

# IMO AND THE ARCTIC: Developments since Bergen

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# Preview

- The International Maritime Organization (IMO)
- Polar Code
- Tacit Acceptance Procedure
- Geographic Scope of Polar Code
- Application to classes of ships
- Seafarer Training and Certification
- Potential New Measures Affecting Arctic Shipping
- Black Carbon
- IMO Guidelines
- Arctic Marine Safety Information Services



# The IMO

- UN Specialized Agency responsible for measures to improve safety and security of international shipping and to prevent marine pollution from ships
- Also involved in maritime security and legal issues
- Structure
  - Assembly (meets biennially – next Nov/Dec 2015)
  - Council (meets twice yearly – next week & December 2015)
  - Committees: MSC, MEPC, Legal, TC, FAL
  - Sub-Committees: NCSR, CCC, HTW, III, PPR, SDC, SSE (@ meet once yearly)



# Polar Code

- International Code for Ships Operating in Polar Waters
- Drafted by IMO DE Sub-Committee and Correspondence Group (Norway lead), with input from other sub-committees
- Completed in 2015
- To be mandatory, through amendments to SOLAS and MARPOL, effective 1 January 2017
- Common provisions plus tailored separate mandatory and guidance provisions for safety and marine pollution
- Applicable to Arctic and Antarctic waters
- To replace *Guidelines for Ships Operating in Polar Waters, 2009*



# Polar Code Structure

- Mandatory measures covering
  - Part I-A: safety
  - Part II-A: pollution prevention
- Recommendatory provisions covering
  - Part I-B: safety
  - Part II-B: pollution prevention
- New SOLAS chapter XIV, Safety measures for ships operating in polar waters: MSC 93, May 2014 and MSC 94, November 17-21, 2014, considered Parts I-A and I-B
- New chapters for MARPOL Annexes I, II, IV and V: MEPC 66, April 2014; MEPC 67, October 13-17, 2014; and MEPC 68, May 2015, considered Parts II-A and II-B

# Polar Code Safety Chapters

Mandatory	Part I-A Safety Measures
Introduction	
1- General	7 – Fire Safety/Protection
2 – Polar Water Operational Manual	8 – Life-saving Appliances and Arrangements
3 – Ship Structure	9 – Safety of Navigation
4 –Subdivision and Stability	10 – Communication
5 - Watertight and Weathertight Integrity	11 – Voyage Planning
6 – Machinery Installations	12 – Manning and Training



# Polar Code Safety Recommendations

- Part I-B Additional Guidance
- Regarding Introduction and all chapters in Part I-A



# Polar Code Pollution Measures

- Part II-A: Mandatory chapters on prevention of pollution by
  - 1 – Oil
  - 2 – Noxious liquid substances in bulk
  - 4 – Sewage from ships
  - 5 – Garbage from ships





# Polar Code Pollution Guidance

- Part II-B: Additional guidance to Part II-A
- To chapters 1 (oil), 2 (NLS) and 5 (garbage)
- Under other environmental conventions and guidelines

# Tacit Acceptance Procedure

	Committee Meeting	Interval	Committee Meeting	Interval	Entry into force
<b>SOLAS Article VIII Amendments to Regulations except Chapter I</b>	MSC 93 approved for circulation new Chapter XIV May 2014	Minimum 6 months	MSC 94 adopted Nov. 2014	Minimum one year	Deemed accepted 1 July 2016 EIF 1 January 2017
<b>MARPOL Article 16 Amendments to Annexes I, II, IV, V</b>	MEPC 67 approved amends for circulation October 2014	Minimum 6 months	MEPC 68 adopted May 2015	Minimum 10 months	Deemed accepted 1 July 2016 EIF 1 January 2017

# Geographic Scope of Polar Code



Source: MSC 91/21/Add 1 Annex 6



# Application

- New SOLAS Chapter XIV Regulation 2:
- To ships operating in polar waters, certified – i.e. >500 gt whether or not on international voyages
  - But no “express” inclusion of SOLAS vessels on domestic voyages as required by SOLAS Regulations I/1(a) and I/3(a)
- Not applicable to ships entitled to sovereign immunity
  - Encouraged to act in a manner, so far as reasonable and practicable, with Polar Code
- Nothing in Polar code shall prejudice rights and obligations of States under international law



# Application to other ships

- After Code is adopted intend to expand to some ships now exempt from SOLAS
  - Fishing vessels
  - Ships < 500 gt
- By amendment to SOLAS chapter XIV that must “expressly” add them as required by SOLAS Regulations I/1(a) and I/3(a)

# Seafarer Training

- Now no requirements, especially for ice navigator
- STCW Manila Conference June 2010:
  - Guidance regarding training of masters and officer for ships operating in polar waters (STCW Section B-V/g)
  - Resolution 11, Measures to ensure the competency of masters and officers of ships operating in polar waters
- HTW 1 (February 2014):
  - invited MSC 89 (May 2011) to endorse chapter 12 on familiarity
  - Drafting amendments to STCW resumed at HTW 2 in February 2015 (Agenda Item 9)
- No mandatory requirements until two years after Polar Code enters into force



# Seafarer Training (2)

- HTW 2 (February 2015):
  - Drafted amendments to STCW (1978), and parts A and B to STCW Code
  - Mandatory minimum requirements for masters, chief mates and officers in charge of navigational watch on ships operating in polar waters
    - Basic and advanced training; meet standards of competence and completed approved seagoing service or two or three months on board ship operating in polar waters
  - Considered at MSC 95 (June 2015) and approved for circulation and adoption at MSC 96 (May 2016) with EIF 1 January 2018

# Tacit Acceptance Procedure (2)

	Committee Meeting	Interval	Committee Meeting	Interval	Entry into force
<b>STCW Article XII Amendments to Annex</b>	MSC 95 approved for circulation June 2015	Minimum 6 months	MSC 96 adoption May 2016	Minimum one year	Dates to be set at MSC 96 Deemed accepted 1 July 2017 (T) EIF 1 January 2018 (T)





# Future Work on Polar Code

- Consideration of extending the scope to non-SOLAS ships, i.e., those under 500 gt and fishing vessel
  - To assist, MSC 95 called for information on any incident involving non-SOLAS ship operating in polar waters to be reported to MSC 96
- Developing guidance on methodology for determining limitations for operation in ice for structural risk assessment
  - Correspondence group to report to MSC 96
- SSE 3 to consider whether additional performance or test standards for fire safety/protection and life-saving appliances and arrangements in relation to the Polar Code are necessary, and advise MSC 96 on the best way to proceed



## Future Work on Polar Code (2)

- MEPC 67 stressed that any future amendments to the Polar Code to introduce additional or new environment-related requirements requires approval by the Committee as a new output in accordance with the Committee's Guidelines, MSC-MEPC.1/Circ.4/Rev.2, 8 June 2012, as amended
- Environmental observers at MEPC 67 criticized Polar Code for focusing more on prevention of pollution than on environmental protection more broadly



# Possible New Measures

- Routing and Reporting Systems
- Vessel Traffic Services
- Specially designated Arctic marine areas
  - MARPOL Special Areas
  - Particularly Sensitive Sea Areas
  - Emission Control Areas
  - Marine Protected Areas
- Ballast water controls
- Anti-Fouling



# Black Carbon (BC)

- “Soot” from ships’ engine exhaust deposited on ice and snow increases melting through absorption of the sun’s rays
- Little more is presently known and being studied
- MEPC 68 adopted definition prepared by PPR 2
- PPR 3 to identify ways to measure BC
- MEPC 68 noted not yet possible to devise measures to control BC emissions from international shipping in the Arctic Ocean
- No time table for completion
- Arctic Council addressing through EPPR WG on BC



# IMO Guidelines

- Guidelines for Ships Operating in Polar Waters, 2009
- Enhanced Contingency Planning Guidance for Passenger Ships Operating in Areas Remote from SAR Facilities (2006)
- Guidelines for Voyage Planning for Passenger Ships Operating in Remote Areas (2007)
- Guide for Cold Water Survival (2006)
- Guide on Oil Spill Response in Ice and Snow Conditions (almost finalized – to be considered at PPR 3 (February 2016))

# Arctic MSI Services

- Maritime Safety Information Service (MSI) is an internationally coordinated network of broadcasts of MSI from official information providers by
  - National Hydrographic Offices for navigational warnings and chart correction data
  - National Meteorological Officer, for weather warnings and forecasts
  - Rescue Co-ordination Centers (RCCs), for shore-to-ship distress alerts
  - International Ice Patrol, for oceanic ice hazards
- Revised International SafetyNET Manual
  - IMO MSC.1/Circ. 1364, 24 May 2010
- Revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI), IMO MSC.1/Circ. 1310, 8 June 2010
- 2d Revised Joint IMO/IHO/WMO Manual on MSI, IMO MSC.1/Circ. 1310/Rev.1, 21 November 2014, effective 1 January 2016 (MSC 94/21, para. 9.28)



Thank you for your attention

Any questions?

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