



ORGANIZACION HIDROGRAFICA INTERNACIONAL

Dossier del BHI N° S3/3055

CARTA CIRCULAR No. 28/2014
25 de Marzo del 2014

CONTRIBUCION DE LA OHI A LA ELABORACION DE UN CODIGO OBLIGATORIO PARA BUQUES QUE OPEREN EN AGUAS POLARES (CODIGO POLAR)

Referencias:

- A. CC. de la OHI No. 07/2013 del 21 de Enero - *Contribución de la OHI a la Elaboración de un Código Obligatorio para Buques que operen en Aguas Polares;*
- B. CC. de la OHI No. 28/2013 del 2 de Abril - *Informe de Situación sobre la Contribución de la OHI a la Elaboración de un Código Obligatorio para Buques que operen en Aguas Polares (Código Polar);*
- C. CC. de la OHI No. 40/2013 del 25 de Junio - *Informe sobre la 92ª Sesión del Comité de Seguridad Marítima de la OMI y sobre el Simposio de la OMI referente al futuro de la Seguridad de los Buques;*
- D. CC. de la OHI No. 54/2013 del 24 de Septiembre - *Informe sobre la 59ª Sesión del Subcomité de Seguridad de la Navegación de la OMI.*

Estimado(a) Director(a),

1. Según se informó en la Carta Circular de la Referencia A, el Comité Directivo había tomado la iniciativa de presentar una sumisión al Subcomité de la OMI sobre el Diseño y el Equipo del Buque (DE) con el fin de garantizar que las condiciones hidrográficas predominantes sean consideradas por la OMI en la elaboración de un código internacional de seguridad para buques que operen en aguas polares (Código Polar).
2. El Subcomité DE informó sobre este asunto al Comité de Seguridad Marítima de la OMI (MSC) para su consideración durante la 92ª sesión y lo transmitió al Subcomité de la OMI sobre la Seguridad de la Navegación (NAV). Según se informaba en las Cartas Circulares de las Referencias B a D, la sumisión de la OHI obtuvo un amplio apoyo y la 59ª sesión del NAV invitó al Grupo de Trabajo entre Periodos de Sesiones sobre el Código Polar a incluir la propuesta de la OHI al examinar el proyecto de Código Polar.
3. Durante la reunión del Grupo de Trabajo entre Periodos de Sesiones sobre el Código Polar, celebrada del 30 de Septiembre al 4 de Octubre del 2013, su Presidente solicitó a la OHI que sometiese a la primera sesión del nuevo Subcomité de Proyecto y Construcción del Buque (SDC) un texto ligeramente enmendado con respecto al texto contenido en la sumisión de la OHI al Subcomité DE. Esto fue aprobado por la OHI.
4. La sumisión de la OHI al SDC 1 contenía enmiendas al “Preámbulo”, a la sección sobre las “Causas de los Peligros” así como a la “Orientación Adicional” del Capítulo sobre “Navegación”. Aunque no hubo tiempo suficiente para una discusión completa acerca de estos puntos durante el SDC 1, se consideró que las conclusiones del MSC 92 y del NAV 59 eran suficientes para que el texto fuese incluido sin ninguna enmienda adicional. Desgraciadamente, el proyecto convenido en principio por el SDC 1 y referido al MSC (SDC 1/26 - párrafo 3.69) incluía sólo el párrafo del texto propuesto por la OHI relativo a la sección sobre las “Causas de los Peligros”.
5. Como se consideró que este resultado no era satisfactorio, el Comité Directivo ha preparado una sumisión para el MSC 93 y ha invitado a los principales seguidores de las anteriores sumisiones de la

OHI a co-patrocinarla. Australia y Nueva Zelanda han contestado afirmativamente. Se adjunta a la presente, para su información, la sumisión al MSC 93, que se celebrará del 14 al 23 de Mayo del 2014 en la sede de la OMI en Londres.

6. El Comité Directivo invita a los Estados Miembros a informar a sus delegaciones en el MSC 93 sobre la sumisión de la OHI referente al Código Polar y a solicitar su apoyo.

En nombre del Comité Directivo
Atentamente,



Robert WARD
Presidente

Anexo: Sumisión al MSC 93 (MSC 93/10/xx - *en Inglés únicamente*).

MARITIME SAFETY COMMITTEE
93rd 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.

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."