

**Sub-Committee on Navigation, Communications and Search and Rescue
(NCSR), 9th session, 21-30 June 2022**

Safety measures for non-SOLAS ships operating in polar waters

The Sub-Committee finalized the first set of draft amendments to the Polar Code, together with associated amendments to the SOLAS Convention, to incorporate new requirements for non-SOLAS ships concerning the safety of navigation and voyage planning. The amendments will be applicable to some non-SOLAS ships, i.e. fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

The amendments aim to enhance the safety of ships operating under the special conditions the polar areas present, as well as that of the persons on board.

The Maritime Safety Committee (MSC 106 in November 2022) is invited to approve the draft amendments to SOLAS chapter XIV and the Polar Code parts I-A and I-B, for subsequent adoption with a view to entry into force on 1 January 2026.

IMO's Polar Code sets out requirements to ensure the safety of ships operating under the harsh conditions of the Arctic and Antarctic areas, taking especially into account extremes of temperature, and that critical equipment remains operational under those conditions.