



CLIA Member Experience

Implementation of the Polar Code

Kierstin M. Del Valle

February 22, 2018

Overview

- Nature of operations
- General feedback
- Specific considerations
 - Experience from V.Ships Leisure
- Next steps
- Questions

ONE INDUSTRY. ONE VOICE.



Nature of Operations



ONE INDUSTRY. ONE VOICE.



Nature of Operations



ONE INDUSTRY. ONE VOICE.



Nature of Operations



ONE INDUSTRY. ONE VOICE.



General Feedback

- Risk assessment process accommodates range of shipping operations in polar waters
- Anticipate timely issuance of Polar Ship Certificates

ONE INDUSTRY. ONE VOICE.



Life-Saving Appliances



ONE INDUSTRY. ONE VOICE.



Experience of V.Ships Leisure

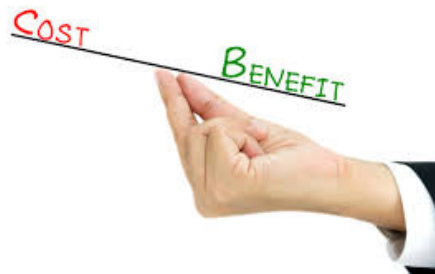
ONE INDUSTRY. ONE VOICE.





**Training for ship
operating in Polar Waters'**

Training



Is Training a benefit or a cost?

A close-up photograph of an open book with aged, yellowed pages. A thick, light-colored rope is tied around the center fold of the book, acting as a bookmark. The text is overlaid on the pages.

An investment in
knowledge pays the
best interest.

Benjamin Franklin

Why Training



Why Ice Navigation Training



The Polar Code has been developed in order to **increase the safety of ships' operation** and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters.

The Code acknowledges that polar water operation may impose **additional demands on ships**, their systems and operation beyond the existing requirements of the (SOLAS), (Marpol), and other relevant binding IMO instruments.

The Code acknowledges that the polar waters impose **additional navigational demands** beyond those normally encountered.

The relationship between the **additional safety measures and the protection of the environment** is acknowledged as **any safety measure** taken to reduce the probability of an accident, will largely benefit the environment

CHAPTER 12 –MANNING AND TRAINING



Goal

The goal of this chapter is to ensure that ships operating in polar waters are appropriately manned by **adequately qualified, trained and experienced personnel.**

TRAINING REQUIREMENTS FOR SHIPS OPERATING IN POLAR WATERS

	TANKERS	PASSENGER SHIPS	OTHER SHIPS
In ice-free waters	None	None	None
In open waters (ice concentration less than 1/10)	Certificate in Basic Training for master, chief mate and officers in charge of a navigational watch	Certificate in Basic Training for master, chief mate and officers in charge of a navigational watch	None
In other ice-covered waters (ice concentration more than 1/10)	Certificate in Advanced Training for master and chief mate Certificate in Basic Training for officers in charge of a navigational watch	Certificate in Advanced Training for master and chief mate Certificate in Basic Training for officers in charge of a navigational watch	Certificate in Advanced Training for master and chief mate Certificate in Basic Training for officers in charge of a navigational watch

Certificate in Advanced Training for ships operating in polar waters

Meet the requirements for a Certificate in Basic Training

Complete approved seagoing service

- on board a ship operating in polar waters or equivalent seagoing service,
- in the deck department at the management level or while performing watchkeeping duties in an operational level, and
- for a period of at least 2 months in total during the preceding 5 years

Complete an approved advanced training course

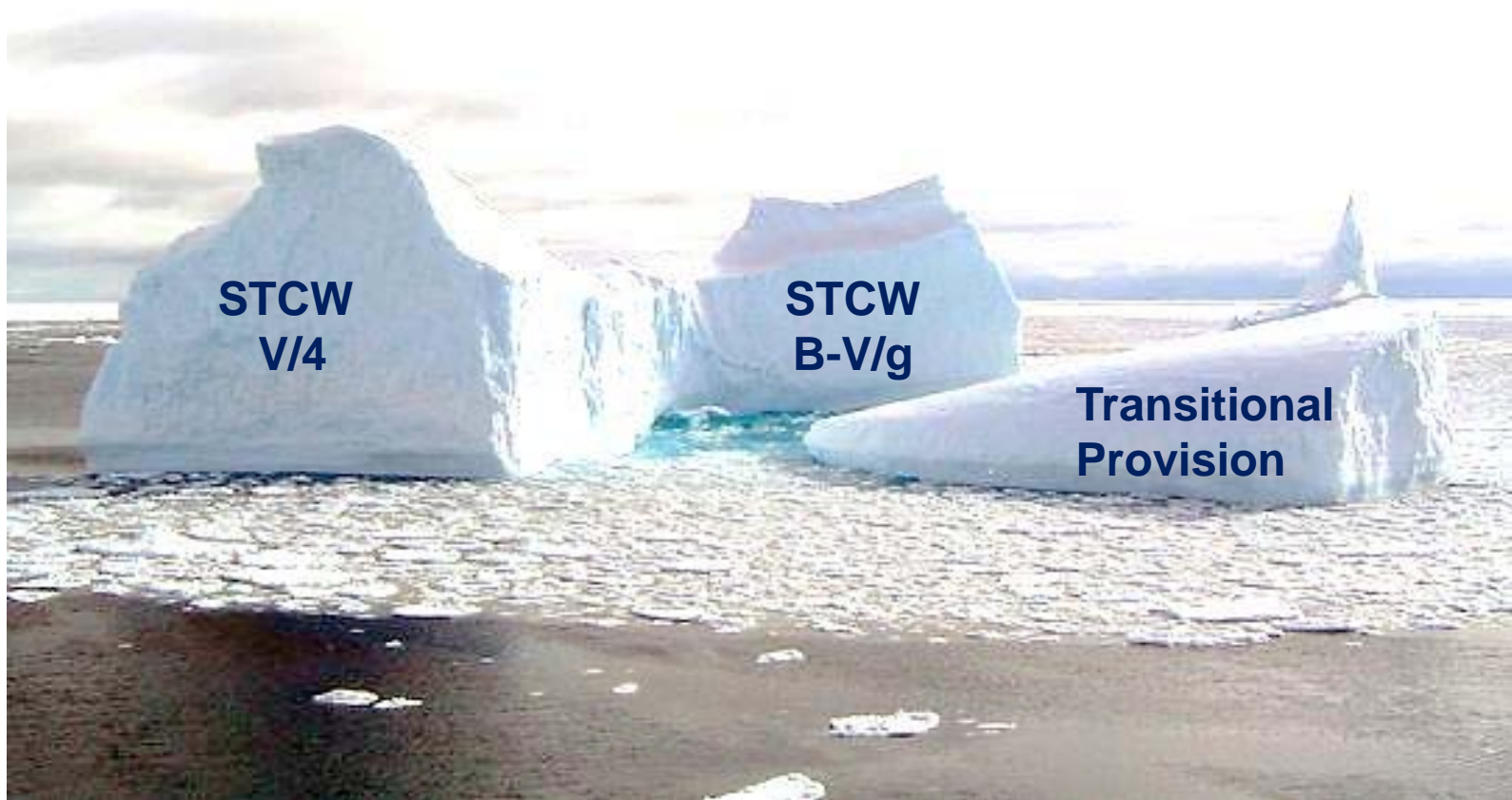
Meet the standard of competence in the STCW Code, § A-V/4, paragraph 2

Certificate in Basic Training for ships operating in polar waters

Complete an approved basic training course

Meet the standard of competence in the STCW Code, § A-V/4, paragraph 1





When



**Enter into force
on 1st July 2018**

Training concerns



STCW Ice navigation course availability and Administrations' Approval

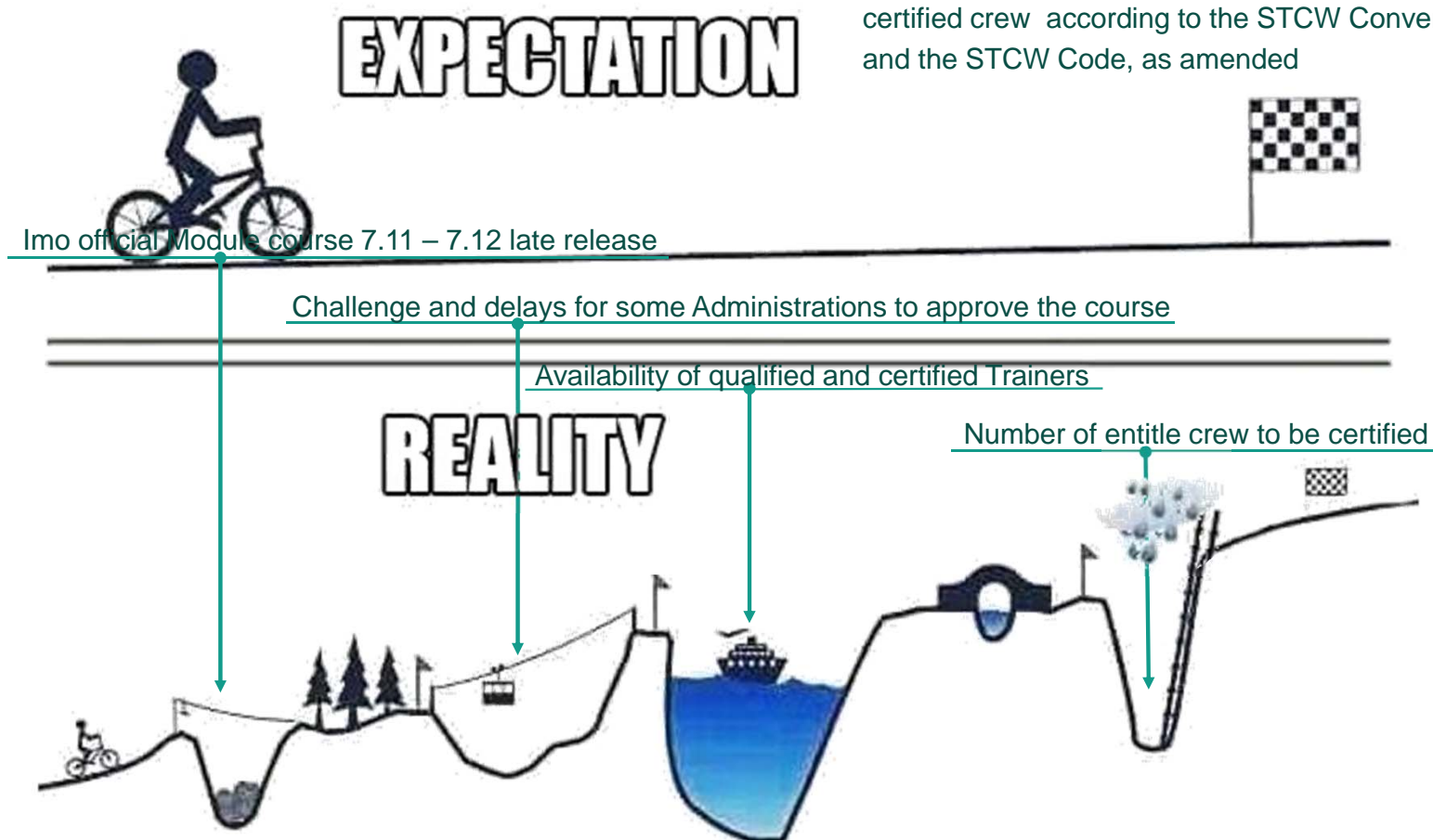
Ice expertise, Know-how availability

Ice Advisor/Navigator

Training Expectation vs Reality

By 1st July 2018,

Any vessels entitle to sail in polar water shall have certified crew according to the STCW Convention and the STCW Code, as amended



Ice Advisor

12.3.2 The Administration may allow the use of a person(s) other than the master, chief mate or officers of the navigational watch to satisfy the requirements for training, provided that:

- This person(s) are qualified and certified as per regulation II/2 of the STCW
- Sufficient number of persons to cover all watches;
- Minimum hours of rest requirements are respected at all times;



Ice Advisor additional requirements



- When operating in waters **other than open waters or bergy waters**, the master, chief mate and officers in charge of a navigational watch on passenger ships and tankers shall meet the applicable basic training requirements; and
- when operating in waters with **ice concentration of more than 2/10**, the master, chief mate and officers in charge of a navigational watch on cargo ships other than tankers shall meet the applicable basic training requirements.
- 12.3.3 The use of a person other than the officer of the navigational watch **does not relieve the master or officer** of the navigational watch from their duties and obligations for the safety of the ship.

What about the training in Open or Bergy waters?

"It only takes a little bit of ice to create a very serious incident and a significant impact on the environment"



Just because the ice is melting during the very short summer season due to the global warming - warming does not mean it's suddenly warm. Small mistakes in the Polar water can rather quickly become very deadly mistakes



Reflecting learning ?



Will the use of a single person on board knowledgeable about the ice, completely mitigate the related hazards?

will it comply with other safety practises such as Bridge team model?.

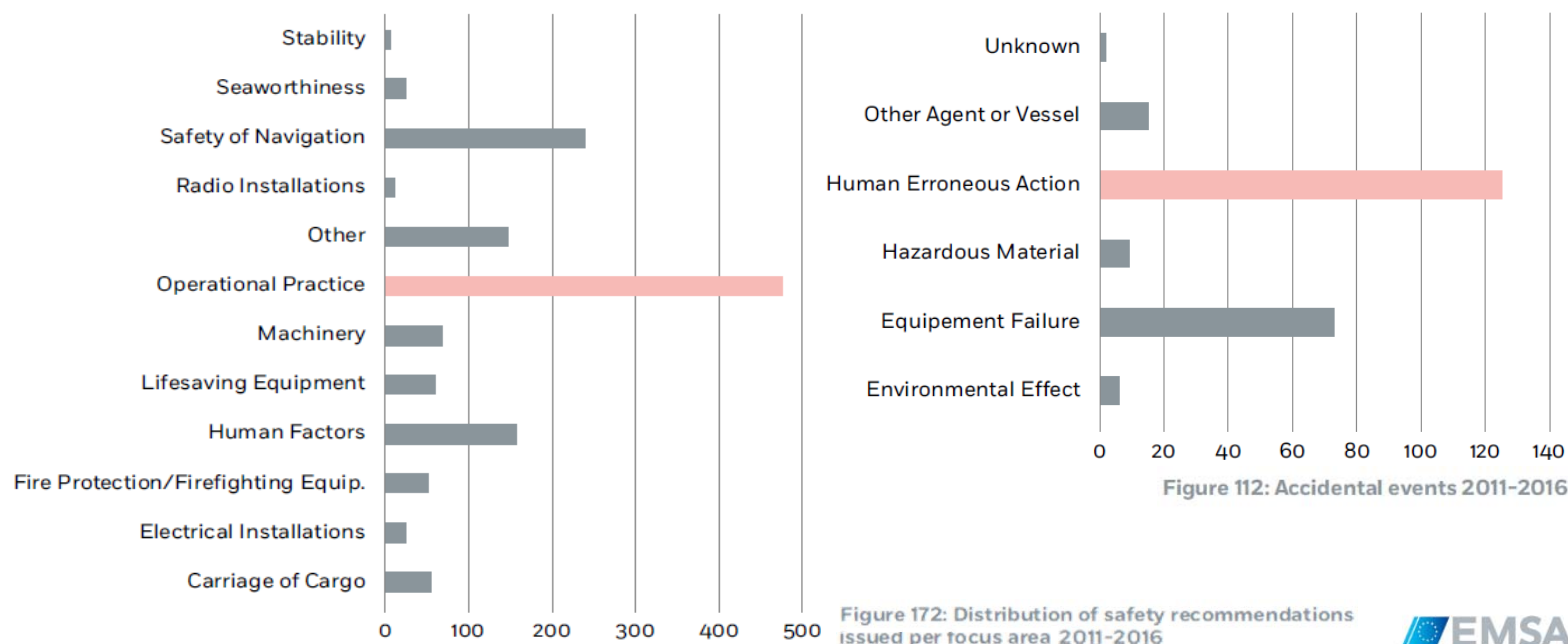
Reflecting learning

It is a fact that many incidents that have happened in our industry were and unfortunately are due to :

- Lack or poor Crew Resource Management (situational awareness, mental module and challenging culture)
- Lack or poor Bridge team work
- Lack or poor skills and Training etc..
- Stress and fatigue



Annual Overview of Marine Casualties and Incident 2017



Teamwork

Recalling one of the reasons which brings us all here today
“Exploring common solutions” and borrowing and supporting the message of
“Only together we can successfully confront the challenges”.



Synergy

Experiences and Knowhow
“Ice Advisor”



+

Awareness and basic knowledge
“Bridge Resource Management”



=

Safe ship operation and
protection of the Polar
environment

=

Polar Code Goal

“An investment in knowledge pays the best interest.”



Thanks for the attention

CLIA's Next Steps

- Active participation on work related to implementation of the Polar Code
 - LSA at SSE 5
 - Future work on navigation and communication equipment (NCSR 5/MSC 99)
- CLIA Member Workshop on Polar Operations

ONE INDUSTRY. ONE VOICE.



Questions?

Kierstin M. Del Valle
Manager, Maritime Policy
Cruise Lines International Association
kdelvalle@cruising.org

ONE INDUSTRY. ONE VOICE.

