



DANISH MARITIME AUTHORITY

PORT STATE CONTROL ON THE POLAR CODE CHALLENGES AND POSSIBILITIES

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DANISH MARITIME AUTHORITY

PORT STATE CONTROL ON THE POLAR CODE

CHALLENGES AND POSSIBILITIES

- Challenges in assessing the state of compliance through PSC
- Control vs preventive assessment
- Results from preventive assessment (DMA national initiative on Greenland Cruise industry)
- Considerations

CHALLENGES IN ASSESSING THE STATE OF COMPLIANCE THROUGH PSC

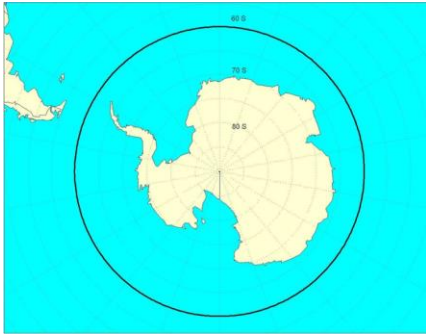
- Port State Control (PSC) is *the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.*
- *And to assess whether that the ship is to be allowed to sail with certain deficiencies without unreasonable danger to the safety, health, or the environment, having regard to the particular circumstances of the intended voyage.*

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- **Consequently port state control is focusing on regulations applicable at the time of inspection and further on the applicability for the next forthcoming voyage.**

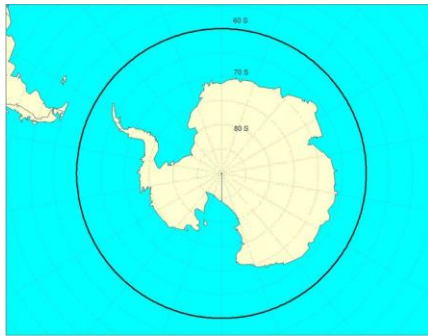
CHALLENGES IN ASSESSING THE STATE OF COMPLIANCE THROUGH PSC

- Considering the applicability area of the Polar Code:

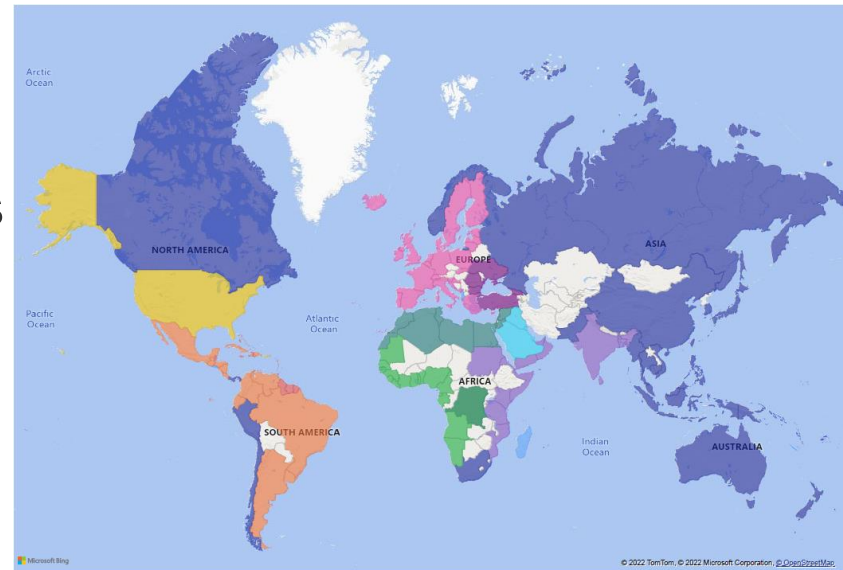


CHALLENGES IN ASSESSING THE STATE OF COMPLIANCE THROUGH PSC

- Considering the applicability area of the Polar Code:



VS

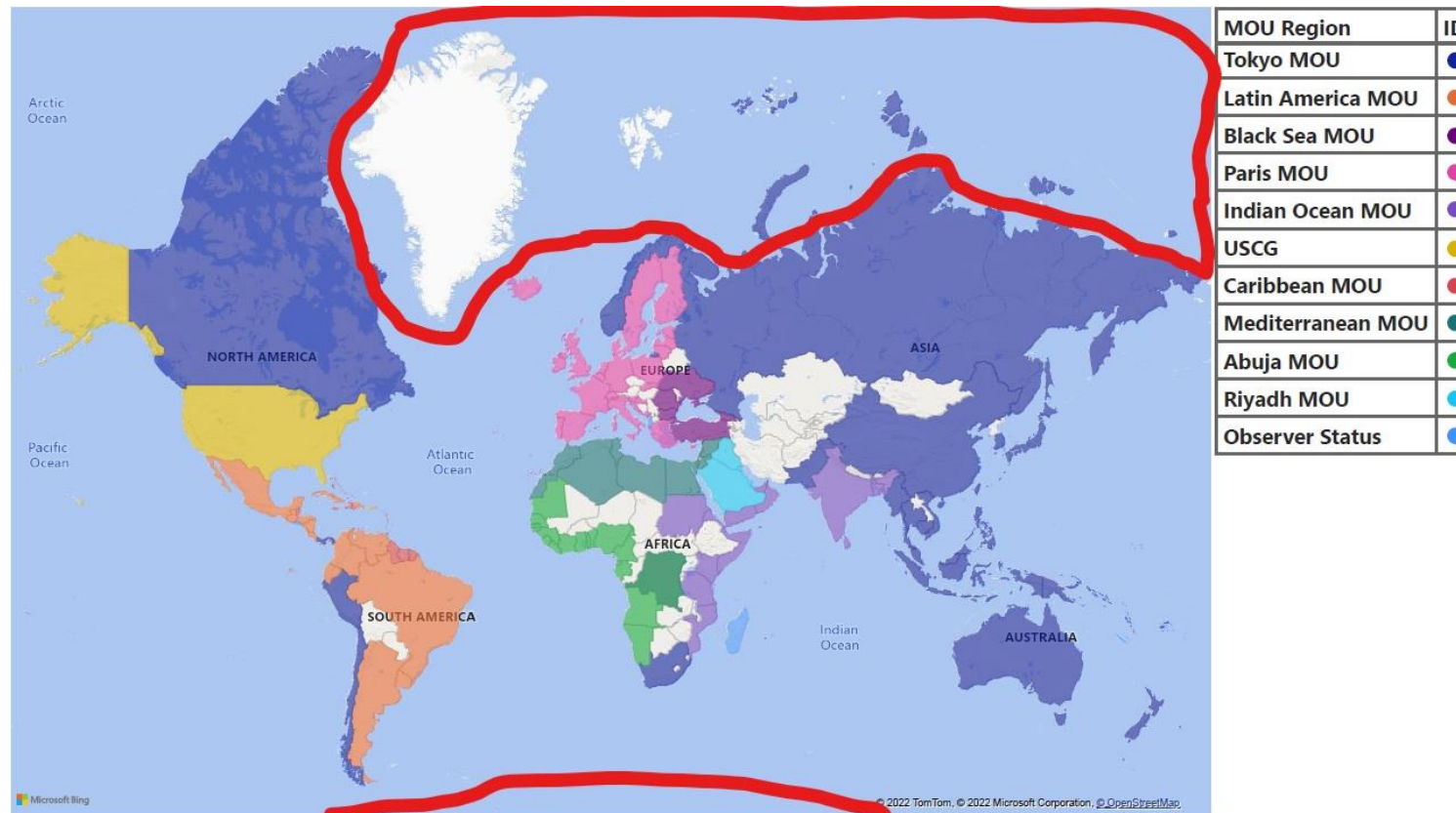


MOU Region	ID
Tokyo MOU	●
Latin America MOU	●
Black Sea MOU	●
Paris MOU	●
Indian Ocean MOU	●
USCG	●
Caribbean MOU	●
Mediterranean MOU	●
Abuja MOU	●
Riyadh MOU	●
Observer Status	●

- The PSC regimes focus areas:

CHALLENGES IN ASSESSING THE STATE OF COMPLIANCE THROUGH PSC

- One may find PSC inspection areas are unaligned with area of Polar Code applicability and trade..



CONTROL VS PREVENTIVE ASSESSMENT

- Lack of port state control in the Polar areas calls on other preventive initiatives and sources, to be able to assess the level of compliance and adherence.

CONTROL VS PREVENTIVE ASSESSMENT

- Lack of port state control in the Polar areas calls on other preventive initiatives and sources, to be able to assess the level of compliance and adherence.
 - Awareness rising
 - Preventive inspections (focusing on forthcoming voyage(s))
 - Regional Inspection campaigns (Paris MoU IC on Polar Code)
 - Industry stakeholders (Insurance, shipping, cargo owners, vetting, oil majors, tourism industry)
 - National and local initiatives
- Example:

RESULTS FROM PREVENTIVE ASSESSMENT (DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

- Navigational safety and protection of sensitive nature in Greenland waters and the Arctic region are two of the Danish Maritime Authority's key areas of interest.
- Still more cruise ships are navigating Greenland waters as a consequence of the increased interest in adventure tourism in Greenland.
- The large distances, infrastructure, changing weather conditions and remote locations in Greenland hampers the possibility to conduct port state control on ships visiting Greenland waters.
- In 2008 the Danish Maritime Authority launched a national inspection regime, focusing on preventive inspections of cruise ships intending to call Greenland.

RESULTS FROM PREVENTIVE ASSESSMENT

(DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

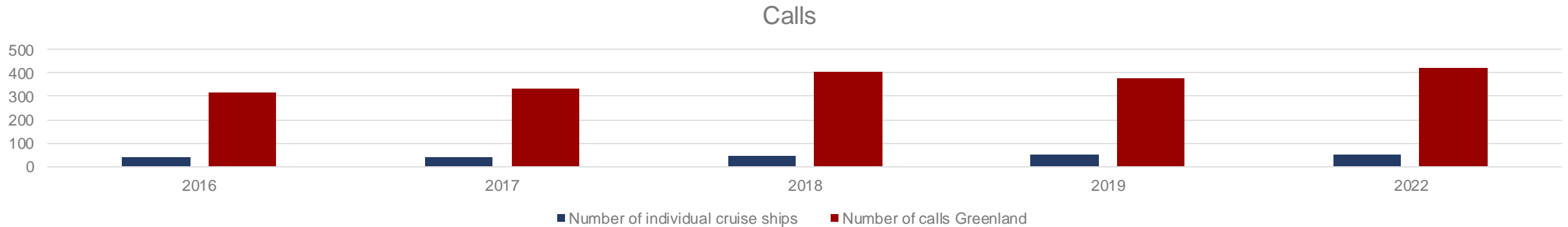
- Stakeholders:
 - Danish Maritime Authority
 - Joint Arctic Command (SAR coordinator, Danish Defence)
 - Greenland Home Rule Authorities
 - Visit Greenland (Tourism interest organization)
 - Cruise industry (willingly cooperating)

RESULTS FROM PREVENTIVE ASSESSMENT (DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

- Main particulars of set-up
 - Constant overview and update of individual ships intending/planning to call Greenland waters
 - Cooperation with SAR/operational overview of cruise ships/sharing cruise ships SAR cooperation plans
 - Implemented into existing port state control setup acc. Paris MoU/EU directive
 - PSC inspectors with specialized training and knowledge on the Polar Code
 - **Inspections focusing on ships calling Danish ports to perform preventive inspections before ships going into polar areas**
 - **Priority to inspect ships not inspected previously or within a period**

RESULTS FROM PREVENTIVE ASSESSMENT (DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

- Scope

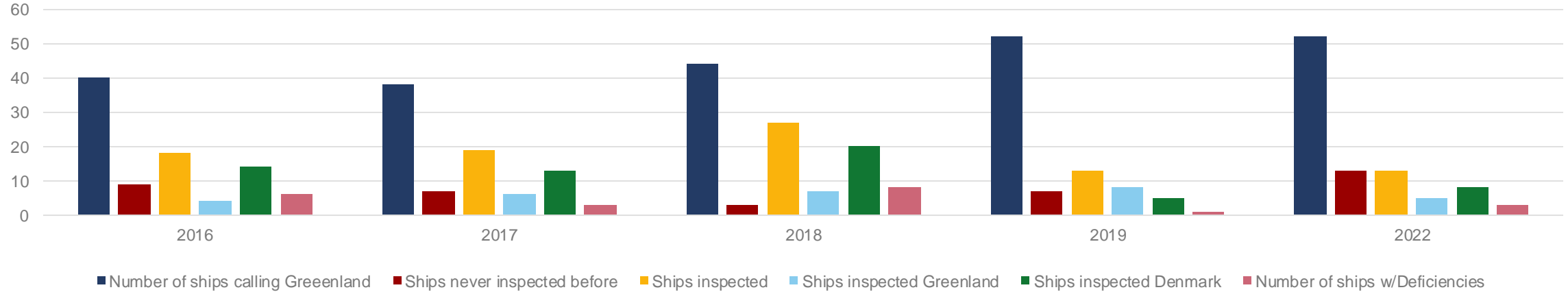


- For this year 52 individual cruise ships are calling Greenland waters
- Comprising 422 local “port” calls in Greenland

Year	2016	2017	2018	2019	2022
Number of individual cruise ships	40	38	44	52	52
Number of calls Greenland	314	336	404	376	422

RESULTS FROM PREVENTIVE ASSESSMENT (DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

- Scope



Year	2016	2017	2018	2019	2022
Number of ships calling Greenland	40	38	44	52	52
Ships never inspected before	9	7	3	7	13
Ships inspected	18 (45%)	19 (50%)	27 (61%)	13 (25%)	13 (25%)
Ships inspected Greenland	4	6	7	8	5
Ships inspected Denmark	14	13	20	5	8
Number of ships w/Polar Deficiencies	6 (33%)	3 (16%)	8 (30%)	1 (8%)	3 (23%)

RESULTS FROM PREVENTIVE ASSESSMENT

(DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

- Most common found deficiency areas:
 1. Mandatory minimum requirements for the training and qualifications of masters and deck officers on ships operating in polar waters in the STCW Code (mostly caused by relevant crew not signed on yet)
 2. SAR cooperation plan insufficient (mostly not cooperated with Joint Arctic Command yet)
 3. Ice search lights defect, missing, non compliant (National requirement)
- Ships with deficiencies must document rectification before calling in Greenlandic waters.
- High level of cooperation and willingness from operators

RESULTS FROM PREVENTIVE ASSESSMENT

(DMA NATIONAL INITIATIVE ON GREENLAND CRUISE INDUSTRY)

- Assessment:
 - High and rising level of compliance and willingness to cooperate
 - Repetitive returning ships maintain level of compliance
 - New/first time polar area trading ships uncertain of requirements

CONSIDERATIONS

- But what about the regular cargo ships trading North/East passages?
- Which stakeholders could add to assess risk and status of compliance?
- And how?

THANK YOU FOR
YOUR ATTENTION

