Polar Code vs. 245 years of Arctic shipping experience

Polar Code Conference
Helsinki, February 2018
In polar waters since 1774

- Cargo transportation, port operation, logistics, warehousing
- 750 employees in GL, DK and onboard vessels
- Passenger transportation (through Arctic Umiaq Line)
- 100% owned by the Government of Greenland
The life line of Greenland
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Antarctica – Ice Shelf operations
We sail through or between ice all year round
Our daily service area = Polar Code Area
Current Fleet

Atlantic trade
- Naja and Nuka Arctica, 133 m
- Malik Arctica, 114 m

Coastal trade
- Mary Arctica, 113 m
- Irena Arctica, 108.7 m

Settlements
- Ivalo Arctica, 46 m
- Minik Arctica, 46 m
- Angaju og Aqqaluk Ittuk
- Johanna Kristine
- Sarfaq Ittuk

Passenger vessel
- Vestlandia – charter 8 months
- Pajuttaat

Avg. Age of current fleet: 20+ years
Difficult ports
Ice is a challenge all year round
First year ice
Polar Ice (multi-year Ice)
Polar Ice
Uummannaq Area: Ice is also infrastructure
Icing
Icing of superstructure
Experience with Polar Code vessels

**Newbuildings:**
- 2016: 2 x PC 6 vessels (36 TEU)
- 2017: 1 x PC 6 vessel (606 TEU)
- Hull / Propeller / Rudder: PC5
- Engine size: PC6
- Polar Service Temperature: -35°C
- 2019: 1 x Baltic Ice Class w/PC measures (PST -25) (2150 TEU) ocean going Nuuk – Europe
- 2019-20: 4 x PC7 (small)
Experience and Polar Code

**Operations and Manning**
Existing procedures will become the basis for our PWOM

**Design and Construction**
Many PC requirements already part of owners demand for a long time
- Steel propeller, C/P, stern thruster, rudder, high freeboard, covered forecastle, closed bridge, search lights (for ice detection) etc.

**Equipment**
Settle for sufficient PST & design solutions as basis for simplification
A lot of experience
But no certificate
Timeline

Risk Assessment per vessel
PC Training for all navigators
PWOM editing per vessel
Personal Polar Equipment
Class approval per vessel

Where we are

Nuka Arctica
April 2018

(class renewal dates)
Key observations

• Polar Code is not replacing Experience
  • Still about solid hardware
  • Still about strong “software”
  • Avoid risk of overspecification
  • Does not change nature of operations

• Polar Code builds common knowledge
  • From Tacit to Explicit and documented knowledge
  • Better training platforms

• Time / Resource consuming exercise

• Yards not certain about how to handle yet
One last thing...
Arctic Ban of HFO

• We care about the environment
• A global ban of burning HFO is likely to be for the overall good
• For as long as HFO can be used, a ban of transport of HFO for use in the Arctic will isolate Greenland and distort trade as well as cost of living
• Arctic is a lonely place to operate:
  • Effort vs Gain: HFO pollutes globally and the amount of HFO burned in the Arctic is relatively small