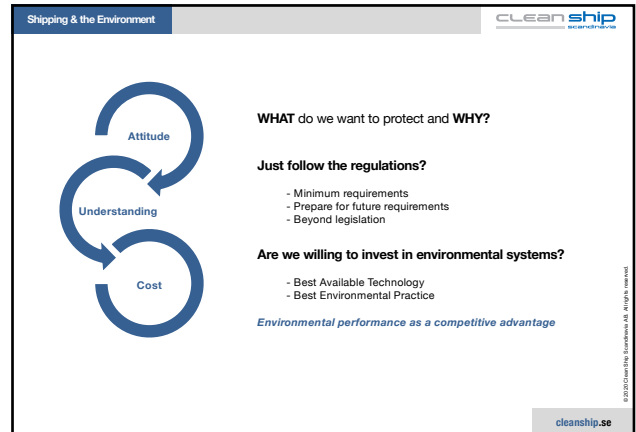
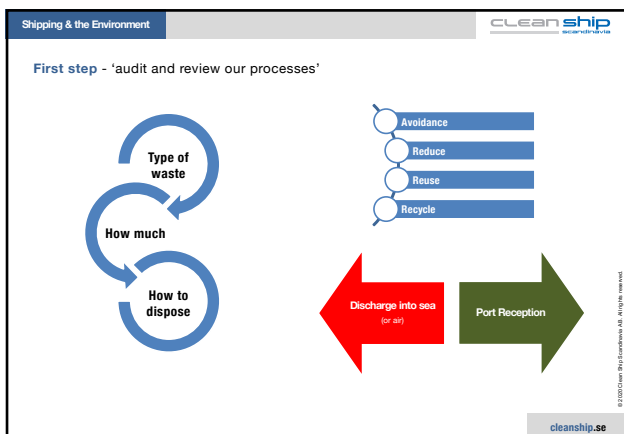




1



2



3



4

Regulatory

IMO - International Maritime Organization

International Maritime Organization (IMO)

Safe, secure and efficient shipping on clean oceans

- A specialised agency of the **United Nations** responsible for regulating shipping.
- Technical organization and most of its work is carried out in a number of committees and sub-committees.
- IMO **adopt** legislation. Governments are responsible for **implementing** it and make it part of its own national law and to enforce it just like any other law.

Key conventions

SOLAS
International Convention for the Safety of Life at Sea

MARPOL
International Convention for the Prevention of Pollution from Ships

STCW
International Convention on Standards of Training, Certification and Watchkeeping for Seafarers

cleanship.se

5

Regulatory

IMO - International Maritime Organization

MARPOL

International Convention for the Prevention of Pollution from Ships

- International regulations aimed at preventing and minimising, both accidental and operational, pollution from ships.
- Six (6) annexes
- Member Governments are responsible for implementing and enforcing the adopted regulatory framework.

cleanship.se

6

Regulatory

IMO MARPOL

IMO
174 Contracting States
97.85% world tonnage

MARPOL 73/78

Annex I	Annex II	Annex III	Annex IV	Annex V	Annex VI	BWM 2004
Oil	Noxious Liquid Substances carried in Bulk	Harmful Substances carried in Packaged Form	Sewage	Garbage	Air Pollution	Ballast Water
2 Oct 1983	2 Oct 1983	1 Jul 1992	27 Sep 2003	31 Dec 1988	19 May 2005	8 Sep 2017
159 countries	159 countries	149 countries	145 countries	154 countries	98 countries	88 countries
98.85% world tonnage	98.85% world tonnage	95.40% world tonnage	96.23% world tonnage	98.56% world tonnage	98.75% world tonnage	91.12% world tonnage

Mandatory

Grey water Not covered by IMO as long as it does not contain a pollutant prescribed in MARPOL

Update: 15 September 2020

cleanship.se

7

IMO Polar Code

Part II Pollution Prevention

8

IMO

POLAR CODE

Introduction

Clean Ship Scandinavia

IMO Polar Code
For safe ship operations and protection of the environment

- Mandatory for ships operating in polar waters.
- Entered into force on 1 January 2017.
- Builds upon three conventions; SOLAS (Safety), MARPOL (Pollution prevention) and STCW (Training)
- Requirements go above and beyond existing IMO conventions.
- Implemented through amendments of SOLAS and MARPOL.

cleanship.se

9

IMO

POLAR CODE

Clean Ship Scandinavia

IMO Polar Code

Part I
Safety measures
SOLAS

Part II
Pollution prevention measures
MARPOL

WHAT DOES THE POLAR CODE MEAN FOR SHIP SAFETY?

All ships operating in polar waters, certified in accordance with SOLAS Chapter I.

HOW THE POLAR CODE PROTECTS THE ENVIRONMENT

All ships operating in polar waters.

cleanship.se

10

IMO

POLAR CODE

Clean Ship Scandinavia

Annex I	Annex II	Annex III	Annex IV	Annex V	Annex VI	BWM
Oil	Noxious Liquid Substances carried in Bulk	Harmful Substances carried in Packaged Form	Sewage	Garbage	Air Pollution	Ballast water
Antarctic IMO Special Area In effect from 1992-03-17	Antarctic IMO Special Area In effect from 1994-07-01			Antarctic IMO Special Area In effect from 1992-03-17		

IMO Polar Code - Part II was implemented through amendments of MARPOL.

MEPC.265(68) Polar Code Amendments	MEPC.265(68) Polar Code Amendments	MEPC.265(68) Polar Code Amendments	MEPC.265(68) Polar Code Amendments
---------------------------------------	---------------------------------------	---------------------------------------	---------------------------------------

cleanship.se

11

IMO

POLAR CODE

Amendments to MARPOL

Clean Ship Scandinavia

MARPOL Annex I Oil

- Discharge into the sea of oil or oily mixtures is **prohibited**.
- Encouraged not to use or carry heavy fuel oil in the Arctic. Heavy Fuel Oil (HFO) banned in the Antarctic since 1 August 2011.
- Category A and B ships constructed on or after 1 January 2017. Double hull and double bottom required for all oil tankers, including those less than 5,000 Dwt.

MARPOL Annex II NLS

- Discharge of noxious liquid substances (NLS) or mixtures containing NLS is **prohibited**.

MARPOL Annex IV Sewage

- Additional requirements to Annex IV - distances from any ice-shelf or fast ice and shall be as far as practicable from areas of ice concentration exceeding 1/10.
- Category A and B ships and all passenger ships constructed on or after 1 January 2017. Sewage Treatment Plant to be installed.

MARPOL Annex V Garbage

- Discharge of food wastes onto the ice is **prohibited**.
- Ground food wastes permitted to discharge into sea. Additional requirements to Annex V - distances from any ice-shelf or fast ice and shall be as far as practicable from areas of ice concentration exceeding 1/10.

cleanship.se

12

IMO POLAR CODE

Areas to which the Polar Code apply

CLEAN SHIP

Arctic waters

Antarctic area

Territorial claims

Canada
Denmark (Greenland)
Norway
Russia
United States

Territorial claims

Argentina
Australia
Chile
France
New Zealand
Norway
United Kingdom

The Antarctic Treaty Annex IV

cleanship.se

13

IMO POLAR CODE

Arctic waters - Territorial claims

CLEAN SHIP

Arctic Territorial Claims

Russia

United States (U.S.)

Canada

Iceland

Norway

Denmark

Greenland (DEN)

Finland

Svalbard

Straight baseline

Canada, Russia, Norway, Denmark and United States all regards parts of the Arctic waters as internal or territorial waters (out to 12 nm)

=> Northwest passage within **Canada Internal waters**

=> Northeast passage within **Russian Internal waters**

Canada and the Russian Federation have enacted laws and regulations that are more stringent than MARPOL and the Polar Code.

cleanship.se

14

MARPOL Annex IV Sewage

CLEAN SHIP

Grey water

Discharge into sea

Discharge from dishwashing, shower, laundry, bath and wastewater drains

Not covered by IMO

Grey water is not covered by IMO as long as it does not contain a pollutant prescribed in MARPOL.

Grey water is **not** covered by the IMO Polar Code!

BUT

Discharge of Grey water on **Canadian Arctic waters is prohibited.**

Grey water discharge is covered by **VGP 2013** in the United States.

Svalbard has vessel grey water discharge restrictions for certain protected areas.

cleanship.se

15

Regulatory Norway

CLEAN SHIP

Environmental safety for ships and mobile offshore units

Regulations of 30 May 2012 No. 488

Sjøfartsdirektoratet
Norwegian Maritime Authority

Application

Apply to Norwegian ships, including recreational craft and mobile offshore units and foreign ships and mobile offshore units:

a) in Norwegian territorial waters, including waters near Svalbard and Jan Mayen;

b) in the Norwegian economic zone;

c) on the Norwegian Continental Shelf.

Section 19

The Polar Code Part II-A

MEPC 264(68) regarding an international code for ships operating in polar waters (Polar Code) Part II-A, and the environment-related provisions in the introduction, shall apply as regulation.

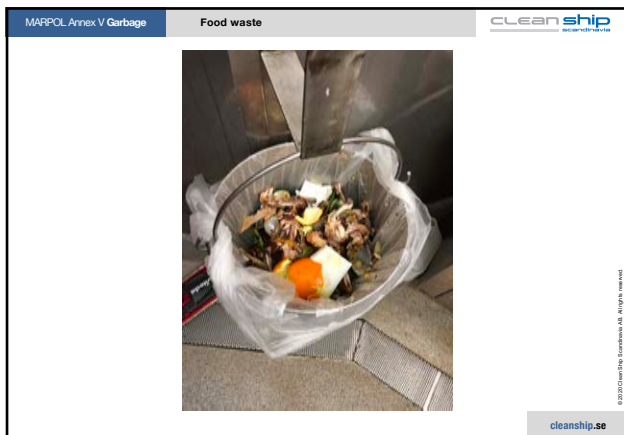
Category A ships constructed before 1 January 2017 that cannot comply with the requirements of the Polar Code Part II-A paragraph 1.1.1 for oil or oil mixtures from machinery spaces and are operating continuously in Arctic waters for more than 30 days shall comply with these requirements not later than the first intermediate or renewal survey, whichever comes first, after 1 January 2018. Until such date these ships shall comply with the discharge requirements of MARPOL Annex 1 regulation 15.3.

Added by Regulation of 23 November 2016 No. 1362 (in force on 1 January 2017).

cleanship.se

16

(C) Clean Ship Scandinavia AB 2020



21



22