged at a distance of more than 12 km from any ice shelf or fast ice.
- Comminuted and disinfected sewage can be discharged more than 3 km from any ice shelf or fast ice.

GARBAGE
- PLASTICS: All disposal of plastics prohibited (under MARPOL).

FOOD WASTES I
- Discharge of food wastes onto the ice is prohibited.

FOOD WASTES II
- Food wastes which have been comminuted or ground (no greater than 50 mm) can be discharged only when ship is not less than 12 km from the nearest land, nearest ice shelf, or nearest fast ice.

ANIMAL CARCASSES
- Discharge of animal carcasses is prohibited.

CARGO RESIDUES
- Cargo residues, cleaning agents or additives in hand washing water may only be discharged if they are not harmful to the marine environment; both discharge and destination ports are within Arctic waters, and there are no adequate reception facilities at those ports.

BACKGROUND INFO
- THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WILL ENTER INTO FORCE ON 1 JANUARY 2017.
- IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS ADDITIONAL TO EXISTING MARPOL REQUIREMENTS.
- IT PROVIDES FOR SAFE SHIP OPERATION AND PROTECTS THE ENVIRONMENT BY ADDRESSING THE UNDUE RISK PRESENT IN POLAR WATERS BUT NOT COVERED BY OTHER INSTRUMENTS.

DEFINITIONS
- SHIP CATEGORIES: Three categories of ship designed to operate in polar waters in:
  A) at least medium first-year ice
  B) at least thin first-year ice
  C) open water/ice conditions less severe than A and B
- FAST ICE: Sea ice which forms and remains fast along the coast, where it is attached to the shore, to an ice wall, to an ice front, between shoals or grounded icebergs.
- ICE SHELF: A floating ice sheet of considerable thickness; showing 2 to 50 m or more above sea-level, attached to the coast.
- DISCHARGES: Discharge of noxious liquid substances (NLS) or mixtures containing NLS is prohibited in polar waters.
Documentation Requirements

1. Polar Ship certificate supplemented by a Record of Equipment for the Polar Ship Certificate

2. Manning and training

3. MARPOL certificates

4. Ships will need to carry a Polar Water Operational Manual
Thank you for your attention!