



**THE REPUBLIC OF LIBERIA**  
**LIBERIA MARITIME AUTHORITY**

22980 Indian Creek Drive  
Suite 200  
Dulles, Virginia 20166, USA  
Tel: +1 703 790 3434  
Fax: +1 703 790 5655  
Email: [prevention@liscr.com](mailto:prevention@liscr.com)  
Web: [www.liscr.com](http://www.liscr.com)

**06 June 2022**

**Marine Advisory: 14/2022**

**Subject: Paris MOU Concentrated Inspection Polar Code**

Reference: a) [Paris MOU Polar Code Inspection Campaign press release, dated 03 June 2022](#)  
b) [Paris MOU Questionnaire for the Polar Code Inspection Campaign](#)  
c) [Marine Notice SAF-009](#)

**Dear Shipowners/Operators/Masters;**

Paris MOU has announced a Concentrated Inspection Campaign (CIC) to verify compliance with the requirements of the Polar Code for vessels that hold Polar Ship Certificates. The inspection campaign will be held from Monday 13 June to Friday 1 July 2022 and from Monday 1 August to Friday 19 August 2022.

Paris MOU (PSCOs) will undertake the CIC using a pre-defined questionnaire to assess vessel's compliance with the Polar Code and the implementation and knowledge of vessel crews, for vessels bound for or operating regularly within polar waters.

We have attached the press release and the questionnaire covering the topics Paris PSCOs will examine during PSC examinations.

Please contact the Fleet Prevention Department at [prevention@liscr.com](mailto:prevention@liscr.com) if you have any questions.

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**Guidance to Owners, Operators and Masters in preparing for the CIC for Polar Code**  
**Only questions with “\*” in the questionnaire have been included below:**

***Question 1: Is the ships’ Polar Ship Certificate valid?***

Polar Code Part I-A, Regulation 1.3

*Polar Ship Certificate validity, survey dates and endorsements shall be harmonized with the relevant SOLAS certificates in accordance with the provisions of regulation I/14 “Duration and validity of certificates” of the SOLAS Convention. The certificate shall include a supplement recording equipment required by the Code.*

***Question 2: Is the Polar Water Operational Manual (PWOM) readily available on board?***

Polar Code Part I-A, Regulation 2.1

*The PWOM is required to be carried on board and should be considered an extension of the procedures carried on board as part of the ship’s Safety Management System under the ISM Code. The PWOM may either be a stand-alone document or a document which cross-references other procedures carried by the ship. As such the PWOM should be developed and maintained by the shipowner/operator. Although for a new ship, the shipyard may assist in providing valuable information on the capabilities or functionality of the ship’s systems to describe in the PWOM, the responsibility for maintaining and updating the PWOM lies with the shipowner/operator.*

Additional guidance is available under section 2.3 of Liberian Marine Notice SAF-009 Rev. 07/20.

***Question 4: Are there means of receiving and displaying current information on ice conditions on board?***

Polar Code Part I-A, Regulation 9.3

Ships operating in polar waters shall have means of receiving and displaying current information on ice conditions in the area of operation. Please review section 2.10 of SAF-009 for guidance on the number of echo-sounding devices, magnetic compasses, search lights controllable from the bridge, etc. All required navigation equipment must be fully functional at the polar service temperature.

***Question 6: Does the vessel carry proper lifesaving equipment onboard?***

Part 1-A regulation 8.2.3.1

*Adequate thermal protection shall be provided for all persons on board, taking into account the intended voyage, the anticipated weather conditions (cold and wind), and the potential for immersion in polar water, where applicable.*

Additional guidance is available under section 2.3 of Liberian Marine Notice SAF-009 Rev. 07/20.

**Question 7: Do master, Chief mate and other officers in charge of a navigational watch, have the required certificates in accordance with STCW, chapter V and the Polar Code for the polar waters the ship is certified to operate in?**

Part I-A, Regulation 12

*Companies shall ensure that masters, chief mates and officers in charge of a navigational watch on board ships operating in polar waters shall have completed training to attain the abilities that are appropriate to the capacity to be filled and duties and responsibilities to be taken up, taking into account the provisions of the Chapter V/4 of the STCW Convention and meet the standards of competence for basic training and advanced training as set forth in A-V/4-1 and A-V/4-2 of the STCW Code, as amended, for ship types and ice conditions as described in part IA, Chapter 12 of the Polar Code.*

### **Additional Guidance for the CIC for Polar Code**

The Administration would like to bring special attention to the following Polar Code Concentrated Inspection Campaign (CIC) topics:

1. Garbage Record Book

Operation in polar waters shall be taken into account, as appropriate, in the Garbage Record Book, Garbage Management Plan and the placards as required by MARPOL Annex V. Form of Garbage Record Book should make reference to the provisions of chapter 5 of part IIA of the Polar Code.

2. Procedures and Arrangements Manual (For ships to which Annex II of MARPOL applies)

Procedures and Arrangements should make reference to the requirements of chapter 2 of part II-A of the Polar Code.

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