



Dossier du BHI N° S3/3055

**LETTRE CIRCULAIRE 28/2014**  
**25 mars 2014**

**CONTRIBUTION DE L'OHI A L'ELABORATION D'UN CODE OBLIGATOIRE POUR LES  
NAVIRES EXPLOITES DANS LES EAUX POLAIRES (CODE POLAIRE)**

Références :

- A. LC de l'OHI 07/2013 du 21 janvier – *Contribution de l'OHI à l'élaboration d'un code obligatoire pour les navires exploités dans les eaux polaires*
- B. LC de l'OHI 28/2013 du 2 avril – *Rapport sur l'avancement de la contribution de l'OHI à l'élaboration d'un code obligatoire pour les navires exploités dans les eaux polaires (Code polaire)*
- C. LC de l'OHI 40/2013 du 25 juin – *Rapport de la 92<sup>ème</sup> session du Comité de la sécurité maritime de l'OMI et du colloque de l'OMI sur l'avenir de la sécurité des navires.*
- D. LC de l'OHI 54/2013 du 24 septembre - *Rapport de la 59<sup>ème</sup> session du sous-comité de la sécurité de la navigation de l'OMI.*

Madame la Directrice, Monsieur le Directeur,

1. Comme indiqué en référence A, le Comité de direction avait pris l'initiative de présenter une soumission au sous-comité de la conception et de l'équipement du navire (DE) de l'OMI qui visait à assurer que les conditions hydrographiques existantes soient prises en compte par l'OMI dans le développement d'un code international de sécurité pour les navires exploités dans les eaux polaires (Code polaire).
2. La question avait été renvoyée par le sous-comité DE au Comité de sécurité maritime de l'OMI (MSC), pour examen à sa 92<sup>ème</sup> session puis transmise au sous-comité de la sécurité de la navigation de l'OMI (NAV). Comme indiqué dans les références B à D, la soumission de l'OHI avait reçu un large soutien et le NAV 59 avait invité le groupe de travail intersession sur le Code polaire à incorporer la proposition de l'OHI lors de l'examen du projet de Code polaire.
3. A la réunion du groupe de travail intersession sur le Code polaire, tenue du 30 septembre au 4 octobre 2013, le président a demandé à l'OHI de soumettre à la première session du nouveau sous-comité de la conception et de la construction du navire (SDC) un libellé légèrement modifié par rapport à celui contenu dans la soumission de l'OHI au DE. Cette demande a été acceptée par l'OHI.
4. La soumission de l'OHI au SDC 1 contenait des amendements au « Préambule » et à la section sur les « sources de dangers » ainsi que des « directives additionnelles » au chapitre sur la « navigation ». Bien que le temps ait manqué pour discuter de manière approfondie de ces points au SDC 1, on a considéré que les conclusions du MSC 92 et du NAV 59 permettaient que le texte soit inséré sans autre amendement. Malheureusement, le projet approuvé, dans son principe, par SDC 1 et renvoyé au MSC (SDC 1/26 - paragraphe 3.69) incluait seulement le paragraphe du texte proposé par l'OHI concernant la section sur les « sources de dangers ».

5. Considérant que ce résultat n'était pas satisfaisant, le Comité de direction a préparé une soumission au MSC-93 et a invité les principaux partisans des soumissions antérieures de l'OHI à la co-parrainer. L'Australie et la Nouvelle-Zélande ont répondu positivement. Le document soumis à MSC 93, qui aura lieu du 14 au 23 mai 2014 au siège de l'OMI à Londres, est joint à titre d'information.

6. Le Comité de direction invite les Etats membres à tenir informée leur délégation à MSC 93 de la soumission de l'OHI sur le Code polaire et à rechercher leur appui.

Veillez agréer, Madame la Directrice, Monsieur le Directeur, l'assurance de ma haute considération,

Pour le Comité de direction,



Robert WARD  
Président

Annexe : Soumission à MSC 93 (MSC 93/10/xx – *en anglais uniquement*)

MARITIME SAFETY COMMITTEE  
93<sup>rd</sup> Session  
Agenda item 10

MSC 93/10/XX  
xx March 2014  
Original: ENGLISH

## SHIP DESIGN AND CONSTRUCTION

### Comments on the Report of the first session of the Sub-Committee

Submitted by the International Hydrographic Organization, Australia, New Zealand

#### SUMMARY

<i>Executive summary:</i>	This document presents comments on the section of report of the first session of the Ship Design and Construction Sub-Committee (SDC 1) addressing the development of the Polar Code.
<i>Strategic direction:</i>	5.2
<i>High-level action:</i>	5.2.1
<i>Planned output:</i>	5.2.1.19
<i>Action to be taken:</i>	Paragraph 8.
<i>Related documents:</i>	MSC 92/26, NAV 59/20, MSC 93/10, SDC 1/26.

#### Background

1. This document is submitted in accordance with paragraph 6.12.5 of the *Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.4/Rev.2), and comments on document MSC 93/10.
2. The Sub-Committee on Ship Design and Equipment (DE), at its fifty-seventh session, considered a document by the International Hydrographic Organization (IHO) reporting on the unsatisfactory status of nautical charting in polar waters and the impact this has on navigation and proposing modifications to the draft Polar Code (DE 57/11/24).
3. Noting that the Sub-Committee on Safety of Navigation (NAV) had already considered chapter 9 (Navigation - now chapter 10) of the draft Polar Code and had reported back to the DE Sub-Committee, DE 57 noted that the relevant matters should be referred to the NAV Sub-Committee for further consideration and agreed to bring the matter to the attention of the Maritime Safety Committee for consideration and action as appropriate (DE 57/26, paragraph 11.36).
4. MSC 92 recalled that DE 57 had requested the NAV Sub-Committee to consider the matter and instructed NAV 59 to also take the comments made at that session into account in their considerations (MSC 92/26, paragraph 13.24).

5. The NAV Sub-Committee, at its fifty-ninth session reconsidered the issue. The IHO concerns were widely supported and NAV 59 agreed with the IHO recommendation that the current status of surveys should be reflected in the draft Polar Code. NAV 59 invited the Intersessional Working Group on the Polar Code to incorporate the IHO's proposal when reviewing the draft Polar Code at its upcoming meeting (NAV 59/20, paragraph 19.19).

6. At the Intersessional Working Group on the Polar Code, held from 30 September to 4 October 2013, the Chair requested the IHO to submit to SDC 1 a slightly amended wording to that contained in document DE 57/11/24. This was agreed by the IHO.

#### **Outcome of SDC 1**

7. At the first session of the Ship Design and Construction Sub-Committee (SDC), the IHO presented document SDC 1/3/13, which contained the requested slightly amended wording. Although time did not allow for the full discussion of the Preamble or Chapter 10, the co-sponsors of this submission consider that the outcome of MSC 92 and NAV 59 were sufficient for the text to be inserted without further amendment. However, the draft agreed in principle by SDC 1 (SDC 1/26 - paragraph 3.69) includes only the paragraph of the text proposed by the IHO related to the section on "Sources of Hazards".

8. Accordingly, the Committee is invited to consider the remainder of the text originally proposed by the IHO which is presented in the annex and approve its inclusion in the Polar Code.

#### **Action requested of the Committee**

9. The Committee is invited to approve the amendment to the draft Polar Code contained in the annex, and take any other action as appropriate.

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ANNEX

**DRAFT INTERNATIONAL CODE OF SAFETY FOR SHIPS OPERATING IN  
POLAR WATERS (POLAR CODE) - PROPOSAL FOR TEXT  
CONCERNING CHARTING IN THE POLAR REGIONS**

The co-sponsors of this submission propose the following amendments to the draft Polar Code (SDC 1/26 - Annex 3):

**Preamble**

1. Add the following new paragraph after paragraph 2:

"The Code acknowledges that the Polar Regions impose additional navigational demands beyond those normally encountered. Except in limited areas, the chart coverage is inadequate for coastal navigation. Therefore, mariners should keep to the charted areas, except in case of absolute necessity. Even in charted areas extra vigilance should be exercised as unsurveyed and uncharted shoals may exist unless the chart is based on modern surveys that include a full search of the sea floor."

**Part I-B**

**(Information and additional guidance to Part I-A)**

2. Insert the following text in Part I-B:

**[1.] Additional guidance to chapter 10**

"As the chart coverage of polar waters is generally inadequate for coastal navigation, mariners should exercise extra care to plan and monitor their voyage accordingly, taking due account of the information and guidance in the appropriate nautical publications. They should be familiar with the status of hydrographic surveys and the availability and quality of chart information for the areas in which they intend to operate. They should also be aware of potential chart datum discrepancies with GNSS positioning. They should aim to plan their route through charted areas and well clear of known shoal depths, following established routes whenever possible. Any deviations from the planned route should be undertaken with particular caution. For example, and when operating on the continental shelf, the echo-sounder should be working and monitored constantly to detect any sign of unexpected depth variation, especially when the chart is not based on a full search of the sea floor. Independent cross-checking of positioning information (e.g. visual and radar fixing and GNSS) should be undertaken at every opportunity. Mariners should ensure to report to the relevant charting authority (Hydrographic Office) any information that might contribute to improving the nautical charts and publications."