



TECHNICAL INFORMATION

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Subject : Application of Polar Code to category C cargo ships operating in limited polar waters occasionally during summer season in accordance with Polar Code I-A/1.3.3_ Add.1

1. Background

This Technical Information is to inform the additional requirement for vessels related to the title, additional to Technical Information '2019-IMO-04'* issued in 2019. And this Technical Information goes into effect as of its issuance.

* It can be found on KR homepage (www.krs.co.kr).

2. Current Requirement (Required by Technical Information '2019-IMO-04')

In accordance with Polar Code I-A/1.3.3, for category C cargo ships, if the result of the ship-owner's assessment in I-A/Reg.1.5 is that no additional equipment or structural modification is required to comply with the Code and ship-owner confirm this result, the Polar Ship certificate may be issued based upon documented verification that the ship complies with all relevant requirements of the code.

3. Additional Requirement

Despite of above, some PSCOs in polar water region required strictly that insulated immersion suits, according to paragraph 8.3.3.1.2 of the Code, should be provided to all ships having Polar Ship Certificate regardless of result of operational assessment. And there was common view among IACS members that below two equipment should be provided to all ships having Polar Ship Certificate.

- **Where immersion suits are provided, all immersion suits should be insulated type – According to Para. 8.3.3.1.2 of the Polar Code**
- **Two-way VHF used in aeronautical frequencies(121.5 & 123.1 MHz) – According to Para. 10.3.1.3.2 of the Polar Code**

In this regard, although the result of the operational assessment is that no additional equipment or structural modification is required to comply with the Code, above two equipment should be provided to prevent identifying as deficiency during PSC inspection or others. And followings are actions to be taken by ship-owners/operators and surveyors.

(a) Actions to be taken by ship-owners/operators

The documents and equipment listed in below (c) & (d) should be prepared and after the providing to the ship, the survey for issuing Polar Ship Certificate would be applied to relevant branch office of KR. At the time of application of survey, the copies of the documents listed in below (c) should be sent to branch office of KR for reviewing that thoroughly by surveyor.

(b) Actions to be taken by surveyors

Where ship-owner/operator requests to issue the certificate, the field surveyor should review the documents listed in below (c) whether the documents complied with Polar Code. And after verifying that the documents, equipment and evidence listed in below (c) & (d) are kept on board properly, the certificate could be issued.

(c) Document Verification

- ① Result of operational assessment provided by ship-owner
 - Ship's category: Category C
 - Result of operational assessment that no additional equipment or structural modification is required to comply with the Polar Code except the equipment listed in below (d).
 - Limited to ice free waters only
 - Intended not to operate in low air temperature (Lowest MDLT is above -10°C)
 - Not proceeding to latitude over 80°
 - Name of operational assessment system (e.g. POLARIS, AIRSS, Ice Certificate, etc.)
 - Maximum expected time of rescue (not less than 5 days)
- ② Proper Polar Water Operation Manual and relevant document onboard (reflecting the result of operational assessment above)
- ③ Voyage planning which specified routing, operating season and period, etc.
- ④ Valid statutory and class certificates
- ⑤ Type approval certificates on Life-saving appliances, navigational equipment and communication equipment, etc.

(d) Essential equipment and documents for evidence

- ① **Where immersion suits are provided, all immersion suits should be insulated type.**
- ② **Two-way VHF used in aeronautical frequencies(121.5 & 123.1 MHz)**

Distributions : KR surveyors, Ship owners, Other relevant parties

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