

LSA for Ships Operating in Polar Waters

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The need for additional guidance

- The Polar Code part I-A **chapter 8.3** (Regulations for LSA) has several **vague regulations**, open for interpretation
- LSA approved in accordance with the LSA Code is not tested for extreme **low temperatures** (< -35 °C), while the Polar Code requires all survival systems to be **fully operational** at the Polar Service Temperature (PST), during the maximum expected **time of rescue**



IMO Maritime Safety Committee 97th session

- MSC 97 instructed the SSE Sub-Committee to **review** the LSA Code and the relevant IMO resolutions to **adapt** current testing and performance standards to the Polar Code provisions or **develop** additional requirements, if necessary.
- In this regard, the **application** should only address life-saving appliances in polar waters when requested by the relevant application requirements in the Polar Code (all ships, ships intended to operate in low air temperature, ship ice classes in accordance with chapter 3, etc.)

Identification of gaps and gathering of information

- The first SSE correspondence group identified a number of gaps between the LSA Code and the Polar Code and made a list of observations
 - temperature
 - time of rescue
 - ice and icing
 - survival on ice or land
 - human element
- Meanwhile, the group also gathered relevant research information, such as SARex (Norway) and NRC (Canada)

Interim Guidelines for lifesaving appliances for ships operating in polar waters

- 7 identified hazards:
 - Remoteness (maximum expected time of rescue)
 - Low air temperature (below -10 °C)
 - Ice
 - Ice accretion
 - High latitudes
 - Extended periods of darkness
 - Evacuation to ice or land
- The intention is that the ship operator should use only the parts of the guidance that is relevant for the hazards identified for each individual ship



Next step

Gain experience → Revise the Interim Guidelines and/or amend the Polar Code

- The Interim Guidelines should be evaluated and revised as necessary
- When sufficient experience is gained, a more permanent guidance should be established, e.g. as an amendment to the Polar Code part I-B (non-mandatory guidelines)
- If necessary, the mandatory part of the Polar Code, part I-A, should be amended to avoid ambiguities or inconsistencies

Ongoing work in the NMA

Submission to SSE 7

- The NMA intend to investigate the question raised at SSE 6 on determination of 'Maximum expected time of rescue'
- Any (preliminary) outcome will be submitted to the SSE 7 for further discussions
- We will continue to support the research on thermal equilibrium



SARex Svalbard

Mass Resque Operation



Questions?

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