



Technical Circular

No.: 045/2022

Date: 08th June 2022

Subject: Inspection campaign by the Paris MoU on Polar Code requirements.

1. An inspection campaign will be initiated by the member Authorities of the Paris Memoranda of Understanding (MoU) on Port State Control to verify compliance with the requirements of the Polar Code.
2. Inspection campaign will be held from 13th June to 01st July 2022 (first period) and from 01st August to 19th August 2022 (second period).
3. The purpose of the campaign is to;
 - a. To determine the level of compliance with the requirements of the Polar Code within the shipping industry;
 - b. To create awareness amongst ship crews and ship owners with regard to the importance of compliance with the provisions of the Polar Code, the increased risk to ships operating in polar waters and the protection of the vulnerable polar environment;
 - c. To send a signal to the industry that safety- and pollution prevention related requirements are mandatory and enforcement with the applicable requirements is high on the agenda of the Paris MoU member Authorities;
 - d. To underline the responsibility of the Port State Control regime with regard to harmonised enforcement of compliance with the requirements of the Polar Code, thus improving the level of compliance and ensuring a level playing field.
4. The inspection campaign is additional to the regular Concentrated Inspection Campaigns and is held in a different time of the year due to the seasonal voyage plans of the ships sailing to the Polar area. A ship will be subject to only one inspection related to this inspection campaign during this period.
5. Port State Control officer will use a pre-defined questionnaire to assess whether the information and equipment provided onboard complies with the relevant Conventions.
6. Deficiencies found during the inspection will be recorded by the PSC officer and actions may vary from recording a deficiency and instructing the master to rectify it within a certain period of time, to detaining the ship until serious deficiencies have been rectified.
7. Accordingly Owners and managers of ships intending to operate in Polar waters are advised that the ship's Masters are communicated to ensure compliance to applicable requirements including following;



. This Technical Circular and the material contained in it is provided only for the purpose of supplying current information to the reader and not as an advice to be relied upon by any person.

. While we have taken utmost care to be as factual as possible, readers/ users are advised to verify the exact text and content of the Regulation from the original source/ issuing Authority.

a. Polar Water Operational Manual (PWOM):

A ship specific PWOM is available onboard.

PWOM provides the owner, operator, master and crew sufficient information regarding the ship's operational capabilities and limitations in order to support their decision-making process when in Polar waters. It is considered an extension of the procedures carried on board as part of the ship's Safety Management System under the ISM Code. The PWOM may either be a stand-alone document or a document which cross-references other procedures carried by the ship.

PWOM contains information regarding the ship's operational capabilities and limitations in order to support the decision-making process and is to include specific risk based procedures for;

- a) Voyage planning to avoid ice and/or temperatures that exceed the ship's design capabilities or limitations;*
- b) Arrangements for receiving forecasts of the environmental conditions;*
- c) Operation of equipment as required in Polar Code;*
- d) Contacting emergency response providers for ice strengthened ships, procedures for maintaining life support and ship integrity in the event of prolonged entrapment by ice.*
- e) Measures to be taken in the event of encountering ice and/or temperatures which exceed the ship's design capabilities or limitations*
- f) Monitoring and maintaining safety during operations in ice, as applicable, including any requirements for escort operations or icebreaker assistance*

Ensure that every crew member of ship with a Polar Ship Certificate is familiar with the procedures and equipment contained or referenced in PWOM that are relevant to their assigned duties.

- b. Fire main arrangements ensures that the exposed sections can be isolated and means of draining of exposed sections are provided. Further, where fixed water-based fire extinguishing systems are located in a space separate from the main fire pumps and use an own sea suction, verify that this sea suction is capable of being cleared of ice accumulation.
- c. Ships operating in polar waters have means of receiving and displaying current information on ice conditions in the area of operation. The information is utilized for voyage planning to avoid ice and/or temperatures that exceed the ship's design capabilities or limitations.
- d. Masters, chief mates and officers in charge of a navigational watch on board ships operating in polar waters have completed training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the provisions of the Chapter V/4 of the STCW Convention and meet the standards of competence for basic training and advanced training as set forth in A-V/4-1 and A-V/4-2 of the STCW Code, as amended, for ship types and ice conditions as described in part IA, Chapter 12 of the Polar Code.

- e. Crew training records or other equivalent documents for the use of the personal survival equipment and group survival equipment are available on board.
- f. Ships comply with the operational environmental protection requirements in Part II-A of the Polar Code. Accordingly, ensure compliance to requirements in respect of discharge of sewage and garbage in Polar waters as follows.

g. Discharges of sewage within Polar Waters:

- 1) Prohibited except when performed in accordance with MARPOL Annex IV and the following requirements:
 - i. The ship is discharging comminuted and disinfected sewage in accordance with Regulation 11.1.1 of MARPOL Annex IV at a distance of more than 3 nautical miles from any ice-shelf or fast ice and shall be as far as practicable from areas of ice concentration exceeding 1/10; or
 - ii. The ship is discharging sewage that is not comminuted or disinfected in accordance with Regulation 11.1.1 of MARPOL Annex IV and at a distance of more than 12 nautical miles from any ice-shelf or fast ice and shall be as far as practicable from areas of ice concentration exceeding 1/10; or
 - iii. The ship has in operation an approved sewage treatment plant meeting the operational requirements in either Regulation 9.1.1 or 9.2.1 of MARPOL Annex IV, and discharges sewage in accordance with Regulation 11.1.2 of Annex IV and shall be as far as practicable from the nearest land, any ice-shelf, fast ice or areas of ice concentration exceeding 1/10.
- 2) Discharge of sewage into the sea is prohibited from category A and B ships constructed on or after 1 January 2017 and all passenger ships constructed on or after 1 January 2017, except when such discharges are in compliance with above paragraph iii.
- 3) Notwithstanding the requirements of paragraph 11.1, category A and B ships that operate in areas of ice concentrations exceeding 1/10 for extended periods of time, may only discharge sewage using an approved sewage treatment plant meeting the operational requirements in either Regulation 9.1.1 or 9.2.1 of MARPOL Annex IV. Such discharges shall be subject to the approval of the Administration.

h. Discharge of garbage (MARPOL Annex V) in Polar Waters:

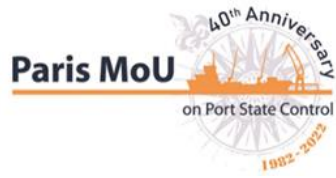
- 1) In Arctic waters, discharge of garbage into the sea permitted in accordance with Regulation 4 of MARPOL Annex V is to meet the additional requirements specified in paragraph 5.2.1 of Part II-A of the Polar Code. Specifically, food wastes shall not be discharged onto the ice and discharge of animal carcasses is prohibited.

- 2) In the Antarctic area, discharge of garbage into the sea permitted in accordance with Regulation 6 of MARPOL Annex V, is to meet the additional requirements specified in paragraph 5.2.2 of Part II-A of the Polar Code.
- 3) Operation in Polar Waters is to be taken into account, as appropriate, in the Garbage Record Book, Garbage Management Plan required under Regulation 10 of MARPOL Annex V, and the related Placards.

Enclosure:

1. Press Release by Paris MoU, dated 03 June 2022

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Press release

3 June 2022

POLAR CODE INSPECTION CAMPAIGN LAUNCHED BY THE PARIS MOU

The Paris Memorandum of Understanding on Port State Control (Paris MoU) will launch an inspection campaign to verify compliance with the requirements of the Polar Code. The inspection campaign will be held from Monday 13 June to Friday 1 July 2022 (first period) and from Monday 1 August to Friday 19 August 2022 (second period).

The inspection campaign is additional to the regular Concentrated Inspection Campaigns and is held in a different time of the year due to the seasonal voyage plans of the ships sailing to the Polar area.

A ship will be subject to only one inspection related to this inspection campaign during this period. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess whether the information and equipment provided onboard complies with the relevant conventions. Of course, Polar Code elements in SOLAS and MARPOL will also be taken into account. The questionnaire is annexed.

Reasons for such a campaign include:

- The polar waters have a unique polar ecosystem that is vulnerable to human influences such as ship operation;
- The polar waters impose additional navigational demands beyond those normally encountered in non-polar waters;
- The polar waters impose additional demands on the ships, their systems and operations beyond the existing requirements for normal operations at sea.

The goal of the Polar Code inspection campaign is:

- to determine the level of compliance with the requirements of the Polar Code within the shipping industry;

- to create awareness amongst ship crews and ship owners with regard to the importance of compliance with the provisions of the Polar Code, the increased risk to ships operating in polar waters and the protection of the vulnerable polar environment;
- to send a signal to the industry that safety- and pollution prevention related requirements are mandatory and enforcement with the applicable requirements is high on the agenda of the PMoU member Authorities;
- to underline the responsibility of the Port State Control regime with regard to harmonised enforcement of compliance with the requirements of the Polar Code, thus improving the level of compliance and ensuring a level playing field.

The results of the campaign will be analysed and findings will be presented to the Paris MoU Committee.

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Notes to editors:

Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose, if necessary. It is therefore also a port State's defence against visiting substandard shipping.

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Questionnaire for the Polar Code Inspection Campaign

Ship's name	
IMO No.	
Date of Inspection	

QUESTIONS 1 TO 9 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.

No.	Questions	Yes	No	N/A	Detention
Part 1					
Only relevant for ships which are certified					
1*	Is the ships' Polar Ship Certificate valid? Part I-A, Regulation 1.3				
2*	Is the Polar Water Operational Manual (PWOM) readily available on board? Part I-A, Regulation 2.1				
3	Can exposed sections of the fire main be isolated and are the sections provided with means for draining of the sections? Part I-A, Regulation 7.3				
4*	Are there means of receiving and displaying current information on ice conditions on board? Part A-1, regulation 9.3				
Part 2					
Only relevant for ships, which are certified and bound for or operating regularly within polar waters					
5	Are there measures on board to prevent ice accretion? Part I-A, Regulation 4.3				
6*	Does the vessel carry proper lifesaving equipment onboard? Part 1-A regulation 8.2.3.1				
7*	Do master, Chief mate and other officers in charge of a navigational watch, have the required certificates in accordance with STCW, chapter V and the Polar Code for the polar waters the ship is certified to operate in? Part I-A, Regulation 12.3				

8	<p>Is the ship's crew responsible for garbage management well aware of the additional requirements in the Polar Code that shall be met to prevent pollution by garbage from ships as additional requirements to MARPOL annex V, regulation 4?</p> <p style="text-align: center;">Part II-A, Chapter 5, Regulation 5.2</p>				
9	<p>Is the ship's crew responsible for sewage discharge, well aware of the requirements if discharge of sewage in Polar waters should be considered?</p> <p style="text-align: center;">Part II-A, Chapter 4, regulation 4.2</p>				

NOTE

1. If "NO" is selected, for question marked an "**", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.