

# Press release

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3 June 2022

## **POLAR CODE INSPECTION CAMPAIGN LAUNCHED BY THE PARIS MOU**

The Paris Memorandum of Understanding on Port State Control (Paris MoU) will launch an inspection campaign to verify compliance with the requirements of the Polar Code. The inspection campaign will be held from Monday 13 June to Friday 1 July 2022 (first period) and from Monday 1 August to Friday 19 August 2022 (second period).

The inspection campaign is additional to the regular Concentrated Inspection Campaigns and is held in a different time of the year due to the seasonal voyage plans of the ships sailing to the Polar area.

A ship will be subject to only one inspection related to this inspection campaign during this period. Port State Control Officers (PSCOs) will use a pre-defined questionnaire to assess whether the information and equipment provided onboard complies with the relevant conventions. Of course, Polar Code elements in SOLAS and MARPOL will also be taken into account. The questionnaire is annexed.

Reasons for such a campaign include:

- The polar waters have a unique polar ecosystem that is vulnerable to human influences such as ship operation;
- The polar waters impose additional navigational demands beyond those normally encountered in non-polar waters;
- The polar waters impose additional demands on the ships, their systems and operations beyond the existing requirements for normal operations at sea.

The goal of the Polar Code inspection campaign is:

- to determine the level of compliance with the requirements of the Polar Code within the shipping industry;

- to create awareness amongst ship crews and ship owners with regard to the importance of compliance with the provisions of the Polar Code, the increased risk to ships operating in polar waters and the protection of the vulnerable polar environment;
- to send a signal to the industry that safety- and pollution prevention related requirements are mandatory and enforcement with the applicable requirements is high on the agenda of the PMoU member Authorities;
- to underline the responsibility of the Port State Control regime with regard to harmonised enforcement of compliance with the requirements of the Polar Code, thus improving the level of compliance and ensuring a level playing field.

The results of the campaign will be analysed and findings will be presented to the Paris MoU Committee.

## Contact

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## Notes to editors:

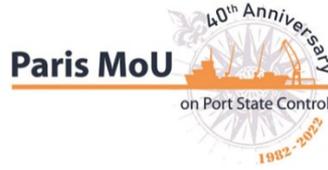
Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.

The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis website.

The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.

Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require deficiencies to be corrected, and detain the ship for this purpose, if necessary. It is therefore also a port State's defence against visiting substandard shipping.

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**Questionnaire for the Polar Code Inspection Campaign**

Ship's name	
IMO No.	
Date of Inspection	

**QUESTIONS 1 TO 9 ANSWERED WITH A "NO" MUST BE ACCOMPANIED BY A RELEVANT DEFICIENCY ON THE REPORT OF INSPECTION.**

No.	Questions	Yes	No	N/A	Detention
<b>Part 1</b> <b>Only relevant for ships which are certified</b>					
1*	Is the ships' Polar Ship Certificate valid?  Part I-A, Regulation 1.3				
2*	Is the Polar Water Operational Manual (PWOM) readily available on board?  Part I-A, Regulation 2.1				
3	Can exposed sections of the fire main be isolated and are the sections provided with means for draining of the sections?  Part I-A, Regulation 7.3				
4*	Are there means of receiving and displaying current information on ice conditions on board?  Part A-1, regulation 9.3				
<b>Part 2</b> <b>Only relevant for ships, which are certified and bound for or operating regularly within polar waters</b>					
5	Are there measures on board to prevent ice accretion?  Part I-A, Regulation 4.3				
6*	Does the vessel carry proper lifesaving equipment onboard?  Part 1-A regulation 8.2.3.1				
7*	Do master, Chief mate and other officers in charge of a navigational watch, have the required certificates in accordance with STCW, chapter V and the Polar Code for the polar waters the ship is certified to operate in?  Part I-A, Regulation 12.3				

8	<p>Is the ship's crew responsible for garbage management well aware of the additional requirements in the Polar Code that shall be met to prevent pollution by garbage from ships as additional requirements to MARPOL annex V, regulation 4?</p> <p>Part II-A, Chapter 5, Regulation 5.2</p>				
9	<p>Is the ship's crew responsible for sewage discharge, well aware of the requirements if discharge of sewage in Polar waters should be considered?</p> <p>Part II-A, Chapter 4, regulation 4.2</p>				

NOTE

1. If "NO" is selected, for question marked an "\*\*", the ship may be considered for detention.
2. Where there is no box in the N/A column, then either box "Yes" or "No" should be selected as appropriate.