

# **POLAR CODE COMPLIANCE: CIC vs HAVEP**



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# ABSTRACTS FROM GUIDELINES FOR THE PSC OFFICER ON IMO POLAR CODE



- DURING THE INITIAL PSC INSPECTION, THE PSCO SHOULD VERIFY IF THE SHIP CARRIES A **VALID POLAR SHIP CERTIFICATE** AND, IF SO, THAT THE SHIP ALSO HAS A **POLAR WATER OPERATIONAL MANUAL (PWOM)**.

IN ADDITION, THE PSCO SHOULD CHECK THE FOLLOWING:

- SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (IOPP CERTIFICATE) – FORMS A AND B;
- STANDARD FORMAT FOR THE PROCEDURES AND ARRANGEMENTS MANUAL;
- FORM OF GARBAGE RECORD BOOK;
- SHIPS CARRYING NOXIOUS LIQUID SUBSTANCES IN BULK SHOULD HAVE REMARKS IN THE NLS CERTIFICATE.

**If no clear grounds are found during the initial inspection, there is no further need to consider the Polar Code**

# NOTES FOR THE PSC OFFICER

- THE PSCO MAY VERIFY THAT THE **PWOM CONTAINS PROCEDURES FOR ANY OF THE OPERATIONS SET OUT IN CHAPTER 2** EITHER DIRECTLY OR BY CROSS-REFERENCE TO APPROPRIATE INFORMATION, PROCEDURES OR PLANS THAT EXIST ELSEWHERE IN A SHIP'S DOCUMENTATION.
- THERE IS **NO LANGUAGE REQUIREMENT FOR THE PWOM**. THE PWOM MAY BE IN A LANGUAGE NOT UNDERSTOOD BY THE PSCO. SIMILAR TO THE ISM DOCUMENTATION, IT IS NOT A HARMONISED PROCEDURE IF THE PSCO LOOKS AT THE DOCUMENTATION ON ONLY THOSE SHIPS WHERE THEY CAN UNDERSTAND THE LANGUAGE.
- **TRAINING**, REFERENCE IS MADE TO CHAPTER 12 OF THE POLAR CODE, MANNING AND TRAINING. THE GOAL OF THIS CHAPTER IS TO ENSURE THAT SHIPS OPERATING IN POLAR WATERS ARE **APPROPRIATELY MANNED BY ADEQUATELY QUALIFIED, TRAINED AND EXPERIENCED PERSONNEL**.





## Operational Project Statistics

- Project plan totalling 1534 tasks and sub task
- Total time spent 33 months
- 13,000 plus emails generated
- 249 conference and video calls
- 176 individuals consulted
- 49 Individual Organisations consulted
- 23,769 man hours of work undertaken by the team on top of their day jobs

**79 Documents and  
468 pages later**

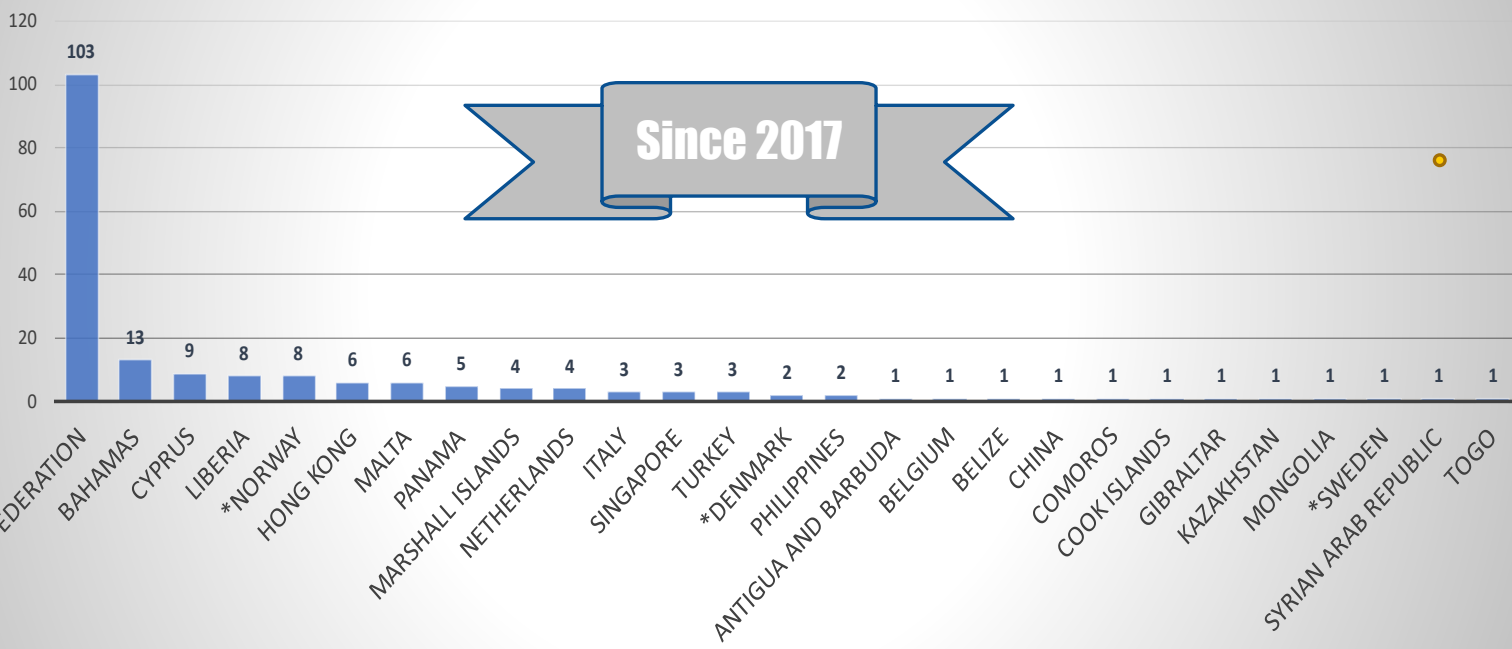
**Paper safety?**

# PWOM development



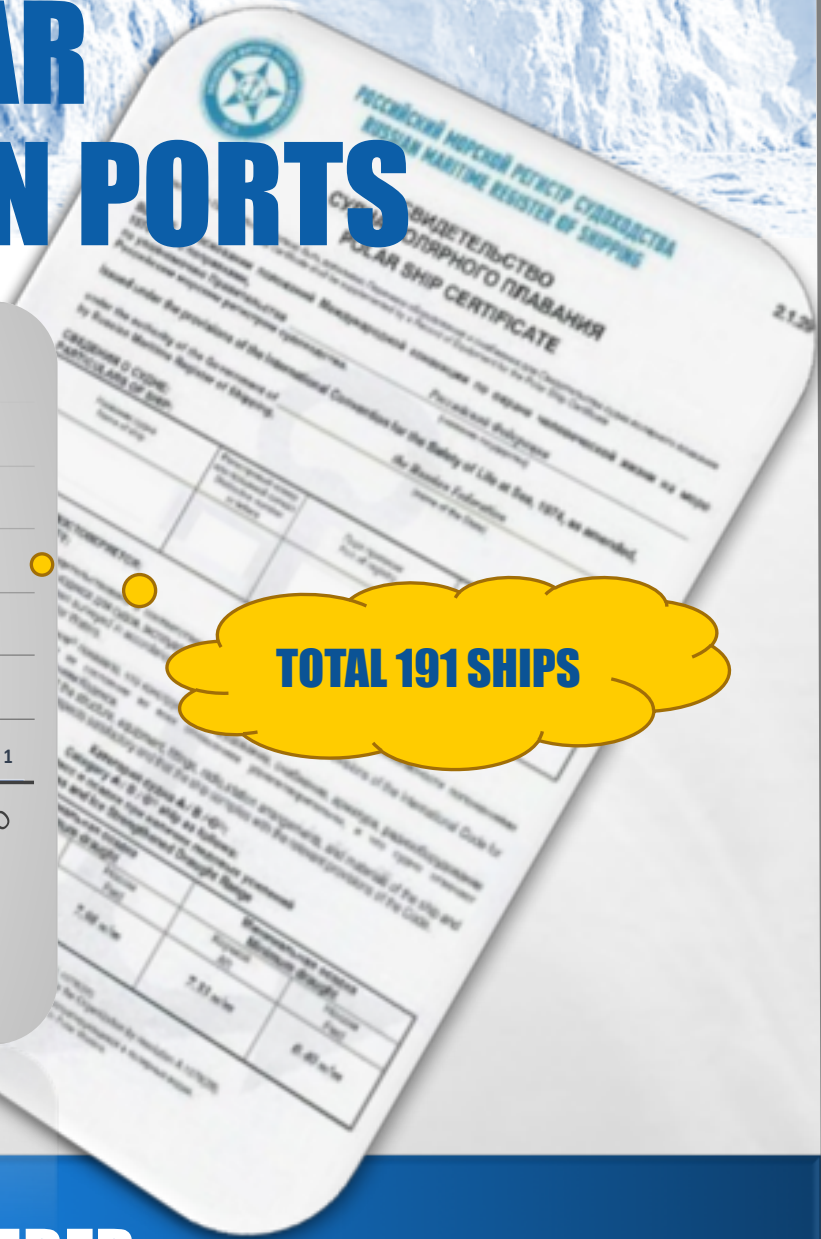
# NUMBER OF SHIPS WITH POLAR CERTIFICATE VISITED RUSSIAN PORTS

Number of ships by flag



Since 2017

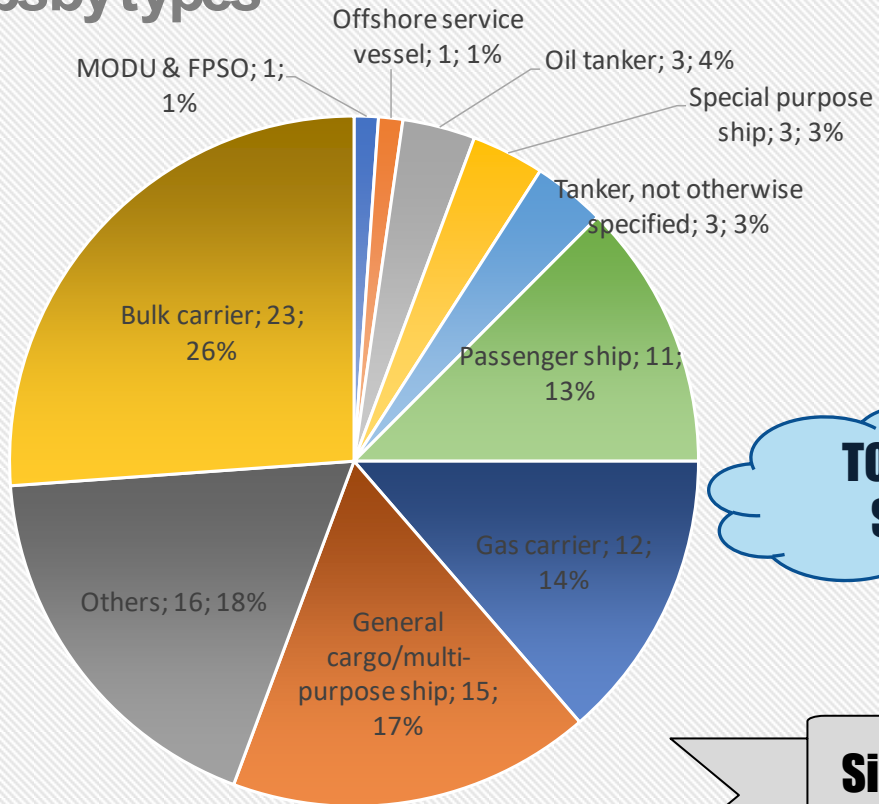
**TOTAL 191 SHIPS**



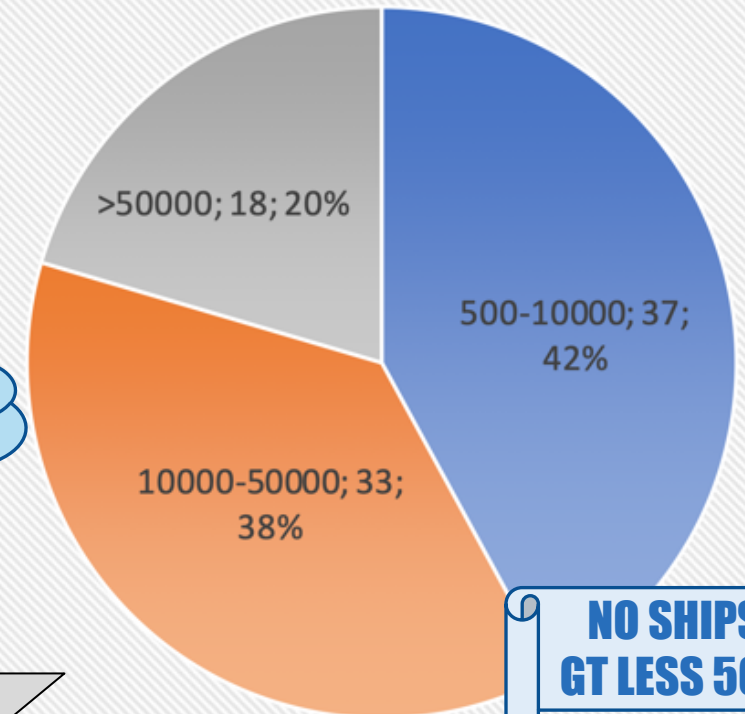
**\* ARCTIC COUNCIL MEMBER**

# NUMBER OF FOREIGN SHIPS WITH POLAR CERTIFICATE VISITED RUSSIAN PORTS

## Foreign Ships by types



## Foreign ships by tonnage total

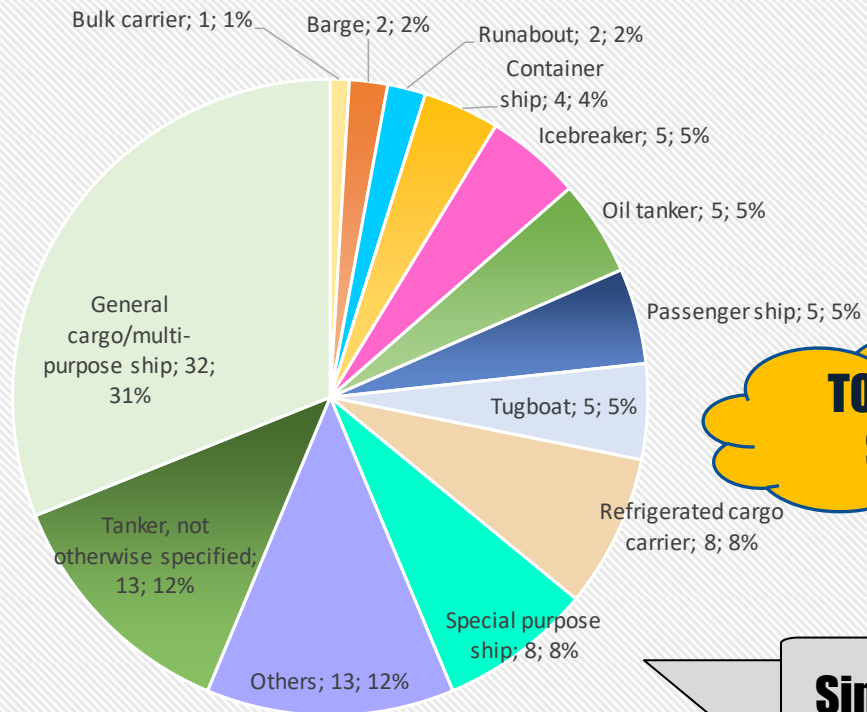


**TOTAL 88 SHIPS**

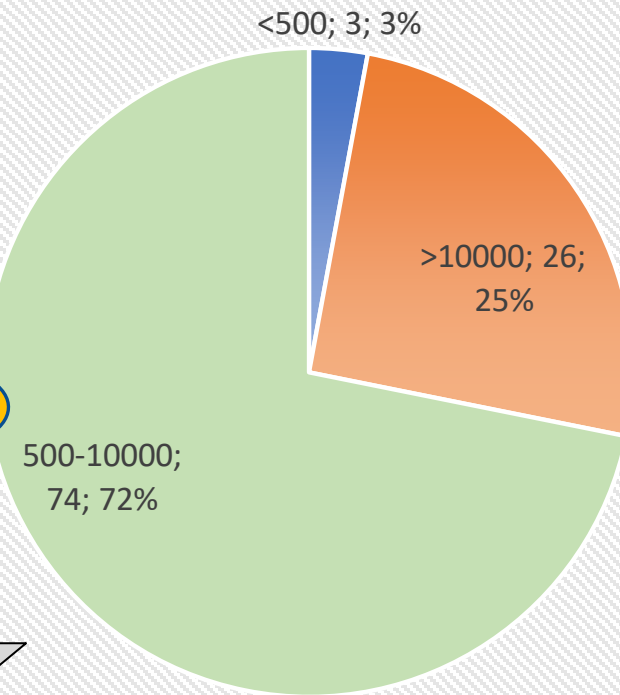
**Since 2017**

# NUMBER OF RUSSIAN SHIPS WITH POLAR CERTIFICATE VISITED RUSSIAN PORTS

## Russian ships by types



## Russian ships by tonnage total



**TOTAL 103 SHIPS**

**Since 2017**

# DEFICIENCIES WARRANTING DETENTION

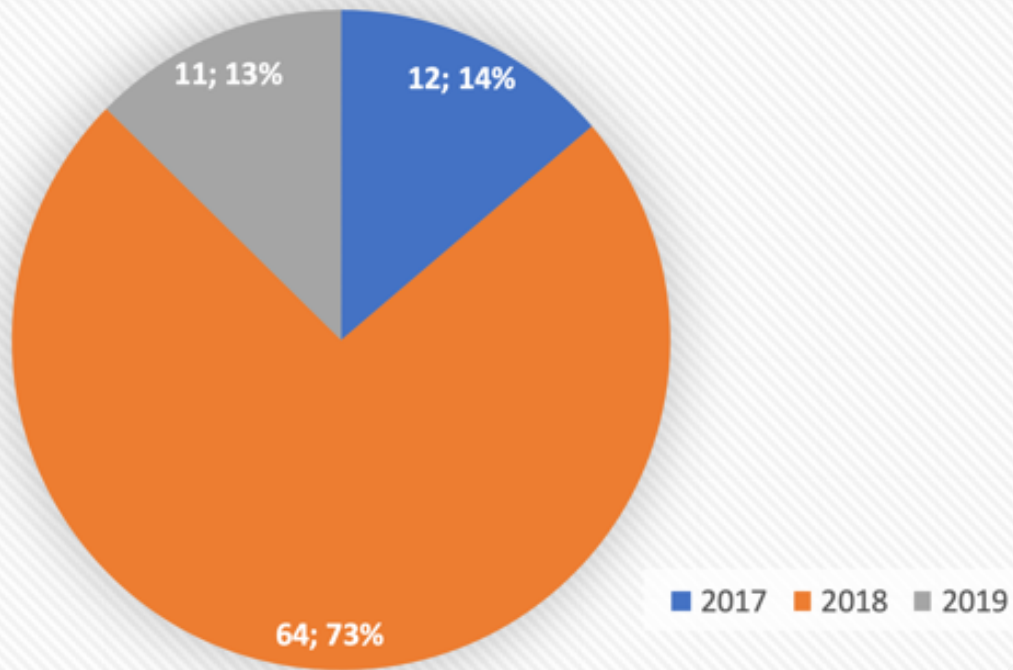
1. MISSING OR INVALID POLAR CODE CERTIFICATE ✓ obvious
2. MISSING OR INCOMPLETE PWOM ✓ obvious
3. MISSING OR DEFECTIVE EQUIPMENT ✓ obvious
4. TRAINING NOT APPROPRIATE AND NOT ACCORDING TO THE POLAR CODE ✓ obvious
5. OPERATION OF THE VESSEL BEYOND ASSESSED AREA, PERIOD AND THE LIMITATIONS AND CAPABILITIES AS STATED IN THE CERTIFICATE. ✓ **Not clear**



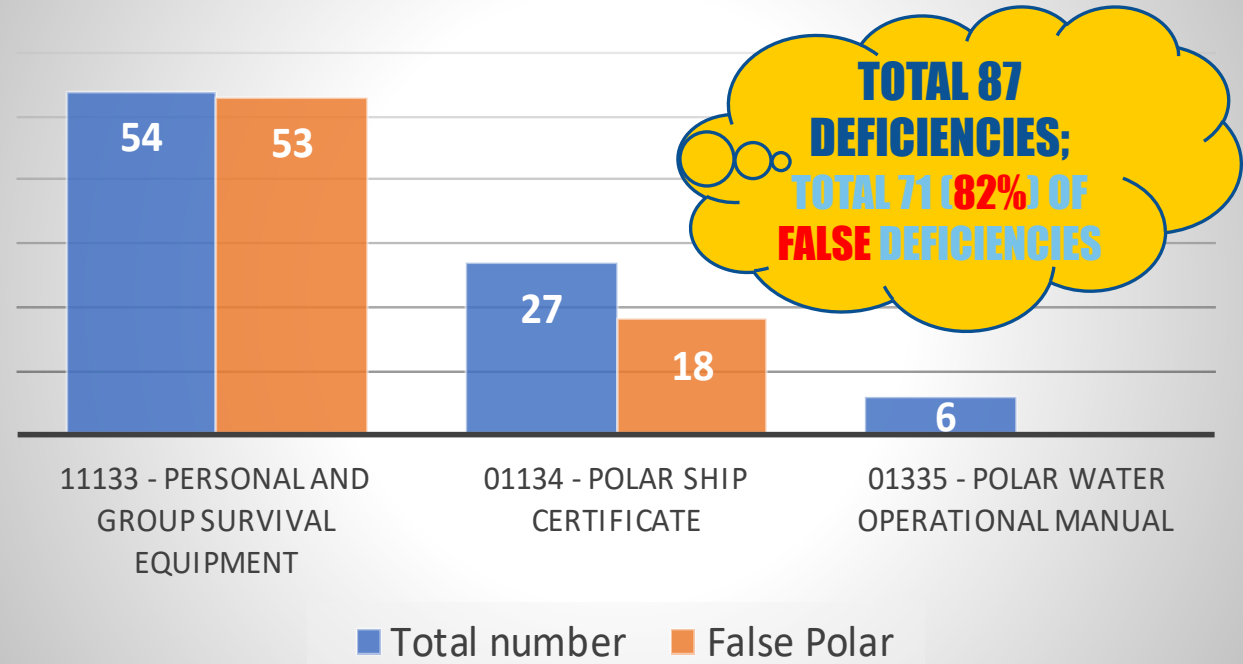


# DEFICIENCIES RELATED TO POLAR CODE: 2017-2019

## Deficiencies 2017-2019




## Number of real VS false deficiencies



# FALSE POLAR DEFICIENCIES: REASONS

- **POOR KNOWLEDGE OF POLAR SPECIFICS BY PSC OFFICERS**
- **RELATIVELY “NEW” IMO INSTRUMENT**
- **LITTLE PRACTICE, NO TRAINING**
- **LANGUAGE OBSTACLES**

✓ For PWOM



A kind of verification program is needed

# WHAT INSTRUMENTS DO WE HAVE?



- **PSC CIRCULARS/PSCC INSTRUCTIONS**
- **MAKCS - MARITIME KNOWLEDGE CENTRE**
- **PSC SEMINARS/EXPERT TRAININGS/  
SPECIALIZED TRAININGS**
- **CIC**
- **HAVEP**



# INSTRUMENTS WE HAVE: FEATURES

- **PSC CIRCULARS/PSCC INSTRUCTIONS**

✓ Only theory, common aspects



- **MAKCS - MARITIME KNOWLEDGE CENTRE**

✓ No practice, no communication



- **PSC SEMINARS/EXPERT TRAININGS/  
SPECIALIZED TRAININGS**

✓ No real obstacles, circumstances, context



- **CIC**

✓ Practice, real communication, real implementation



- **HAVEP**

# CIC OR HAVEP ON POLAR CODE?



- **CONCENTRATED INSPECTION CAMPAIGN OR HARMONIZED VERIFICATION PROGRAMME?**
- **WHAT FOR THE NON-POLAR COUNTRIES?**
- **WHAT SHOULD BE CHECKED?**

**Season? Duration? Polar Countries only or world-wide?**

# WHAT SHOULD BE REALLY CHECKED

- **POLAR SHIP CERTIFICATE**
- **PWOM REGARDING ICE MANEUVERING, SURVIVAL ON ICE PROCEDURES, FIRE FIGHTING IN LOW TEMPERATURE, MEDICAL ASSISTANCE IN CASE OF FROST-BITE OR HYPOTHERMIA.**
- **TRAINING – APPROVED BY FLAG STATE, BASIC AND ADVANCED, EXPERIENCE IN ICE FOR STATISTICS ONLY**
- **PERSONAL AND GROUP SURVIVAL KIT REGARDING QUANTITY AND READINESS FOR USE**
- **EQUIPMENT APPROPRIATE FOR POLAR TEMPERATURES**



# CIC REQUIREMENTS / FEATURES

- **EVERY YEAR, SEPTEMBER – DECEMBER**
  - **2 TO 3 YEARS TO PREPARE THE CIC**
  - **NO MORE THAN 12 QUESTIONS**
  - **BINDING ALL MOU MEMBERS**
  - **'IN HOUSE' TRAINING BEFORE THE CIC**
  - **FIXED FORM OF REPORTING**
  - **TIME LIMITATION TO NORMAL INSPECTION**
- ✓ Duration not more than 3 months;
  - ✓ Navigation periods? Canada? Iceland?
  - ✓ In exceptional circumstances a period of not less than 1 year;
  - ✓ Really enough?
  - ✓ What for Non-Polar Countries? (CIC on Polar code for Greece, Spain, Italy...?!)
  - ✓ Priorities for CIC topics? Voting for topics;
  - ✓ Procedural issues, reporting to IMO/ILO;
  - ✓ Not more that 1-hour addition to inspection. Really enough for comprehensive verification?

**Too complicated,  
rigid procedure...**



# HAVEP REQUIREMENTS/ FEATURES

- 1. DURATION IS CUSTOMIZABLE**
- 2. ON SHIPS ELIGIBLE FOR INSPECTION**
- 3. LIMITED RANGE OF SHIPS, COUNTRIES**
- 4. SHIP NOTIFIED**
- 5. NUMBER OF QUESTIONS**
- 6. ONLY ONE HAVEP DURING THE CAMPAIGN**
- 7. MODEL COURSE + 1-DAY TRAINING FOR PSCO**

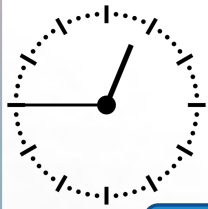
- ✓ Navigation periods OK, enough time, no tight deadlines;
- ✓ Not interferes with CIC, both can be implemented simultaneously;
- ✓ For interested Arctic Council members;
- ✓ Non-polar countries are not bound;
- ✓ Crew is informed of the planned HAVEP, better attitude;
- ✓ Enough time for comprehensive verification;
- ✓ More options to identify weak points;
- ✓ No IMO/ILO reporting obligations;
- ✓ Flexible time limitation, less procedural complexities;



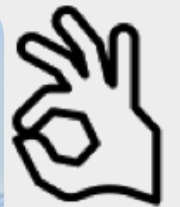
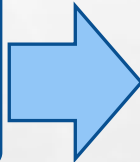
**More flexible and pragmatic approach**



# COSTA CONCORDIA – THE ONLY HAVEP WE HAD



**A new precedent needed?**





**THANK YOU  
FOR ATTENTION**



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