THE ROLE OF CLASSIFICATION SOCIETY IN POLAR SHIP CERTIFICATION

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THE ROLE OF CLASSIFICATION SOCIETY IN POLAR SHIP CERTIFICATION

- STATUTORY MATTER

- INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS

- Part I:
  - Part I-A: Mandatory provisions on safety measures in accordance with the relevant SOLAS chapter
  - Part I-B: Recommendations on safety

- Part II:
  - Part II-A: Mandatory provisions on pollution prevention in accordance with relevant MARPOL Annexes
  - Part II-B: Recommendations on pollution prevention

SOLAS
Chapter XIV

MARPOL
Annexes I, II, IV and V
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- Classification Society is working:
  - on behalf of the Flag State
  - on the basis of authorization from the Flag State
  - with interpretations of the Flag State
This far DNV GL has issued 8 Polar Ship Certificates and has more than 20 certification projects going on under several Flags.
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- Process of Polar Ship Certification on the basis of the Polar Code:

  - Operational assessment
  - Technical documentation
  - Polar Waters Operational Manual
  - Compliance survey
  - Certification
The Operational Assessment is to be done by the ship owner and the Technical Documentation is to be delivered to the classification society for approval.
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- PWOM is to be developed by the ship owner and it is to be delivered to the classification society for checking.

- PWOM has to meet the minimum requirements of the Polar Code and has to be in harmony with the Operational Assessment and the arrangements onboard the vessel.

- PWOM is a necessary prerequisite of Polar Ship Certificate.

- PWOM is checked by the classification society, in the case of DNV GL by our approval centre by approval engineers having the relevant competence element.
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- After the approval of Operational Assessment and PWOM, an initial survey onboard has to be carried out to confirm that the arrangements onboard the vessel are in accordance with the Operational Assessment and PWOM.
- On the basis of satisfactory initial survey the Polar Ship Certificate is issued consisting of the Certificate and the Record of Equipment for the Polar Ship Certificate.
- The validity period of the Polar Ship Certificate is 5 years.
- For the ships in operation the maintaining of the validity of the Polar Ship Certificate requires annual, intermediate/periodical and renewal surveys.
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- Other services from DNV GL Maritime Advisory for Polar Ship Certification:
  - Operational assessment & ship review
  - Onboard gap assessment
  - Stability calculations
  - Polar Water Operational Manual
  - Technology qualification for cold climate
  - Ice Class Studies
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- Our (DNV GL) experiences this far:

- The Polar Code is a “Goal Based” standard. It has turned out to be difficult for several ship owners to realise how to meet this kind of requirements.

- The requirement of minimum of 5 days survival time has turned out to be difficult to meet. The ways to meet this requirement have turned out to be unclear to the ship owners, LSA manufacturers and some Flag States.
Our (DNV GL) experiences this far:

Especially passenger ships with larger number of passengers need a lot of personal and group survival equipment. In addition to costs, it can also be challenging to store the equipment onboard as well as deploy it in an abandonment scenario.

For some vessels, particularly newbuilding projects, the stability requirements have led to some redesigning.

Flag State interpretation is the final one.