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

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

<table>
<thead>
<tr>
<th>SOLAS Article VIII Amendments to Regulations except Chapter I</th>
<th>Committee Meeting</th>
<th>Interval</th>
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<th>Entry into force</th>
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<tr>
<td>MSC 93 approved for circulation new Chapter XIV May 2014</td>
<td>Minimum 6 months</td>
<td>MSC 94 adopted Nov. 2014</td>
<td>Minimum one year</td>
<td>Deemed accepted 1 July 2016 EIF 1 January 2017</td>
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| MARPOL Article 16 Amendments to Annexes I, II, IV, V          | 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 |
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/I(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)

<table>
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<th>Tacit Acceptance Procedure</th>
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<tr>
<td>STCW Article XII Amendments to Annex</td>
<td>MSC 95 approved for circulation June 2015</td>
<td>Minimum 6 months</td>
<td>MSC 96 adoption May 2016</td>
<td>Minimum one year</td>
<td>Dates to be set at MSC 96 Deemed accepted 1 July 2017 (T) EIF 1 January 2018 (T)</td>
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Future Work on Polar Code

- Consideration of extending the scope to non-SOLAS ships, i.e., those under 500 gt and fishing vessels
  - 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

- Routeing 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
- 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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