WHAT DOES THE POLAR CODE MEAN FOR SHIP SAFETY?

**EQUIPMENT**
- **WINDOWS ON BRIDGE**
  - Means to clear melted ice, freezing rain, snow, mist, spray and condensation

- **LIFEBOATS**
  - All lifeboats to be partially or totally enclosed type

- **CLOTHING I**
  - Adequate thermal protection for all persons on board

- **CLOTHING II**
  - On passenger ships, an immersion suit or a thermal protective aid for each person on board

- **ICE REMOVAL**
  - Special equipment for ice removal; such as electrical and pneumatic devices, special tools such as axes or wooden clubs

- **FIRE SAFETY**
  - Extinguishing equipment operable in cold temperatures; protect from ice; suitable for persons wearing bulky and cumbersome cold weather gear

**DESIGN & CONSTRUCTION**
- **SHIP CATEGORIES**
  - Three categories of ship which may operate in Polar Waters, based on:
    - A: medium first-year ice
    - B: thin first-year ice
    - C: open waters/ice conditions less severe than A and B

- **INTACT STABILITY**
  - Sufficient stability in intact condition when subject to ice accretion and the stability calculations must take into account the icing allowance

- **MATERIALS**
  - Ships intended to operate in low air temperature must be constructed with materials suitable for operation at the ships polar service temperature

- **STRUCTURE**
  - In ice strengthened ships, the structure of the ship must be able to resist both global and local structural loads

**OPERATIONS & MANNING**
- **NAVIGATION**
  - Receive information about ice conditions

- **CERTIFICATE & MANUAL**
  - Required to have on board a Polar Ship Certificate and the ship’s Polar Water Operational Manual

- **TRAINING**
  - Masters, chief mates and officers in charge of a navigational watch must have completed appropriate basic training (for open-water operations), and advanced training for other waters, including ice

**BACKGROUND INFO**
- **THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WAS ADOPTED NOVEMBER 2014 BY THE IMO MARITIME SAFETY COMMITTEE**
- **IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS**
- **THE AIM IS TO PROVIDE FOR SAFE SHIP OPERATION AND THE PROTECTION OF THE POLAR ENVIRONMENT BY ADDRESSING RISKS PRESENT IN POLAR WATERS AND NOT ADEQUATELY MITIGATED BY OTHER INSTRUMENTS**