

MARITIME SAFETY COMMITTEE  
95th session  
Agenda item 21

MSC 95/21/11  
14 April 2015  
Original: ENGLISH

## ANY OTHER BUSINESS

### Request for data on incidents within polar waters

Submitted by Friends of the Earth International (FOEI) and Pacific Environment

#### SUMMARY

*Executive summary:* Basic information on recent accidents and incidents in polar waters demonstrates the need for further review of these events along with consideration of lessons identified by the relevant reports, in preparation for Step 2 of the Polar Code

*Strategic direction:* 5.2

*High-level action:* 5.2.1

*Planned output:* 5.2.1.15

*Action to be taken:* Paragraph 6

*Related documents:* MSC 95/21/23; MSC 86/26; DE 54/13/3, DE 54/WP.3 and SDC 1/WP.2

#### Introduction

1 This document<sup>1</sup> is submitted under the provisions of 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.3) and comments on MSC 95/21/23 (Iceland, New Zealand and South Africa).

2 In document MSC 95/21/23, Iceland and the co-sponsors request data in relation to Step 2 of the work proposed by the Polar Code Working Group at DE 54, and subsequently approved by DE 54 and MSC 88, on non-SOLAS ships, including fishing vessels and pleasure craft. This document provides basic information on recent incidents in Arctic and Antarctic waters involving non-SOLAS vessels. Further information is available in the reports identified in Table 1 (below), and may prove useful with respect to undertaking work on Step 2 of the Code.

<sup>1</sup> The preparation of this document was assisted by the Antarctic and Southern Ocean Coalition (ASOC).

### Relevant vessel data for polar waters

3 Out of 1,347 unique vessels operating in Arctic Code waters in 2012, 570 were fishing vessels<sup>2</sup>, while in Antarctic waters, 42 fishing vessels were licensed for the current fishing season (November 2014 – December 2015)<sup>3</sup>.

### Recent incidents in polar waters

4 Allianz Global Corporate & Specialty (AGCS) recently released its Safety and Shipping Review 2015, which identified 55 incidents in "Arctic Circle Waters" for 2014<sup>4</sup>. Of these, 13 involved fishery vessels and five concerned vessels categorized as "other" (provided by G. Dobie, AGCS, March 31, 2015). Further information pertaining to all polar waters is available in Table 1 below.

**Table 1: Examples of recent fishing vessel and other non-SOLAS ship losses and incidents in polar waters**

Vessel and flag	Incident, location and date	Further information available
<b>Argos Georgia</b> , U.K. (fishing vessel)	Loss of power in Ross Sea, Dec. 2007; spare parts air dropped to vessel.	ATCM XXXI IP52: Report of Main Engine Failure of FV Argos Georgia in the Ross Sea on 24 December 2007. Submitted by the UK.
<b>In Sung 22</b> , Republic of Korea (fishing vessel)	Fire on board, Scotia Sea; search and rescue involved, June 2009.	CCAMLR XXVIII 30: Fire On Board The <b>In Sung 22</b> in CCAMLR Statistical Subarea 48.3. Submitted by the United Kingdom.
<b>Insung No 1</b> , Republic of Korea (fishing vessel)	Sank with loss of 21 lives; fuel oil sank with ship north of Ross Sea; search and rescue involved, Dec. 2010.	CCAMLR XXX BG 34: Follow-up Information Regarding the Capsized Incident of the <b>Insung No.1</b> . Submitted by Korea.
<b>Berserk</b> , Norway (yacht)	Lost, presumed sunk with three fatalities in Ross Sea; would have carried some oil; search and rescue involved, Feb. 2011.	ATCM XXXIV IP18: The <b>Berserk</b> Incident, Ross Sea, February 2011. Submitted by New Zealand, Norway and the United States. ATCM XXXIV IP75: The Legal Aspects of the Berserk Expedition. Submitted by Norway.
<b>Sparta</b> , Russia (fishing vessel)	Holed in ice, Ross Sea; search and rescue involved, Dec. 2011.	ATCM XXXV WP 49: ATCM Response to CCAMLR Fishing Incidents. Submitted by New Zealand. ATCM XXXV IP 17: Search and Rescue Incidents in the 2011/12 Season: <b>FV SPARTA</b> and <b>FV JEONG WOO</b> . Submitted by New Zealand.

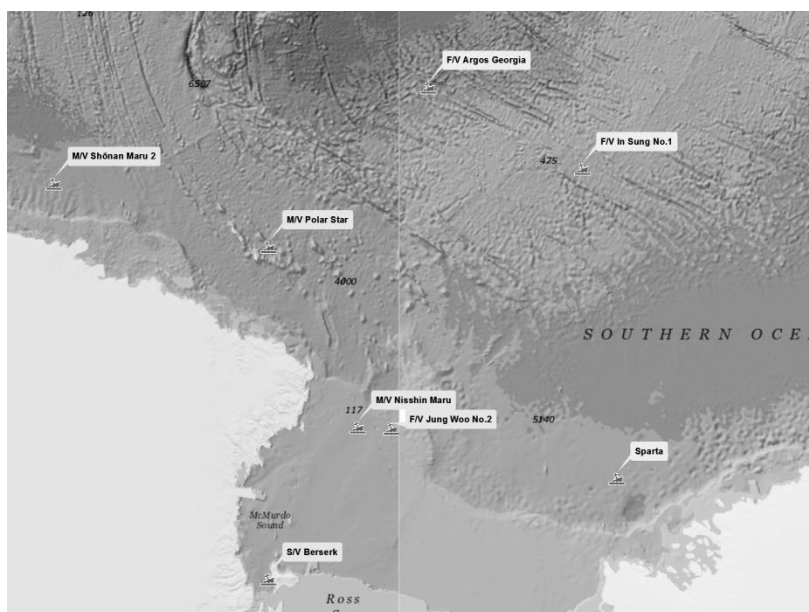
<sup>2</sup> Det Norske Veritas (DNV), HFO in the Arctic-Phase 2, for Norwegian Environmental Agency, DNV Report No: 2013-1542-16G8ZQC-5/1, 6 (2013), available at <http://www.pame.is/index.php/projects/arctic-marine-shipping/heavy-fuel-in-the-arctic-phase-i>.

<sup>3</sup> See <http://www.ccamlr.org/en/compliance/licensed-vessels>

<sup>4</sup> See <http://www.agcs.allianz.com/assets/PDFs/Reports/Shipping-Review-2015.pdf>

Vessel and flag	Incident, location and date	Further information available
<b>Jeong Woo 2</b> , Republic of Korea (fishing vessel)	Fire, loss of three lives; presumed sunk with fuel oil, though possibly consumed by fire in Ross Sea; search and rescue involved, Jan. 2012.	ATCM XXXV WP 49: ATCM Response to CCAMLR Fishing Incidents. Submitted by New Zealand. ATCM XXXV IP 17: Search and Rescue Incidents in the 2011/12 Season: FV SPARTA and <b>FV JEONG WOO</b> . Submitted by New Zealand.
Brazilian oil barge, Brazil (oil barge)	Capsized and sank with 10,000 litres of diesel on board, South Shetland Islands, Feb. 2012; the barge was later recovered intact.	ATCM XXXV IP65: Comandante Ferraz Station: Oil Barge Incident. Submitted by Brazil.
<b>Endless Sea</b> , Brazil (motorised yacht)	Beset in ice and sank at King George Island, South Shetland Islands in April 2012 while carrying around 8,000 litres of fuel; search and rescue involved.	ATCM XXXV IP64: Brazilian Yacht Accident. Submitted by Brazil.
<b>Kaixin</b> , China (fishing vessel)	Caught fire and sank, in Scotia Sea, in April 2013; fuel oil possibly all consumed by fire; search and rescue involved.	CCAMLR XXXII/BG/10: Summary report on the fire incident of the fishing vessel <b>Kaixin</b> . Submitted by the People's Republic of China.
<b>Tiantai</b> , (IUU fishing vessel)	Assumed lost following detection of an emergency beacon signal off Antarctic continent in March 2014; assumed loss of fuel oil; search and rescue involved.	See media releases by the Australian Maritime Safety Authority from 30 <sup>th</sup> and 31 <sup>st</sup> March, 2014.
<b>Oryong 501</b> , Republic of Korea (fishing vessel)	Sank in Bering Sea off Kamchatka; official cause undetermined; search & rescue involved; 27 dead, with 26 missing, Dec. 2014.	Becky Bohrer, <i>S. Korean vessel heads to Bering Sea where 27 died</i> , A.P., Dec. 11, 2014, at UTSanDiego.com.
<b>Dalny Vostok</b> , Russian Federation (fishing vessel)	Sank in Sea of Okhotsk off Kamchatka; official cause undetermined; stability issue, weather and striking an ice floe all posited; search & rescue involved; at least 57 dead, April 2015.	Alec Luhn, <i>Dozens die as Russian trawler sinks in the Sea of Okhotsk</i> , THE GUARDIAN, April 2, 2015, theguardian.com.

5 In document CCAMLR XXXII/BG/18, ASOC highlighted a number of steps that CCAMLR and its members could take to improve the governance and control of fishing vessels in the Southern Ocean, including identifying the location of recent incidents and providing basic details on these occurrences. The document also included a selection of case studies and identified further action by CCAMLR or by the IMO which would improve safety and environmental protection in the Southern Ocean. Figure 1 (below) shows an example from the Ross Sea region of the Southern Ocean where a number of recent incidents involving fishing vessels have occurred.



**Figure 1: Vessel incidents in the Ross Sea (the map shows both SOLAS and non-SOLAS vessel incidents – see Table 1 to identify non-SOLAS vessels).**

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

6 The Committee is invited to note the information provided and take action if deemed appropriate.