

第 MSC.538(107)号决议
(2023 年 6 月 8 日通过)

《国际极地水域营运船舶规则》(《极地规则》)修正案

海上安全委员会，

忆及《国际海事组织公约》关于本委员会职能的第 28(b)条，

注意到第 MSC.385(94)号决议，经此决议，委员会通过了《国际极地水域营运船舶规则》(“《极地规则》”)的引言的安全相关规定以及 I-A 和 I-B 部分，根据《1974 年国际海上人命安全公约》(“本公约”)第 XIV 章，其已成为强制性规则，

还注意到本公约第 VIII(b)条和第 XIV/1.1.1 条关于《极地规则》的引言的安全相关规定和 I-A 部分的修正程序，

进一步注意到本公约第 XIV/1.1.2 条关于《极地规则》I-B 部分的修正程序，

认识到为在极地水域营运的非《安全公约》船舶引入安全措施必要性，

在其第 107 届会议上，审议了按本公约第 VIII(b)(i)条提出和分发的《极地规则》修正案，

1 按本公约第 VIII(b)(iv)条，通过《极地规则》I-A 部分修正案，其文本载于本决议附件 1；

2 按本公约第 XIV/1.1.2 条，还通过《极地规则》I-B 部分修正案，其文本载于本决议附件 2；

3 按本公约第 VIII(b)(vi)(2)(bb)条，决定《极地规则》I-A 部分修正案应于 2025 年 7 月 1 日被视为获得接受，除非在此日期之前，有三分之一以上的本公约缔约国政府或拥有商船合计吨位数不少于世界商船总吨数 50%的缔约国政府已通知其反对该修正案；

4 提请本公约各缔约国政府注意，按本公约第 VIII(b)(vii)(2)条，该修正案在按上述第 3 段获得接受后，应于 2026 年 1 月 1 日生效；

5 还提请本公约各缔约国政府注意，《极地规则》I-B 部分修正案将在附件 1 中的《极地规则》I-A 部分修正案生效时，于 2026 年 1 月 1 日生效；

6 要求秘书长，按本公约第 VIII(b)(v)条，将本决议及其附件中所载修正案文本的核正无误副本送交本公约所有缔约国政府；

7 还要求秘书长将本决议及其附件的副本分发给非本公约缔约国政府的本组织各会员。

附件 1

《国际极地水域营运船舶规则》(《极地规则》)修正案

I-A 部分 安全措施

第 9 章

航行安全

- 1 第 9 章的标题由以下替换：

“第 9 章

按《安全公约》第 I 章发证的船舶的航行安全”

- 2 在第 9 章标题后插入以下文本：

“本章适用于按《安全公约》第 I 章发证的船舶。”

- 3 现有第 9 章后新增一章如下：

“第 9-1 章

总长 24 米及以上的渔船，300 总吨及以上、不从事贸易的游艇，和 300 总吨及以上、但小于 500 总吨的货船的航行安全

本章适用于：

- .1 总长 24 米及以上的渔船；
- .2 300 总吨及以上、不从事贸易的游艇；和
- .3 300 总吨及以上、但小于 500 总吨的货船。

9-1.1 目标

本章目标是为安全航行做出规定。

9-1.2 功能要求

为达到以上第 9-1.1 段中规定的目标，本章规则包含下列功能要求。

9-1.2.1 航海信息

船舶须具备接收最新安全航行信息，包括冰况信息的能力。

9-1.2.2 航行设备功能性

- .1 航行设备和系统的设计、制造和安装须使其在营运区域的预期环境条件下保持功能。
- .2 提供基准首向和定位的系统须适合于拟定区域。

9-1.2.3 附加航行设备

船舶须具备在黑暗中操作时目视探测冰的能力。

9-1.3 规则

9-1.3.1 航海信息

为符合以上第 9-1.2.1 段的功能要求，船舶须具备接收和显示营运区域中当前冰况信息的设施。

9-1.3.2 航行设备功能

9-1.3.2.1 为符合以上第 9-1.2.2.1 段的功能要求，以下所列适用：

- .1 2026 年 1 月 1 日或以后建造的冰区加强的船舶，须有两台独立的回声测深仪或 1 台具有两个独立换能器的回声测深仪。主管机关接受的能够测深的其他装置(例如鱼探仪)，可作为满足本要求的等效措施；
- .2 船舶不论其建造日期和尺寸，须符合《安全公约》第 V/22.1.9.4 条，且具备清晰的后方视野。对于不能符合本规定的船舶，须设有主管机关接受的布置，以达到与本规定要求等效的可视范围；
- .3 对于在可能出现积冰的区域和时期内营运的船舶，须采取措施防止在航行和通信所要求的天线上积冰；和
- .4 此外，对于冰区加强船舶，以下所列适用：
 - .1 如果《安全公约》第 V 章或本章所要求的设备具有凸出船体底部的传感器，该传感器须有防冰保护；和
 - .2 2026 年 1 月 1 日或以后建造的 A 类和 B 类船舶上，驾驶室翼桥须封闭或设计成能保护航行设备和操作人员。对于不能符合本规定的船舶，须设有主管机关接受的布置，以达到与本规定要求等效的保护水平。

9-1.3.2.2 为符合以上第 9-1.2.2.2 段的功能要求，以下所列适用：

- .1 500 总吨及以上的船舶须具备两台确定和显示其首向的非磁性装置。这两台装置须相互独立，并须连接至船舶主电源和应急电源；和
- .2 驶往纬度 80 度以上的船舶须至少配备一台全球导航卫星系统(GNSS)罗经或等效装置，并须连接至船舶主电源和应急电源。

9-1.3.3 附加航行设备

为符合第 9-1.2.3 段的功能要求，除仅在极昼区域营运的船舶外，船舶须配备两台帮助目视探冰的照明装置。”

第 11 章

航次计划

- 4 第 11 章的标题由以下替换：

“第 11 章

按《安全公约》第 I 章发证的船舶的航次计划”

- 5 在第 11 章标题后插入以下文本：

“本章适用于按《安全公约》第 I 章发证的船舶。”

- 6 现有第 11 章后新增一章如下：

“第 11-1 章

总长 24 米及以上的渔船，300 总吨及以上、不从事贸易的游艇，和 300 总吨及以上、但小于 500 总吨的货船的航次计划

本章适用于在极地水域营运的以下船舶：

- .1 总长 24 米及以上的渔船；
- .2 300 总吨及以上、不从事贸易的游艇；和
- .3 300 总吨及以上、但小于 500 总吨的货船。

11-1.1 目标

本章目标是确保向船公司、船长和船员提供足够的信息，使其能够充分考虑到船舶和船上人员的安全并酌情虑及环境保护而进行营运。

11-1.2 功能要求

为达到以上第 11-1.1 段规定的目标，航次计划须考虑拟定航次的潜在危险。

11-1.3 要求

为符合以上第 11-1.2 段的功能要求，船长须计及以下所列考虑通过极地水域的航线：

- .1 船上安全管理体系要求的程序；如未实施安全管理体系，须有极地水域营运的书面程序要求；
- .2 水文资料的任何限制和可用的助航设备；
- .3 预定航线附近的冰和冰山范围和类型的现有资料；
- .4 往年冰和温度的统计资料；
- .5 避难地；
- .6 有关海洋哺乳动物聚集的已知区域，包括季节性迁移区域的现有资料和当遇到海洋哺乳动物时采取的措施；
- .7 与海洋哺乳动物聚集的已知区域，包括季节性迁移区域有关的船舶航线定制系统、航速建议和船舶交通服务的现有资料；
- .8 沿线国家和国际指定的保护区域；和
- .9 在远离搜救(SAR)能力覆盖区域的营运。”

附件 2

《国际极地水域营运船舶规则》(《极地规则》)修正案

I-B 部分

关于引言和 **I-A** 部分规定的补充指南

10 **第 9 章(航行安全)补充指南**

7 第 10 节的标题由以下替换:

“10 第 9 和 9-1 章补充指南”

12 **第 11 章(航次计划)补充指南**

8 第 12 节的标题由以下替换:

“12 第 11 和 11-1 章补充指南”

RESOLUTION MSC.538(107)
(adopted on 8 June 2023)

**AMENDMENTS TO THE INTERNATIONAL CODE FOR
SHIPS OPERATING IN POLAR WATERS (POLAR CODE)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.385(94), by which it adopted the safety-related provisions of the Introduction, and the whole of parts I-A and I-B of the International Code for Ships Operating in Polar Waters ("the Polar Code"), which became mandatory under chapter XIV of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation XIV/1.1.1 of the Convention concerning the procedure for amending the safety-related provisions of the introduction and part I-A of the Polar Code,

NOTING FURTHER regulation XIV/1.1.2 of the Convention concerning the procedure for amending part I-B of the Polar Code,

RECOGNIZING the need to introduce safety measures for non-SOLAS ships operating in polar waters,

HAVING CONSIDERED, at its 107th session, amendments to the Polar Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to part I-A of the Polar Code, the text of which is set out in annex 1 to the present resolution;

2 ALSO ADOPTS, in accordance with regulation XIV/1.1.2 of the Convention, amendments to part I-B of the Polar Code, the text of which is set out in annex 2 to the present resolution;

3 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the amendments to part I-A of the Polar Code shall be deemed to have been accepted on 1 July 2025, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet have notified their objections to the amendments;

4 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, said amendments shall enter into force on 1 January 2026 upon their acceptance in accordance with paragraph 3 above;

5 ALSO INVITES Contracting Governments to the Convention to note that the amendments to part I-B of the Polar Code will take effect on 1 January 2026 upon entry into force of the amendments to part I-A of the Code set out in annex 1.

6 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annexes to all Contracting Governments to the Convention;

7 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annexes to Members of the Organization which are not Contracting Governments to the Convention.

ANNEX 1

**AMENDMENTS TO THE INTERNATIONAL CODE FOR
SHIPS OPERATING IN POLAR WATERS (POLAR CODE)****Part I-A
Safety measures****Chapter 9***Safety of navigation*

- 1 The heading of chapter 9 is replaced by the following:

"Chapter 9

Safety of navigation for ships certified in accordance with SOLAS chapter I"

- 2 The following text is inserted after the heading of chapter 9:

"This chapter applies to ships certified in accordance with SOLAS chapter I."

- 3 The following new chapter is inserted after existing chapter 9:

"Chapter 9-1

Safety of navigation for 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

This chapter applies to:

- .1 fishing vessels of 24 metres in length overall and above;
- .2 pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and
- .3 cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

9-1.1 Goal

The goal of this chapter is to provide for safe navigation.

9-1.2 Functional requirements

In order to achieve the goal set out in paragraph 9-1.1 above, the following functional requirements are embodied in the regulations of this chapter.

9-1.2.1 Nautical information

Ships shall have the ability to receive up-to-date information including ice information for safe navigation.

9-1.2.2 Navigational equipment functionality

- .1 The navigational equipment and systems shall be designed, constructed and installed to retain their functionality under the expected environmental conditions in the area of operation.
- .2 Systems for providing reference headings and position fixing shall be suitable for the intended areas.

9-1.2.3 Additional navigational equipment

Ships shall have the ability to visually detect ice when operating in darkness.

9-1.3 Regulations

9-1.3.1 Nautical information

In order to comply with the functional requirement of paragraph 9-1.2.1 above, ships shall have means of receiving and displaying current information on ice conditions in the area of operation.

9-1.3.2 Navigational equipment functionality

9-1.3.2.1 In order to comply with the functional requirement of paragraph 9-1.2.2.1 above, the following applies:

- .1 ice-strengthened ships constructed on or after 1 January 2026 shall have either two independent echo-sounding devices or one echo-sounding device with two separate independent transducers. Other devices capable of depth sounding, such as fish finders, acceptable to the Administration, may be used as equivalent means of meeting this requirement;
- .2 ships shall comply with SOLAS regulation V/22.1.9.4, irrespective of the date of construction and the size, and have a clear view astern. On ships which cannot comply with these requirements, arrangements acceptable to the Administration shall be provided to achieve a level of visibility that is equivalent to these requirements;
- .3 for ships operating in areas, and during periods, where ice accretion is likely to occur, means to prevent the accumulation of ice on antennas required for navigation and communication shall be provided; and
- .4 in addition, for ice-strengthened ships, the following applies:
 - .1 where equipment required by SOLAS chapter V or this chapter have sensors that project below the hull, such sensors shall be protected against ice; and
 - .2 in category A and B ships constructed on or after 1 January 2026, the bridge wings shall be enclosed or designed to protect navigational equipment and operating personnel. On ships which cannot comply with this regulation, arrangements acceptable to the Administration shall be provided to achieve a level of protection that is equivalent to this regulation.

9-1.3.2.2 In order to comply with the functional requirement of paragraph 9-1.2.2.2 above, the following applies:

- .1 ships of 500 gross tonnage and upwards shall have two non-magnetic means to determine and display their heading. Both means shall be independent and shall be connected to the ship's main and emergency source of power; and
- .2 ships proceeding to latitudes over 80 degrees shall be fitted with at least one GNSS compass or equivalent, which shall be connected to the ship's main and emergency source of power.

9-1.3.3 Additional navigational equipment

In order to comply with the functional requirement of paragraph 9-1.2.3, ships, with the exception of those solely operating in areas with 24 hours daylight, shall be equipped with two means of illumination to aid visual detection of ice."

Chapter 11

Voyage planning

- 4 The heading of chapter 11 is replaced by the following:

"Chapter 11

Voyage planning for ships certified in accordance with chapter I"

- 5 The following text is inserted after the heading of chapter 11:

"This chapter applies to ships certified in accordance with SOLAS chapter I."

- 6 The following new chapter is inserted after existing chapter 11:

"Chapter 11-1

Voyage planning for 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

This chapter applies to the following ships operating in polar waters:

- .1 fishing vessels of 24 metres in length overall and above;
- .2 pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and
- .3 cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

11-1.1 Goal

The goal of this chapter is to ensure that the company, master and crew are provided with sufficient information to enable operations to be conducted with due consideration to safety of ship and persons on board and, as appropriate, environmental protection.

11-1.2 Functional requirement

In order to achieve the goal set out in paragraph 11-1.1 above, the voyage plan shall take into account the potential hazards of the intended voyage.

11-1.3 Requirements

In order to comply with the functional requirement of paragraph 11-1.2 above, the master shall consider a route through polar waters, taking into account the following:

- .1 the procedures required by the safety management system on board; if no safety management system is implemented there shall be a documented procedure for operation in polar waters;
- .2 any limitations of the hydrographic information and aids to navigation available;
- .3 current information on the extent and type of ice and icebergs in the vicinity of the intended route;
- .4 statistical information on ice and temperatures from former years;
- .5 places of refuge;
- .6 current information and measures to be taken when marine mammals are encountered relating to known areas with densities of marine mammals, including seasonal migration areas;
- .7 current information on relevant ships' routing systems, speed recommendations and vessel traffic services relating to known areas with densities of marine mammals, including seasonal migration areas;
- .8 national and international designated protected areas along the route; and
- .9 operation in areas remote from search and rescue (SAR) capabilities."

ANNEX 2

**AMENDMENTS TO THE INTERNATIONAL CODE FOR
SHIPS OPERATING IN POLAR WATERS (POLAR CODE)****Part I-B****Additional guidance regarding the provisions of the Introduction and Part I-A****10 Additional guidance to chapter 9
(Safety of navigation)**

7 The heading of section 10 is replaced by the following:

"10 Additional guidance to chapters 9 and 9-1"

**12 Additional guidance to chapter 11
(Voyage planning)**

8 The heading of section 12 is replaced by the following:

"12 Additional guidance to chapters 11 and 11-1"