

IUMI Policy Agenda

1. Arctic sailings

Brief description

Ice conditions make Arctic sailings a relevant option for more commercial vessels transiting between Europe and Asia and the number of cruise ships in polar waters are on the rise. Ice conditions, the role of class, ship design, remoteness, support networks, availability of icebreakers, SAR, and experience and training of crew are amongst the relevant issues for underwriters in assessing this risk.

In November 2014, the IMO Maritime Safety Committee (MSC) adopted the International Code for Ships Operating in Polar Waters and the associated new SOLAS chapter XIV. The Maritime Environmental Protection Committee (MEPC) adopted the MARPOL amendments in May 2015. Training requirements within the STCW Convention and the Code for officers and crew on board ships operating in polar waters were adopted by MSC in 2016.

The Code entered into force 1 January 2017. The safety part of the Polar Code applies to ships certified under SOLAS, i.e. cargo ships of 500 GT or more and all passenger ships. Ships constructed on or after 1 January 2017 shall comply with the safety requirements. Ship constructed before 1 January 2017 shall comply by the first intermediate or renewal survey occurring after 1 January 2018. All existing and new ships certified under MARPOL shall comply with the environmental requirements as of 1 January 2017. Polar Code amendments to STCW will take effect on 2 July 2018.

ICS and OCIMF have formed a working group to develop a guidance to shipowners on the development of a Polar Water Operational Manual. Expected completion of the joint industry guidance is in the spring of 2019.

MSC 97 resolved in November 2016 to include consequential work related to the new Polar Code in the 2016-2017 biennial agenda, and the Sub-Committee on Ship Systems and Equipment (SSE) was instructed to

- review the LSA Code and relevant IMO resolutions to adapt current resting and performance standards to the Polar Code provisions or develop additional requirements, if necessary, and
- to develop guidance on extinguishing media at polar service temperatures and consider any necessary amendments to current standards for firefighting outfits.

SSE re-established in March 2017 the LSA Correspondence Group, with the instruction to

- include the evaluation of specific equipment, as required, to consider when approving life-saving equipment to be used in polar waters,
- identify test and performance criteria for life-saving appliances and arrangements, and

- consider alternative ways to address the work.

To complete this work, SSE 4 requested that MSC extends the target completion year for this output to 2019. A correspondence group was established by SSE 5 in March 2018 to progress the work.

Furthermore, MSC 97 instructed the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) to consider current communication requirements in SOLAS and the need for any amendments. The need for a new performance standard for GNSS compasses shall also be considered. NCSR has established a Correspondence Group on this matter in view of finalizing a final version and report at NCSR 6 in 2019.

MSC 94 established in November 2014 a Correspondence Group on Operational Limitations in Ice, in which IUMI participated. Based on this work, an interim guidance on methodologies for assessing operational capabilities and limitations in ice (POLARIS) was approved by MSC 96 in May 2016. The guidance shall be reviewed four years after the entry into force of the Polar Code in order to make any necessary amendments based on experience gained. Member States and international organizations are invited to report on their experience with the use of POLARIS.

Additional performance standards related to Fire safety/protection (Chapter 8) and Life-saving appliances and arrangements (Chapter 9) of the Polar Code are also being considered. There is also an ongoing discussion relating to heavy fuel oil (HFO) use by vessels in Arctic waters. In April 2018, MEPC directed the Pollution Prevention and Response (PPR) sub-committee to develop text for a ban on the carriage and use of HFO, along with a study of its impact. PPR will meet in February 2019 to carry out this task.

After the development of the Polar Code, there is a consideration for an instrument to address non-Convention vessels operating in polar waters. MSC 98 agreed in June 2017 that the output to “Safety measures for non-SOLAS ships operating in polar waters” is a matter of urgency and moved this to its agenda for the 2018-2019 biennium. MSC 99 instructed in May 2018 the Sub-Committee on Ship Design and Construction (SDC) to develop recommendatory safety measures for fishing vessels of 24m in length and over, and pleasure yachts above 300 gross tonnage not engaged in trade. Concrete proposals are invited to MSC 100, when a working group will be established to further consider outstanding issues.

In June 2017, IUMI joined the inaugural meeting of the Arctic Shipping Best Practices Information Forum of the Arctic Council. The aim is to support the implementation of the Polar Code, and a public web-portal was launched in May 2018 with over 120 pieces of accurate information from authoritative sources including the Arctic States, intergovernmental organisations, classification societies, the shipping industry, marine insurers, and non-governmental organisations.

Relevant authority / organisations and documents

- **IMO MEPC & MSC** with input from Sub-Committees (HTW, SSE, NCSR)
 - [Polar Code:](#)

- <http://www.imo.org/en/MediaCentre/HotTopics/polar/Pages/default.aspx>
- Resolution MSC Res.385(94), adopted 21 November 2014.
- SOLAS Ch. XIV (MSC Res.386/94).
- MEPC 68/21/Add./, adopted 15 May 2015.
- MSC95/21/3: Request for data on incidents within polar waters, submitted by Iceland, New Zealand and South Africa, 24 March 2015.
- MEPC.1/Circ.856: Guidance for issuing revised certificates, manuals and record books under Annexes I, II and V of MARPOL for compliance with environment-related requirements of the Polar Code, 22 May 2015.
- SSE3/15/4: Additional performance and/or test standards in support of the implementation of the Polar Code, submitted by Argentina, the Marshall Islands, New Zealand, Norway and Vanuatu, 15 December 2015.
- MSC.1/Circ.1519: Guidance on methodologies for assessing operational capabilities and limitations in ice (POLARIS), 6 June 2016.
- MEPC70/17/4: Heavy fuel oil use by vessels in Arctic waters, submitted by FOEI, WWF, Pacific Environment and CSC, 22 July 2016.
- MSC97/21/3: Additional performance and/or test standards in support of the implementation of the Polar Code, submitted by Argentina, the Marshall Islands, New Zealand, Norway and Vanuatu, 18 August 2016.
- MSC97/16/2: Clarification on the requirements related to the initial and maintenance surveys required by the Polar Code, submitted by IACS, 16 September 2016.
- MSC97/WP.12: Draft MSC circular on unified interpretation of SOLAS regulation XIV/2.2 and paragraphs 1.3.2 and 1.3.6, part I-A of the Polar Code, 24 November 2016.
- MEPC71/14/4: Measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters, submitted by Canada, Finland, Germany, Iceland, Netherlands, Norway and the United States, 31 March 2017.
- MEPC71/16/4: Current and projected vessel traffic in the Arctic: heavy fuel oil use and its alternatives, submitted by FOEI, WWF, CSC and Pacific Environment, 31 March 2017.
- MEPC71/16/8: Comments on the document on the use of heavy fuel oil in the Arctic (MEPC71/16/4), submitted by Russia, 12 May 2017.
- NCSR5/10: Consequential work related to the new Polar Code, Report of the Correspondence Group, 15 November 2017.
- SSE5/6: Draft interim guidelines on life-saving appliances and arrangements for ships operating in polar waters, submitted by Norway, 4 December 2017.
- MEPC72/11/1: Proposal to ban heavy fuel oil use and carriage as fuel by ships in Arctic waters, submitted by Finland, Germany, Iceland, the Netherlands, New Zealand, Norway, Sweden and the United States, 2 February 2018.

- MSC99/INF.12: Industry guidance on the development of a Polar Water Operational Manual, submitted by ICS and OCIMF 12 March 2018.
- SSE5/WP.3: Report of working group, 15 March 2018.
- MSC100/7: Safety measures for non-SOLAS ships operating in Polar waters - Application of chapters 9, 10 and 11 of the Polar Code, submitted by Canada and New Zealand, 12 September 2018.
- **Arctic Council** comprising Canada, Denmark, Finland, Iceland, Norway, Russia, Sweden and the U.S. (www.arctic-council.org).
 - **Arctic Shipping Best Practices Information Forum web-portal**: www.arcticshippingforum.is
- **The Arctic Monitoring and Assessment Programme**: www.amap.no – status of, and threats to, the Arctic environment.
- **Arctic “Best Practice Declaration”**. IUMI letter of support 19 April 2013.
- **Arctic information database**: www.arctis-search.com (Centre for High North Logistics).
- **ArcticWeb**: www.arcticweb.com – provides information on offshore Arctic areas through access to public data sources in the Arctic region.
- **European Union**:
 - Joint EC Communication to the European Parliament and Council - JOIN(2016) 21 final: An integrated EU policy for the Arctic, 27 April 2016.
 - European Parliament report on an integrated EU policy for the Arctic, 8 February 2017.
 - SEDNA (Safe maritime operations under extreme conditions) research project (<https://www.sedna-project.eu/>)
- **U.S. Coast Guard**:
 - Arctic Strategy, May 2013.
 - Policy Letter No. 01-16: Guidelines for training of personnel on ships subject to the International Code for ships operating in Polar waters (Polar Code), 10 February 2016.
- **Swedish conference and workshop** March 2014: <http://www.polar.se/en/articles/conference-report-sustainable-arctic-shipping-and-marine-operations>
- **Northern Sea Route Administration**: http://asmp.morflot.ru/en/celi_funksii/
- **Insurance industry**:
 - Lloyd’s / Chatham House: Arctic Opening: Opportunity and Risk in the High North: <http://www.chathamhouse.org/publications/papers/view/182839> - 1 April 2012
 - Cefor: Arctic Sailings Check List: <http://cefor.no/Clauses/Arctic-Sailings-Check-List/> - October 2012.
 - Gard: Climate change creates a new trade route – and new risks: <http://www.gard.no/ikbViewer/web/updates/content/20738960/climate-change-creates-a-new-trade-route-and-new-risks> - 26 February 2014.

- Marsh: Arctic shipping: Navigating the risks and opportunities, August 2014 <https://www.marsh.com/uk/insights/research/arctic-shipping-navigating-the-risks-and-opportunities.html>.
- The Swedish Club: Ice – Advice for trading in the polar regions: <http://www.eyemag.se/core/main.php?SITEID=98b6c&PROJECTNR=4931> – 2014.
- Skuld: Arctic checklist: <https://www.skuld.com/topics/navigation/geographical/arctic/arctic-checklist/> - 16 February 2015.
- **IUMI: Position paper on Arctic sailings, 29 August 2018.**
- **ABS**: Navigating the Northern Sea Route Advisory: http://www.eagle.org/eagleExternalPortalWEB/ShowProperty/BEA%20Repository/References/Capability%20Brochures/NSR_Advisory - January 2014
- **US**: Bureau of Safety and Environmental Enforcement & Bureau of Ocean Energy Management: Requirements for Exploratory Drilling on the Arctic Outer Continental Shelf, 20 February 2015.
- **CMI Polar Shipping Working Group / Hafnia Law Firm**: Report on the Legal Framework for Civil Liability for Vessel Source Oil Spills in Polar Regions, 2 February 2016.
- **Oil Companies International Marine Forum (OCIMF)**: Northern Sea Route Navigation – Best Practices and Challenges, December 2017.
- **Northern Sea Route Information Office**: www.arctic-lio.com/
- **The Arctic Maritime and Aviation Transportation Infrastructure initiative**: www.articinfrastructure.com
- **People's Republic of China**: China's Arctic Policy, 26 January 2018.

Timeline / important dates

- Russian Northern Sea Route Administration established 15 March 2013.
- IMO Workshop on Safe Ship operations in the Arctic Ocean: 28 February 2014.
- “Sustainable Arctic Shipping and Marine Operations” conference in London by the Swedish Government on behalf of the Nordic Council of Ministers: 11 March 2014.
- Workshop on “Bridging the Arctic marine risk gap – The need for a cross Arctic Ice Regime – linking ice conditions to ice class requirements” in London 12 March 2014, organized by the Swedish Polar Research Secretariat.
- IUMI PF Workshop 23 September 2014.
- MSC 94: 17-21 November 2014: Adoption Polar Code and SOLAS Chapter XIV.
- MEPC 68: 11-15 May 2015: Adoption MARPOL amendments.
- MSC 95: 3-12 June 2015: Report on operational limitations in ice & approval STCW amendments.
- IUMI PF workshop Berlin, 15 September 2015: Presentation by Michael Kingston (IUMI representative in correspondence group on polar ice regime)



- Arctic Coast Guard Forum: Joint statement on creating a strategic framework for an operationally-focused consultative organization, 10 June 2016.
- US / Canada: Ban on Arctic drilling in key Arctic and Atlantic offshore areas, 20 December 2016.
- Polar Code entered into force 1 January 2017, applying for new ships constructed after that date. Ships constructed before that date will be required to meet the relevant requirements by the first intermediate or renewal survey, whichever occurs first, after 1 January 2017. STCW amendments will take effect from 1 July 2018.
- European Parliament vote: Resolution on the Arctic, 16 March 2017.
- MEPC 72: 9-13 April 2018.
- MSC 99: 16-25 May 2018.
- SEDNA research project June 2017 – June 2021.
- Arctic Shipping Best Practices Information Forum: London, 14-15 May 2018.
- MSC 100: 3-7 December 2018.
- NCSR 6: 21-25 January 2019.
- SDC 6: 4-8 February 2019.
- SSE 6: 4-8 March 2019.
- MEPC 74: 13-17 March 2019.
- MSC 101: 5-15 June 2019.

IUMI will:

- Support the consequential work with new performance standards, requirements and guidance in support of the mandatory Polar Code at IMO.
- Participate in discussions with industry, IMO and coastal states on necessary standards and infrastructure in Polar waters.
- Support the urgent consideration for a mandatory instrument to address non-Convention vessels operating in polar waters.
- Participate in the Arctic Shipping Best Practice Information Forum, which is responsible for the information web-portal launched to support implementation of the Polar Code.