

Interpretation of the Polar Code: Status of the PAME Project

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EXPERT GROUP MEETING - PURPOSE

- The expert group met digitally on 8 July and 31 August
- The purpose of the meetings was to find a common approach on specific issues related to the interpretation of the Polar Code and advise PAME on the way forward, including an appropriate and timely approach towards IMO.



OUTCOME OF THE EXPERT GROUP MEETING

The group agreed to common interpretations related to the following issues:

- The relationship between ship category, ice/polar class, ice conditions and POLARIS or similar accepted tools as a decision support tool
- Ice conditions - category C ship
- The Polar Water Operation Manual (PWOM)
- Removing ice accretion

The group also briefly discussed

- Ice accretion and damage stability calculations
- Manning and training



Agreed common interpretations

- Assignment of categories
 - The assigned ship category is a result of the ice class assigned to the ship and its compliance with all relevant requirements related that category. Furthermore, POLARIS, or similar accepted tools, may be used as a decision support tool on board during operation only, not for determining the ship category
- Category C ships:
 - Operation in less than thin first-year ice, i.e., less than 30 cm thickness, which may include old ice inclusions



- PWOM:
 - 1. As the Polar Water Operational Manual (PWOM) should be a living document used on board and updated as necessary, the PWOM should not be subject to approval by the Administration, or an organization recognized by the Administration. However, it may be included as a part of the International Safety Management verification. The PWOM should be reviewed in connection with the initial or renewal surveys of a Polar Ship Certificate and contain the ships limitations
 - 2. The use of the “Model table of contents for the Polar Water Operational Manual (PWOM)” in Appendix 2 of the Polar Code is highly recommended. The PWOM should reflect the outcome of the operational assessment
 - 3. The PWOM should be available on board, at least, in the working language of the ship.
- Removing ice accretion:
 - To ensure minimal risk of personnel exposure to falling ice, working in an unsafe environment and exposure to environmental conditions, physical removal of ice should be part the safe job analysis. Ship’s design and available crew should govern the type and quantity of ice removal equipment. Procedures for removal of ice should be included in the PWOM



FUTURE WORK

- IACS will be invited to participate in any future work and may have additional input
- Further consideration of issues not agreed upon and any new input
- Based on any new input, consider the way ahead
- Consideration on if and how to take agreed interpretations forward to IMO