Overview

• Nature of operations
• General feedback
• Specific considerations
  • Experience from V.Ships Leisure
• Next steps
• Questions
Nature of Operations
Nature of Operations
Nature of Operations
General Feedback

• Risk assessment process accommodates range of shipping operations in polar waters
• Anticipate timely issuance of Polar Ship Certificates
Life-Saving Appliances
Experience of V.Ships Leisure
Training for ship operating in Polar Waters'
Is Training a benefit or a cost?
An investment in knowledge pays the best interest.

Benjamin Franklin
Why Training
The Polar Code has been developed in order to increase the safety of ships' operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters.

The Code acknowledges that polar water operation may impose additional demands on ships, their systems and operation beyond the existing requirements of the (SOLAS), (Marpol), and other relevant binding IMO instruments.

The Code acknowledges that the polar waters impose additional navigational demands beyond those normally encountered.

The relationship between the additional safety measures and the protection of the environment is acknowledged as any safety measure taken to reduce the probability of an accident, will largely benefit the environment.
CHAPTER 12 – MANNING AND TRAINING

Goal

The goal of this chapter is to ensure that ships operating in polar waters are appropriately manned by *adequately qualified, trained and experienced personnel*. 
## TRAINING REQUIREMENTS FOR SHIPS OPERATING IN POLAR WATERS

<table>
<thead>
<tr>
<th></th>
<th>TANKERS</th>
<th>PASSENGER SHIPS</th>
<th>OTHER SHIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>In ice-free waters</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>In open waters</strong></td>
<td>Certificate in Basic Training for master, chief mate and officers in charge of a navigational watch</td>
<td>Certificate in Basic Training for master, chief mate and officers in charge of a navigational watch</td>
<td>None</td>
</tr>
<tr>
<td>(ice concentration less than 1/10)</td>
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<tr>
<td><strong>In other ice-covered waters</strong></td>
<td>Certificate in Advanced Training for master and chief mate</td>
<td>Certificate in Advanced Training for master and chief mate</td>
<td>Certificate in Advanced Training for master and chief mate</td>
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<tr>
<td>(ice concentration more than 1/10)</td>
<td>Certificate in Basic Training for officers in charge of a navigational watch</td>
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</tbody>
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### Certificate in Advanced Training
for ships operating in polar waters

Meet the requirements for a Certificate in Basic Training
Complete approved seagoing service
- on board a ship operating in polar waters or equivalent seagoing service,
- in the deck department at the management level or while performing watchkeeping duties in an operational level, and
- for a period of at least 2 months in total during the preceding 5 years
Complete an approved advanced training course
Meet the standard of competence in the STCW Code, § A-V/4, paragraph 1

### Certificate in Basic Training
for ships operating in polar waters

Complete an approved basic training course
Meet the standard of competence in the STCW Code, § A-V/4, paragraph 2
How

STCW V/4

STCW B-V/g

Transitional Provision
Enter into force on 1st July 2018
Training concerns

STCW Ice navigation course availability and Administrations’ Approval

Ice expertise, Know-how availability

Ice Advisor/Navigator
Training Expectation vs Reality

By 1st July 2018,
Any vessels entitled to sail in polar water shall have certified crew according to the STCW Convention and the STCW Code, as amended.

- Imo official Module course 7.11 – 7.12 late release
- Challenge and delays for some Administrations to approve the course
- Availability of qualified and certified Trainers
- Number of entitled crew to be certified
Ice Advisor

12.3.2 The Administration may allow the use of a person(s) other than the master, chief mate or officers of the navigational watch to satisfy the requirements for training, provided that:

- This person(s) are qualified and certified as per regulation II/2 of the STCW
- Sufficient number of persons to cover all watches;
- Minimum hours of rest requirements are respected at all times;
Ice Advisor additional requirements

- When operating in waters other than open waters or bergy waters, the master, chief mate and officers in charge of a navigational watch on passenger ships and tankers shall meet the applicable basic training requirements; and
- when operating in waters with ice concentration of more than 2/10, the master, chief mate and officers in charge of a navigational watch on cargo ships other than tankers shall meet the applicable basic training requirements.
- 12.3.3 The use of a person other than the officer of the navigational watch does not relieve the master or officer of the navigational watch from their duties and obligations for the safety of the ship.
What about the training in Open or Bergy waters?

“It only takes a little bit of ice to create a very serious incident and huge impact on the environment.”

Just because the ice is melting during the very short summer season due to the global warming - warming does not mean it’s suddenly warm. Small mistakes in the Polar water can rather quickly become very deadly mistakes.
Will the use of a single person on board knowledgeable about the ice, completely mitigate the related hazards?

will it comply with other safety practises such as Bridge team model?.
Reflecting learning

It is a fact that many incidents that have happened in our industry were and unfortunately are due to:

- Lack or poor Crew Resource Management (situational awareness, mental module and challenging culture)
- Lack or poor Bridge team work
- Lack or poor skills and Training etc..
- Stress and fatigue
Annual Overview of Marine Casualties and Incident 2017

FIGURES FOR 2016

3145 CASUALTIES & INCIDENTS
106 FATALITIES
79 VERY SERIOUS CASUALTIES
957 PERSONS INJURED
26 SHIPS LOST
3505 SHIPS INVOLVED
123 INVESTIGATIONS LAUNCHED

Stability
Seaworthiness
Safety of Navigation
Radio Installations
Other
Operational Practice
Machinery
Lifesaving Equipment
Human Factors
Fire Protection/Firefighting Equip.
Electrical Installations
Carriage of Cargo

Unknown
Other Agent or Vessel
Human Erroneous Action
Hazardous Material
Equipment Failure
Environmental Effect

Figure 112: Accidental events 2011-2016

Figure 172: Distribution of safety recommendations issued per focus area 2011-2016
Teamwork

Recalling one of the reasons which brings us all here today “Exploring common solutions” and borrowing and supporting the message of “Only together we can successfully confront the challenges”.

![Image of hands forming a circle]
Synergy

Experiences and Knowhow
“Ice Advisor”

Awareness and basic knowledge
“Bridge Resource Management”

Safe ship operation and protection of the Polar environment

Polar Code Goal
“An investment in knowledge pays the best interest.”

Thanks for the attention
CLIA’s Next Steps

• Active participation on work related to implementation of the Polar Code
  • LSA at SSE 5
  • Future work on navigation and communication equipment (NCSR 5/MSC 99)
• CLIA Member Workshop on Polar Operations
Questions?

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