



# Polar Code in force

IMO Polar Code began in January 2017.

The compulsory requirements are needed for ships sailing in international polar waters.

For new ships, the Polar Code now applies. Existing ships need to comply with the Polar Code at their first intermediate survey or renewal survey after 1 January 2018.

One of the requirements in the Polar Code is the Polar Water Operations Manual (PWOM), which needs to be available in every vessel.

"The intention is to use it as a real operative manual which describes how things are done in cold and freezing conditions and how the vessel is operated in various situations," says Mr Uuskallio. "Insurance companies will surely verify this if something happens in the Polar areas. We at Aker Arctic offer

the PWOM as a service to our customers, but it has to be compiled jointly with the ship-owner and the operator to meet the requirements for each vessel."

## Crew training is essential

In order to support the crew, prior training in Polar water operations is necessary.

At IMO, the **Standards of Training, Certification and Watchkeeping** committee (STCW) is currently in the process of finalising the instructions on how and who is allowed to offer crew training. In Finland, Aker Arctic's partner Aboa Mare provides this special training for the crews.

## Polar Code training now available

Aker Arctic's cooperation partner Aboa Mare in Turku, Finland offers ice navigation training according to Polar Code requirements for vessel crews, which intend to sail in the Polar areas.

"Our new Ice Navigation Course is delivered according to STCW requirements and includes all the IMO guidelines for crew training," says training director Micael Vuorio, Aboa Mare.

The Polar Code certificate is required of officers sailing in Arctic and Antarctic waters. There are two levels of the Polar Code course, Basic and Advanced, and the course is offered in English.

"Participants in our courses come from all over the world," Vuorio adds.

The IMO training requirements will

come into force 1.7.2018 but Vuorio assures that their course includes everything needed to obtain the Polar Ship Certificate, as Aboa Mare has participated in developing the IMO training requirements.

Aker Arctic and Aboa Mare have been working together since 2007 in ice navigation training, and today they are jointly developing the Aker Arctic Ice Simulator.

"The ice simulator is the best possible tool in learning ice navigation," Vuorio says. "For instance, the entire crew of

the new Finnish icebreaker *Polaris* has been to our premises in Turku to practice handling the vessel using the ice simulator."

Aboa Mare has educated sea captains for over 200 years. They have ten different ship bridges to train on, and all of them include ice navigation as an option. "I believe our ice navigation know-how is among the best in the world."

**Read more about courses at Aboa Mare from [www.aboamare.fi](http://www.aboamare.fi).**



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