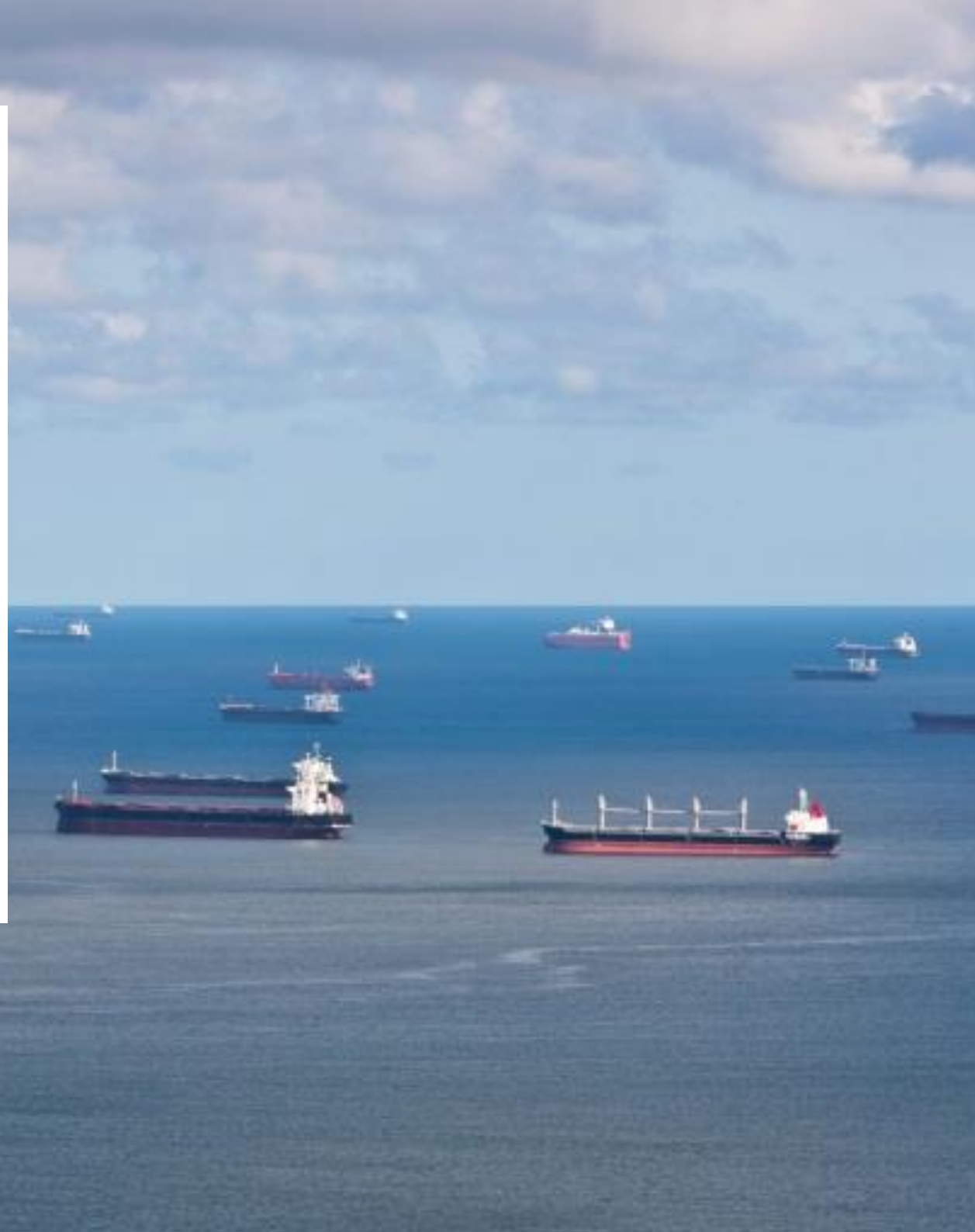

Future IMO and ILO Legislation

October 2019

Upcoming changes to mandatory statutory regulations and instruments, including:

- Adopted amendments that are in a transitional period towards full application
- Adopted amendments entering into force on or after 1 October 2019
- Significant topics which are currently under discussion and development including IMO meetings up to Maritime Safety Committee 101 (MSC 101) in June 2019



How to use this document

Part 1 – Adopted future IMO and ILO legislation

1A – Adopted requirements in a transitional period for full application

This part includes requirements that have already entered into force but are still in a transition period for their full effect due to their application formulation. For example, some parts of a requirement may apply on different dates depending on the type and size of ship.

1B – Adopted requirements entering into force in future

This part includes requirements that have been adopted and have an entry into force date which has been established by the IMO or ILO, but which has not yet reached.

Part 2 – IMO and ILO requirements currently under development

This part covers legislation that is currently under discussion and has not been adopted; therefore, no fixed entry into force date has been agreed. It also covers legislation that has been adopted but has no certain entry into force date because the conditions have not yet been met. This section is subject to change as discussions progress.

Tables – quick references for application

The tables in the following pages provide a quick reference guide to which items in this document are relevant for different ships. This is for general information only and it is advised to study the application for each entry in this document as it can be complex. Each item is assigned an LR reference number, which is shown in the relevant entry as follows:

159	SOLAS 1974 Regulation V/19 – Carriage requirements of ECDIS
1 January 2011	Background: ECDIS (Electronic Chart Display and Information System) is shipborne navigational charts as per SOLAS regulation V/27 and regulation V/19.2.1.4. This amendment, adopted at MSC.787(19), applies to new ships in 2012 (passenger ships and oil tankers) and for other ships in 2013/2014. Existing ships are required to comply from 2013/2014.
Adopted by Resolution MSC.787(19)	Summary: In paragraph 2.1, the existing subparagraph .4 is replaced by the following:

The numbers in the index tables are a reference number for each item, given in the left-hand column of the full entry on the corresponding page.

- Table I – New ships – Adopted amendments coming into effect
- Table II – New ships – Likely amendments under discussion and development
- Table III – Existing ships – Adopted amendments coming into effect
- Table IV – Existing ships – Likely amendments under discussion and development

Notes

1. Non-mandatory legislation is not included.
2. Unless otherwise specified, the term 'cargo ship' is used to describe any vessel that is not a passenger ship.
3. In the Application section for each entry, references to "all ships" should be taken to mean all ships to which that convention, annex or chapter applies.
4. Applicability of regulations varies for floating storage units (FSU) and floating production storage and offloading units (FPSO) depending on whether they are detached and undergoing voyage or fixed. The application tables in this report reflect only the minimum requirements which are permanently applicable. Requirements for offshore supply vessels (OSVs) are the same as those listed for general cargo ships.
5. Entries marked with * in below tables have staggered application dates and multiple entries. Application details should be carefully checked.
6. SOLAS amendments now follow a four year cycle (first entry into force date 1 Jan 2020), unless adopted under conditions of exceptional circumstance (see IMO Circular MSC.1/Circ.1481) in which case implementation may be earlier.
7. If there is a shipbuilding delay after contract signing, it is important to note that most IMO requirements apply based on the keel laying date, and some also have a delivery date requirement, so a delay may necessitate different equipment or design.
8. Some requirements apply only according to certain operational choices, such as geographical trading area or activities which may or may not be carried out. In these cases, the widest possible applicability is shown in the tables, and it is necessary to assess whether or not that requirement applies to an individual ship.
9. There are occasional entries which only concern one specialised ship type, and are therefore not included in the reference tables. In this edition, this includes: yachts used for recreational purposes only (263); unmanned non-self-propelled barges (302); and fishing vessels (238). An entry related to lifesaving appliance testing is also excluded (359).

Further information from Lloyd's Register

As well as this document, we publish agenda previews and reports of IMO meetings which are relevant to Lloyd's Register. To register to receive these by email, and to download previous documents, please visit www.lr.org/imo.

Summary of major developments since the last edition:

This version covers updates out of NCSR 6, SDC 6, PPR 6, SSE 6, HTW 6, MEPC 74 and MSC 101. The number in brackets is the LR reference used in this document for the detailed entry.

Significant approvals or adoptions:

- Changes were adopted to clarify the application of EEDI to ice-strengthened ships (360).
- EEDI changes were approved to strengthen Phase 3 for certain ship types by increasing the reduction rate and/or bringing forward the start date from 2025 to 2022 (373).
- Action was taken to improve mooring safety by approving amendments to SOLAS and guidelines on design, inspection and maintenance of equipment including lines (365).

Significant new items being considered or milestones in ongoing developments:

- A draft amendment to the Antifouling Convention to include controls on cybutryne was agreed (368).
- Various subdivision and stability amendments were agreed relating to doors, hatches and valves which pierce watertight boundaries (366).

Significant entries into force in the near future:

- Various amendments to the Ballast Water Management Convention enter into force on 13 October 2019. These formalise the previously agreed retrofitting schedule, and introduce a Code for Approval of Ballast Water Management Systems and confirm its application (322, 345, 346).
- The first full reporting year for the IMO fuel oil consumption data collection scheme finishes on 31 December 2019 (317).
- The global fuel oil sulphur limit will reduce to 0.50% on 1 January 2020. Various guidelines have been developed to support consistent implementation (150-1).
- Phase 2 of the Energy Efficiency Design Index (EEDI) will apply to new ships from 1 January 2020 (188 & 264).
- As the first application date for the four-year cycle of SOLAS amendments, a package of amendments to SOLAS and related codes will apply from 1 January 2020 (See multiple entries in Part 1B).

Table I - NEW SHIPS – Adopted amendments coming into effect

	Page	Ship Type												
		All Ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed craft	FSU and FPSO	MODUs
Prior to 1 October 2019	12	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	154	154
		154	154	154	154	154	154	154	154	154	154	154		
		175												
		188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	
13 October 2019	28	241	241	241	241	241	241	241	241	241	241	241	241	
		305*	305*	305*	305*	305*	305*	305*	305*	305*	305*	305*		
		317*	317*	317*	317*	317*	317*	317*	317*	317*	317*	317*	317*	
		328*	328*	328*	328*	328*	328*	328*	328*	328*	328*	328*	328*	
1 January 2020	30	322	322	322	322	322	322	322	322	322	322	322	322	322
		345	345	345	345	345	345	345	345	345	345	345	345	
		346	346	346	346	346	346	346	346	346	346	346	346	
		150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*		
1 January 2020	30	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*		
		256	256	256	256	256	256	256	256	256	256	256		
		258	258	258	258	258	258	258	258	258	258	258		
		291	291	291	291	291	291	291	291	291	291	291		
		292	292	292	292	292	292	292	292	292	292	292		
		293												
		295	295	295	295	295	295	295	295	295	295	295		
		298	298	298	298	298	298	298	298	298	298	298		
		304												
		313	313	313	313	313	313	313	313	313	313	313		
		318	318	318	318	318	318	318	318	318	318	318		
		320	320	320	320	320	320	320	320	320	320	320		
		324	324	324	324	324	324	324	324	324	324	324		
		326												
		329	329	329	329	329	329	329	329	329	329	329	329	
		330	330	330	330	330	330	330	330	330	330	330	330	
		331												
		333	333	333	333	333	333	333	333	333	333	333	333	333
337	337	337	337	337	337	337	337	337	337	337	337	337		
343	343	343	343	343	343	343	343	343	343	343	343	343		

	Page	Ship Type												
		All Ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed craft	FSU and FPSO	MODUs
				349					349	349	349			
1 March 2020	44	356	356	356	356	356	356	356	356	356	356	356	356	356
1 October 2020	45	342 355 360	342 355 360	342 355 360	342 355 360	342 355 360	342 355 360	342 355 360	342 355 360	342 355 360	342 355 360	342 355	342	342
1 January 2021	47	328*	328*	328*	328*	314 328*	328*	328*	328*	328*	328*			
					352	354		348 352						
1 January 2024	50	361 362	350 361 362	350 361 362	338 350 361 362	338 350 361 362	338 361 362	338 350 361 362	338 350 361 362	338 350 361 362	338 350 361 362			
1 January 2025	53	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*		

Table II - NEW SHIPS – Likely amendments under discussion and development

	Page	Ship Type												
		All Ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed craft	FSU and FPSO	MODUs
Expected 26 December 2020	55	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004		
Expected 1 October 2021	55	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	
Expected 3 October 2021	56	368	368	368	368	368	368	368	368	368	368	368		
Expected 1 January 2022	58		373	373			373	373	373	373	373			
Expected 1 January 2024 onwards	60	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155 234 358 365 366	155

Table III - EXISTING SHIPS – Adopted amendments coming into effect

	Page	Ship Type													
		All Ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed craft	FSU and FPSO	MODUs	
Prior to 1 October 2019	12	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*			
		154	154	154	154	154	154	154	154	154	154	154		154	
		226	226	226	226	226	226	226	226	226	226	226			
		232*	232*	232*	232*	232*	232*	232*	232*	232*	232*	232*			
		241	241	241	241	241	241	241	241	241	241	241	241		
						255*	255*	255*							
13 October 2019	28		305*	305*											
		317*	317*	317*	317*	317*	317*	317*	317*	317*	317*	317*		317*	
		322	322	322	322	322	322	322	322	322	322	322		322	
		345	345	345	345	345	345	345	345	345	345	345		345	
		346	346	346	346	346	346	346	346	346	346	346		346	
1 January 2020	30	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*	150-1*			
		188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*			
		258	258	258	258	258	258	258	258	258	258	258			
		292	292	292	292	292	292	292	292	292	292	292			
		298	298	298	298	298	298	298	298	298	298	298			
								304							
			313	313											
			318	318									319		
			320	320	320	320	320	320	320	320	320	320	320		
			324	324	324	324	324	324	324	324	324	324	324		
							326	326							
			329	329	329	329	329	329	329	329	329	329	329		
				330	330	330	330	330		330	330	330	330		
					331	331					331	331	331		
	333	333	333	333	333	333	333	333	333	333	333	333	333		
	337	337	337	337	337	337	337	337	337	337	337	337	337		
		341	341	341											
			349	349				349	349	349	349				
1 March 2020	44	356	356	356	356	356	356	356	356	356	356	356	356		

	Page	Ship Type												
		All Ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed craft	FSU and FPSO	MODUs
1 October 2020	45	342	342	342	342	342	342	342	342	342	342	342	342	342
1 January 2021	47					314		348						
					352	354		352						
1 June 2021	50		305*	305*										
1 January 2024	50		350	350	338	338	338	338	338	338	338			
		361	361	361	350	350	350	350	350	350	350			
		362	362	362	361	361	361	361	361	361	361			
					362	362	362	362	362	362	362			

Table IV - EXISTING SHIPS – Likely amendments under discussion and development

	Page	Ship Type												
		All Ship types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed craft	FSU and FPSO	MODUs
Expected 26 December 2020	55	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004	ILO004		
Expected 1 October 2021	55	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	370 369	
Expected 3 October 2021	56	368	368	368	368	368	368	368	368	368	368	368		
Expected 1 January 2024 onwards	60	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234 358 365	155 234	155

Part 1 - Adopted future IMO and ILO legislation

Part 1A - Adopted Requirements in a transitional period for full application

This part includes requirements that have already entered into force but are still in a transitional period for their full effect due to their application formulation. For example, some parts of a requirement may apply on different dates depending on the type and size of ship.



150-1 & 263

1 July 2010

Adopted by
Resolution
MEPC.176(58),
further amended by
resolution
MEPC.251(66)

Class News
[No. 22/2014](#)
[No. 20/2015](#)
[No. 08/2018](#)
[No. 16/2018](#)
[No. 02/2019](#)
[No. 08/2019](#)

Lloyd's Register Guidance
Document
[Guidance for Shipowners
and Operators on the Annex
VI SOx and NOx regulations](#)

The Revised MARPOL Annex VI for the Prevention of Air Pollution from Ships (Chapters 1 - 3)

MARPOL Annex VI was comprehensively revised by resolution MEPC.176(58) which was adopted in 10 October 2008 and entered into force on 1 July 2010. The following elements of the amendments introduced by resolution MEPC.176(58) are still in transition toward their full implementation. Subsequent amendments to this part of MARPOL are also introduced here.

Other related amendments are introduced in this document – item [328](#) and [356](#) in Part 1B.

The new chapter adopted on a later date for introducing EEDI requirements is given as item [188 & 264](#) in part 1A and [360](#) in part 2 of this report.

[150-1](#)

SOx control: the global sulphur limit will reduce to 0.50% on 1 January 2020.

[263](#)

The requirements were further revised by MEPC.251(66) as follows:

- Yachts (ships used solely for recreational purposes) of less than 500 GT constructed before 1 January 2021 do not need to comply with the Tier III requirement, and recreational yachts of less than 24 metres will not need to comply with Tier III even after that date.

Annex VI also addresses installation of equipment containing ozone-depleting substances: Regulation 12 prohibits new installations which contain hydro-chlorofluorocarbons:

- On ships constructed on or after 1 January 2020; or
- For ships constructed before 1 January 2020, which have a contractual delivery date of the equipment to the ship on or after 1 January 2020 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 1 January 2020.

Implication:

Shipowners and Ship Managers: All new and existing ships will need to comply with the new global sulphur limit from 1 January 2020 using the most appropriate method for that ship.

Application:

- Ships certification: All ships to which MARPOL Annex VI applies – generally speaking, ships of 400 GT and above (new and existing ships).
- Engine certification: Each marine diesel engine with a power output of more than 130 kW installed on a ship.

	<p>Related Instruments</p> <p>MEPC.1/Circ.795/Rev.4 - Unified Interpretations to MARPOL Annex VI clarifies the applicability of the requirements for bunker delivery notes</p> <p>Resolution MEPC.280(70) - Effective implementation of the 0.50% m/m sulphur limit under regulation 14.1.3 of MARPOL Annex VI.</p> <p>Resolution MEPC.291(71) - 2017 Guidelines Addressing Additional Aspects to the NOx Technical Code 2008 with Regard to Particular Requirements Related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems</p> <p>MEPC.1/Circ.878 - Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL annex VI</p> <p>Resolution MEPC.320(74) – 2019 Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI</p> <p>Resolution MEPC.321(74) – 2019 Guidelines for port State control under MARPOL annex VI chapter 3</p> <p>MEPC.1/Circ.864/Rev.1 – 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships</p> <p>MEPC.1/Circ.881 – Guidance for port State control on contingency measures for addressing non-compliant fuel oil</p> <p>MEPC.1/Circ.882 – Early application of the verification procedures for a MARPOL Annex VI fuel oil sample (Regulation 18.8.2 or Regulation 14.8)</p> <p>MEPC.1/Circ.883 –Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the Exhaust Gas Cleaning System (EGCS) fails to meet the provisions of the 2015 EGCS Guidelines (resolution MEPC.259(68))</p> <p>MEPC.1/Circ.884 – Guidance for best practice for member state/coastal state</p> <p>MEPC.1/Circ.887 – Reporting of data related to fuel oil availability and quality in GISIS to promote greater understanding of the consistent implementation of the 0.50% M/M sulphur limit under MARPOL annex VI</p>
<p>188 + 264</p> <p>1 January 2013</p> <p>Adopted by Resolution MEPC.203(62) further revised by MEPC.251(66)</p> <p>Class News No. 46/2014 No. 18/2018</p>	<p>New Chapter 4 of MARPOL Annex VI –Energy Efficiency Design Index (EEDI)</p> <p>Background: EEDI is a design index for a ship’s energy efficiency. It was originally developed as a non-mandatory instrument to help control CO2 emissions from shipping but now the EEDI is mandatory under Annex VI of the MARPOL Convention which was concluded at MEPC 62 (July 2011). Further amendment was introduced by resolution MEPC.251(66).</p> <p>Summary: EEDI reflects the amount of CO2 generated per tonne-mile (cargo carrying capacity). It constitutes a uniform approach to calculating a ship’s energy efficiency during design and building of new ships and will be used to control CO2 levels emitted for future ships by encouraging improvements in ship design.</p> <p>Table - Reduction rate in percentage for the Required EEDI compared to the EEDI Reference line. Note that amendments to Phase 3 for selected ship types/sizes have been proposed, subject to adoption at MEPC 75. See item 373</p>

Ship Type	Size (DWT)	Phase 0 1-Jan-13 – 31-Dec-14	Phase 1 1-Jan-15 – 31-Dec-19	Phase 2 1-Jan-20 – 31-Dec-24	Phase 3 1-Jan-25 onwards
Bulk carrier	20,000 and above	0	10	20	30
	10,000 – 20,000	n/a	0-10*	0-20*	0-30*
Gas tanker	10,000 and above	0	10	20	30
	2,000 – 10,000	n/a	0-10*	0-20*	0-30*
Tanker	20,000 and above	0	10	20	30
	4,000 – 20,000	n/a	0-10*	0-20*	0-30*
Container ship	15,000 and above	0	10	20	30
	10,000 – 15,000	n/a	0-10*	0-20*	0-30*
General Cargo ship	15,000 and above	0	10	15	30
	3,000 – 15,000	n/a	0-10*	0-15*	0-30*
Refrigerated cargo carrier	5,000 and above	0	10	15	30
	3,000 – 5,000	n/a	0-10*	0-15*	0-30*
Combination carrier	20,000 and above	0	10	20	30
	4,000 – 20,000	n/a	0-10*	0-20*	0-30*
LNG carrier***	10,000 DWT and above	n/a	10**	20	30
Ro-ro cargo ship (vehicle carrier)***	10,000 DWT and above	n/a	5*	15*	30*
Ro-ro cargo ship***	2,000 DWT and above	n/a	5**	20	30
	1,000 – 2,000 DWT	n/a	0-5**	0-20*	0-30*
Ro-ro passenger ship***	1000 DWT and above	n/a	5**	20	30
	250 – 1,000 DWT	n/a	0-5**	0-20*	0-30*
Cruise passenger ship*** having non-conventional propulsion	85,000 GT and above	n/a	5**	20	30
	25,000 – 85,000 GT	n/a	0-5**	0-20*	0-30*

* Reduction factor to be linearly interpolated between the two values dependent upon ship size.

The lower value of the reduction factor is to be applied to the smaller ship size.

** Phase 1 commenced for those ships on 1 September 2015.

*** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Note: n/a means that no required EEDI applies.

Implication:

Shipbuilders and Designers: Potential change to ship/machinery design to reduce GHG emissions. There are several ways to achieve this, such

	<p>as:</p> <ul style="list-style-type: none"> • Increase ship size: engine power ratio • Reduce lightship weight • Innovative solutions (air bubble – friction reduction) • Optimise propeller efficiency • Hydrodynamics improvement • Speed reduction • Use of renewal power source (wind, solar power) • Low carbon fuels (e.g., LNG) • Energy Saving Devices (e.g., WHR, shaft generators) <p>Shipowners and Ship Managers: There are a number of technical and operational measures that can be considered to reduce GHG emissions.</p> <p>Application: The EEDI needs to be calculated for new ships of the types listed above which are greater than 400 GT.</p> <p><u>The following instruments were also developed in relation to this amendment</u></p> <p>Resolution MEPC.262(68) & MEPC.1/Circ.850/Rev.2 on Revision to the 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions</p> <p>Resolution MEPC.231(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)</p> <p>Resolution MEPC.233(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion</p> <p>Resolution MEPC.261(68) & MEPC.1/Circ.855/Rev.1 on Amendments to 2014 Guidelines on survey and certification of the EEDI</p> <p>Resolution MEPC.263(68) - 2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships</p> <p>Resolution MEPC.254(67) - 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)</p> <p>Resolution MEPC.281(70) - Amendments to the 2014 Guidelines on the method of calculation of the attained EEDI for new ships concerning the calculation method for the EEDI</p> <p>Resolution MEPC.308 (73) - 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships</p> <p>Resolution MEPC.309 (73) & MEPC.1/Circ.855/Rev.2 on Amendments to the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)</p>
<p>226</p> <p>1 July 2014</p>	<p>New SOLAS Regulation II-2/10.4 - Communication equipment for fire-fighting teams</p> <p>Background: This proposal came in the aftermath of an incident caused by fire in the engine room on board the Swedish tanker “Ek-River” while in dry-dock. Based on this, upgrades of radio-communication equipment for fire fighters including additional equipment such as smoke</p>

<p>Adopted by Resolution MSC.338(91)</p> <p>Class News No. 18/2014</p>	<p>diver emergency alarm, PASS alarm and location lights were proposed.</p> <p>Summary: Amendments to SOLAS Regulation II-2/10 were made to add a new paragraph 10.4, to clarify that a minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board. These radio devices shall be of an explosion proof type or intrinsically safe.</p> <p>Implication: The new SOLAS Regulation II-2/10.4 does not specify a performance standard or criteria to verify whether portable radio apparatus are fit for purpose, but only states that regardless of the ship type, these devices shall be of an explosion proof type or intrinsically safe. This could cause some problems as the specification requirements/acceptance criteria for individual Flag states/approval authorities can be different and therefore clients are advised to consult with the relevant authorities, in advance to find out their requirements.</p> <p>Application: Applicable to all new SOLAS ships constructed on or after 1 July 2014. Existing ships should comply with this requirement not later than the first safety equipment survey after 1 July 2018.</p>
<p>175</p> <p>1 July 2016</p> <p>Adopted by Resolution MSC.290(87)</p>	<p>SOLAS 1974 Regulations II-1/2 and II-1/3-10 – Goal-based ship construction standards for bulk carriers and oil tankers</p> <p>Background: The notion of "goal-based ship construction standards" (GBS) was introduced in IMO in 2002. There was a desire for the IMO to play a larger role in determining the fundamental standards to which new ships are built. It was suggested that the IMO should develop initial standards that would permit innovation in design but ensure that ships are constructed in such a manner that, if properly operated and maintained under specified conditions, they could remain safe for their entire economic life. The standards would also have to ensure that all parts of a ship can be easily accessed to permit proper inspection and ease of maintenance. GBS can therefore be thought of as rules for classification rules, rather than direct rules for ship design.</p> <p>Summary:</p> <ul style="list-style-type: none"> • Regulation 2 – Definition (new paragraph 28 is added) to define ‘Goal-based ship construction standards for bulk carriers and oil tankers’. • New regulation 3-10 - ‘Goal-based ship construction standards for bulk carriers and oil tankers’ was adopted, which requires that classification rules shall comply with GBS. The regulation also requires ships to carry a Ship Construction File, provided upon delivery and kept updated throughout the ship’s life. <p>Implication:</p> <p>Shipowners and Shipbuilders: New bulk carriers and oil tankers will be required to be designed and built in accordance with GBS, by using a set of classification rules which have been verified by IMO as conforming to the GBS functional requirements. The IACS Common Structural Rules for oil tankers and bulk carriers have been audited by the IMO and found to comply with the GBS standard. Shipowners and shipbuilders should make the necessary arrangements for the Ship Construction File to be produced and maintained. Owners should note that changes to GBS compliant ships will need to be recorded on the plans and documents in the Ship Construction File.</p>

	<p>Flag Administrations and their ROs: Classification rules applicable to these types of ships will be subject to the verification process given in resolution MSC.296(87). This means that a classification society wishing to act as a recognised organisation for a flag Administration as far as safety construction is concerned will have to undergo a verification of its rules as well as a continuous verification of subsequent amendments to these rules in order to establish conformity with the GBS functional requirements.</p> <p>Application: Oil tankers of 150 metres in length and above and bulk carriers of 150 metres in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers:</p> <ul style="list-style-type: none"> • for which the building contract is placed on or after 1 July 2016; or • in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017; or • the delivery of which is on or after 1 July 2020. <p>Related Instruments Resolution MSC.287(87) - Adoption of the international goal-based ship construction standards for bulk carriers and oil tankers Resolution MSC.296(87) - Adoption of the guidelines for verification of conformity with goal based ship construction standards for bulk carriers and oil tankers MSC.1/Circ.1343 - Guidelines for the information to be included in a Ship Construction File</p>
<p>255</p> <p>1 January 2016 (Oil and chemical tankers*)</p> <p>1 July 2016 (Gas tankers*) * see Application for details</p> <p>Adopted by Resolutions MEPC.248(66), MSC.369(93), MSC.370(93) & MSC.376(93)</p>	<p>Demonstration of compliance with damage stability requirements for tankers</p> <ul style="list-style-type: none"> • Amendments to MARPOL Annex I - Regulation 3 and 28 and Appendix II • Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) - Part A, Section 2.2.1 & Certificate of fitness • Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) - Section 2.2 & Certificate of fitness • Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) - Section 2.2.6, 2.2.7 & Certificate of fitness <p>Background: The IMO agreed that it was necessary for tankers to be able to demonstrate compliance with the relevant damage stability requirements. The easiest way to do this is to fit a stability instrument which is capable of carrying out these calculations. MARPOL Annex I, the IBC Code and the IGC Code are amended to mandate the provision of such a stability instrument.</p> <p>Summary: Tankers will have to be fitted with a stability instrument capable of verifying compliance with the relevant intact and damage stability requirements. It will need to be approved by the flag Administration. The requirement may be waived where the trading pattern of the ship means that only a limited number of loading conditions are necessary. These will all have to be present in the approved stability manual.</p>

Provision is also made for accepting a remote system providing the data (for example an approved shore based calculation), for ships which are loaded within an approved range of loading conditions and for existing ships which have an approved set of limiting KG curves.

Additionally, where an existing ship already has an approved stability instrument on board which is capable of carrying out all the stability calculations, and has been approved for these functions, this does not have to be replaced.

Appropriate amendments are being made to the relevant Certificate of Fitness, also to the Form of the IOPP certificate and supplements, Form B.

Implication:

Shipowners and Ship Managers should prepare ahead for the implementation of these requirements. Approval of stability instruments requires time and cannot be done at the last minute. All proposals permit the continued use of previously installed stability instruments which can do the calculations. Crew members will need to be trained in the use of the programs and be confident that they can demonstrate compliance to port state officers when requested.

Ship Designers and Builders will need to be aware of the requirements and be prepared to supply an approved stability instrument to tankers being built.

Manufacturers will need to ensure that their damage stability programs are approved for use. This approval process can take some time and it is strongly recommended that early application to the relevant authorities is made.

Flag Administrations and their ROs will need to have sufficient staff trained in the approval of stability instruments to enable them to approve the stability computers. Flag Administrations will need to train port state control inspectors in the different possibilities for compliance.

Application: These amendments are applicable to new and existing tankers (oil, chemical and gas). Existing oil and chemical tankers will have to fit a stability instrument by the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021. Existing gas tankers, certified under the IGC Code, will have to comply by the first renewal survey on or after 1 July 2016 but no later than 1 July 2021. Existing pre-IGC Code gas tankers will have to comply by the first renewal survey on or after 1 January 2016 but no later than 1 January 2021.

Related Instruments

The following non-mandatory instruments have also been amended:

Amendments to the Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code) - Section 2.3 & Certificate of fitness.

Amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code) - Section 2.2 &

Certificate of fitness (Resolution MSC.377(93))

MSC.1/Circ.1461 - Guidelines for verification of damage stability requirements for tankers

232

1 January 2017

Adopted by
Resolution MEPC.266(68)

Class News
No. 29/2016

Amendments to MARPOL Annex I Regulation 12 - Tanks for oil residues (sludge)

Background: The requirements of regulation 12 of Annex I were deemed to require clarification.

The following are relevant to this amendment:

- MEPC.187(59) – Amendment to MARPOL Annex I - Regulation 1 and 12 were revised to introduce clarity of the requirement – entry into force 1 Jan 2011.
- MEPC.1/Circ.753 – the amendment introduced by resolution MEPC.187(59) raised the question on the application to existing ships. An Interpretation was developed.
- IACS UI - MPC99 (Dec 2011) – addressing common piping arrangements.
- MEPC.1/Circ.753/Rev.1 – this is a reflection of IACS UI MPC99.

Summary: The amendment addresses all the issues previously addressed by the above interpretations. It further addresses clarification on other means of disposal such as via approved methods (incinerator, auxiliary boiler suitable for burning oil residue etc.). The amendment also addresses common piping arrangements (further clarification of UI MPC99).

Implication:

Shipowners / Ship Managers: Owing to the resolution MEPC.187(59), some ships were considering retroactive re-arrangement of bilge pipelines which is now clarified as not necessary. Shipowners and Ship Managers need to examine the position of their flag Administration as some flag Administrations indicated retroactive re-arrangements prior to the above developments.

Application: To every ship of 400 GT and above. It is to be noted though that regulation 12.3.5 need only be applied as far as is reasonable and practicable for ships delivered on or before 31 December 1979, as defined in regulation 1.28.1. Ships constructed before 1 January 2017 shall be arranged to comply with regulation 12.3.3 not later than the first renewal survey carried out on or after 1 January 2017.

Related Instruments

MEPC.1/Circ.867 - Revised Unified Interpretation of regulation 12 of MARPOL Annex I

241

1 January 2017

New mandatory International Code for Ships Operating in Polar Waters (Polar Code)

Background: There has been a notable increase in shipping activities in the polar regions, particularly now that ice free waters are expanding in the Arctic. The IMO has previously issued some guidelines for ships operating in polar areas (Resolution A.1024(26) - Guidelines for ships operating in polar waters) but it was agreed that some mandatory requirements are needed.

The IMO agreed on mandatory requirements for both safety and environmental aspects (SOLAS and MARPOL).

<p>Adopted by Resolutions MSC.385(94), MSC.386(94), MEPC.264(68) & MEPC.265(68)</p> <p>Lloyd's Register Guidance Polar Code</p> <p>Class News No. 45/2016</p>	<p>Summary: The new chapter XIV of SOLAS makes compliance with the related Polar Code mandatory. The Polar Code covers all aspects of ship safety and is additional to SOLAS. Ships to which this new chapter applies will have to meet SOLAS as well as the Polar Code. The Polar Code Part I includes requirements for the following areas:</p> <ul style="list-style-type: none"> • Polar water operational manual • Ship structure • Subdivision and stability • Watertight and weathertight integrity • Machinery • Fire safety and protection • Life-saving appliances and arrangements • Navigation • Communication • Voyage planning • Manning and training. <p>Ice class notation may not be required depending on the intended area of operation, but operational limitations will be imposed to mitigate operation in waters where ice is likely to be present.</p> <p>Amendments to MARPOL Annexes I, II, IV and V to make the Polar Code mandatory were also adopted. The Polar Code Part II has requirements covering the following MARPOL related matters:</p> <ul style="list-style-type: none"> • Prevention of oil pollution (MARPOL Annex I) • Prevention of pollution from noxious liquid substances (MARPOL Annex II) • Prevention of pollution by sewage from ships (MARPOL Annex IV) • Prevention of pollution by garbage (MARPOL Annex V) <p>The Polar Code is goal based to allow the use of innovation to meet the requirements. Mandatory regulation is contained in section A with supporting non-mandatory guidance in section B.</p> <p>Implication: All ships (new and existing) which intend to operate in the polar areas (as defined) will have to be assessed for compliance with the Polar Code and a SOLAS polar certificate issued. MARPOL certificates will need to be reissued using the new format. Depending on the dates and areas of operation additional equipment suitable for use in low temperatures will be required. Ships intending to operate in waters with ice cover will be expected to have some ice strengthening. Those undertaking regular trips to the polar regions should start making an assessment as soon as possible and should ensure that all equipment is suitable for low temperature use. It will be possible for ships which only undertake a single one-off voyage in summer in ice-free waters to be issued with a polar certificate without survey, but an assessment will still have to be undertaken.</p> <p>Application: The new requirements will be applicable to all ships which have SOLAS certificates, including high-speed craft, or MARPOL</p>
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	<p>certification, and which operate in polar waters. Ships constructed on or after 1 January 2017 will have to comply with the full Polar Code requirements from build. Ships constructed before 1 January 2017 will have to comply with the relevant requirements of the Polar Code by the first intermediate or renewal survey after 1 January 2018. Ships which do not operate in polar waters will not have to comply with the requirements of the Code.</p> <p>Correction of substantive error - During the application of the Polar Code to affected ships, it was noted that the clause in Part I-A relating to “every ship to which this Code applies” could be read to mean the whole of the Polar Code rather than just Part I. IMO is issuing a correction amending paragraph 1.3.1 of part I-A of the Polar Code so that it reads “Every ship to which this part applies shall have on board a valid Polar Ship Certificate.” This will be a retroactive amendment, but there will be no impact for LR class ships as LR has only required a Polar Ship Certificate to be issued to ships which have to comply with part I-A of the Polar Code.</p> <p>Related Instruments Resolution A.1024(26) - Guidelines for ships operating in polar waters</p> <p>Further Information Lloyd’s Register’s Polar Code webpage has further information including a list of Arctic specialists and an interactive toolkit.</p>
<p>305</p> <p>1 September 2017</p> <p>For actual application dates see Application section</p> <p>Adopted by Resolution MEPC.274(69)</p> <p>Class News No. 27/2015 No. 06/2017</p>	<p>Amendments to MARPOL Annex IV - Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea</p> <p>Background: Because of the area’s geography, the water volume exchange rate in the Baltic Sea is very low – around 3% a year. As a result, there are concerns about the rising concentration of nutrients caused by discharges from large passenger ships in concentrated areas during concentrated periods.</p> <p>Summary: Amendments to Regulations 1, 9, 11, 12bis, and form of certificate – for the establishment of a Special Area - were adopted. More stringent requirements will apply within the Special Area for discharging sewage from passenger ships that are contracted for construction or in the absence of a building contract, the construction (keel laying) commences on or after 1 January 2016. In order to meet the requirement, a passenger ship must have holding tanks or a sewage treatment system meeting the new standard. The requirements will be applicable to existing ships as well. However, such enforcement is subject to the availability of sufficient reception facilities in the area. Taking this opportunity, MEPC 62 also revised the certification form that was given in the appendix to the MARPOL Convention to rectify existing inconsistencies.</p> <p>The original entry into force date established by resolution MEPC.200(62) was 1 January 2016 but owing to the delay of the availability of reception facilities, further amendment was proposed. MEPC 69 adopted the amendments with a slight change on the implementation scheme, as given in “Application”.</p>

	<p>Performance standards for new treatment systems to meet these new requirements were adopted through resolution MEPC.227(64) - 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants. The type approval certificate was revised during the revision of the resolution MEPC.227(64) by new resolution MEPC.284(70).</p> <p>Implication:</p> <p>Shipbuilders and Manufacturers: There will be a major impact for passenger shipbuilders as they will have to consider how to optimise their black and grey water discharge arrangements inside and outside the Special Areas. Manufacturers will need to review the proposed performance standard and ensure that equipment is developed which can meet it.</p> <p>Shipowners and Ship Managers: Major impact for passenger ship owners as they will have to consider how to optimise their black and grey water discharge arrangements inside and outside the Special Areas, plus the constraints of dry dockings and space available on board for fitting sewage treatment plants. The system needs to be adaptable as there could be other regional standards which are different.</p> <p>Flag Administrations and their Recognised Organisations: As a consequence of the decision, it may be required to further consider more sewage type approval work for large capacity sewage treatment plants. In addition, approval of structure as well as arrangements of holding tanks would require careful attention.</p> <p>Application: All passenger ships visiting the Special Area will be required to comply with the above requirements as follows:</p> <ul style="list-style-type: none"> • New passenger ships from 1 June 2019; and • Existing passenger ships from 1 June 2021 (except for the resolution MEPC.275(69) below). <p>Related Instruments</p> <p>MEPC.275(69) – Establishment of the date on which Regulation 11.3 of MARPOL Annex IV in respect of the Baltic Sea Special Area shall take effect MEPC 69 also adopted a separate resolution on the entry into force of the special area, which allows that existing passenger ships en route directly to or from a port located outside the special area and to or from a port located east of longitude 28° 10' E within the special area that do not make any other port calls within the special area will be allowed to comply with the requirement from 1 June 2023</p> <p>MEPC.284(70) - Amendments to the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.227(64))</p> <p>Following the adoption of the amendments to the MARPOL Annex IV in relation to the Special Area for sewage discharge in Special Areas (resolution MEPC.274(69)) consequential changes are introduced in the guidelines on implementation addressing new dates for imposing requirements, interpretation of “installation” etc.</p>
154	<p>Ballast Water Management Convention</p> <p>Adopted by the 2004 Ballast Water Management Conference</p>

8 September 2017

Adopted by
Resolution
A.1088(28)

Class News
[No. 5/2017](#)
[No. 16/2017](#)
[No. 27/2017](#)
[No. 09/2018](#)
[No. 10/2018](#)
[No. 07/2019](#)

Lloyd's Register Guidance
[Understanding Ballast
Water Management](#)

Note - see also items [322](#) and [345](#) in part 1B for amendment to regulations B-3 & D-4 and item [346](#) on the draft amendment to part E.

Background: The problem of the transfer of harmful aquatic organisms via ships' ballast water was first raised at IMO in 1988 and since then the Marine Environment Protection Committee (MEPC) has been dealing with the issue, focusing initially on the development of guidelines and then on developing a new Convention. The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) was adopted on 13 February 2004.

The BWM Convention entered into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. The condition was met on 8 September 2016.

Summary: On entry into force, the BWM Convention will require ships to manage their ballast water and sediment. Initially this may be by either exchanging ballast on every voyage or by treating ballast using an approved ballast water treatment system. Subsequently, only ballast water treatment will be accepted.

The IMO has published a list of relevant guidelines and guidance documents related to the implementation of the BWM Convention.

Implication: By 8 September 2017, all ships (i.e. vessels of any type operating in the aquatic environment, including submersibles, floating craft, floating platforms, floating storage units (FSUs) and floating production, storage and offloading (FPSO) units) will be required to:

- Have an approved ballast water management plan on board,
- Maintain a ballast water record book,
- Manage their ballast water on every voyage by performing ballast water exchange (or by treating it using an approved ballast water treatment system),
- Undertake an initial survey and be issued with an International Ballast Water Management Certificate (for ships of 400 GT and above to which the Convention applies, excluding floating platforms, FSUs and FPSOs). Ships that are registered with Flag Administrations that are not yet a party to the Convention will need to demonstrate compliance and may wish to undergo surveys and be issued with a document of compliance, and
- By the application date which applies to each ship based on its survey schedule, as explained in item [322](#), install a ballast water treatment system on board and put it into operation.

Application: The Convention applies to all ships and offshore structures that load and discharge ballast as follows:

All ships will be required to manage ballast water and sediment, have an onboard approved ballast water management plan, maintain a ballast water record book and hold a valid ballast water management certificate. Initially, existing ships (and those under construction at the time that the Convention enters into force) may comply by either exchanging ballast on every voyage or by treating ballast to comply with the D-2 discharge standard. IMO Assembly 28 adopted a resolution (A.1088(28)) recommending a revised schedule for when existing ships (and ships under construction at the time the Convention enters into force) will have to treat ballast water (i.e. when exchange will no longer be permitted). This is based on the ship's ballast water capacity, date of construction and IOPP renewal survey (not the renewal survey associated with the International Ballast Water Management Certificate). Please see item [322](#) for the latest application schedule. Ships constructed after the entry into force of the Convention will have to treat ballast water from delivery.

All ships over 400 GT will be required to be surveyed and issued with a ballast water management certificate valid for 5 years, subject to annual and intermediate surveys. Flag Administrations are responsible for specifying the certification regime for ships less than 400 GT.

Exemptions:

1. Exemptions may be granted to ships on voyages between specified ports or locations; or to ships which operate exclusively between specified ports or locations;
2. Such exemptions will be
 - 2.1. Effective for a period of no more than five years, subject to intermediate review;
 - 2.2. Granted to ships that do not mix ballast water or sediments, other than between the ports or locations specified in 1 above; and
 - 2.3. Granted based on the Guidelines on risk assessment in accordance with MEPC.162(56).
 - 2.4. However it should be noted that the exemptions can be withdrawn at any time by the issuing Flag Administrations.

Exceptions:

The requirements of the Convention do not apply to vessels which uptake or discharge ballast water and sediments in exceptional circumstances such as:

1. A ship in emergency situations or saving life at sea.
2. A damaged ship or a ship with damaged equipment.
3. A ship which is trying to avoid or minimize pollution.
4. A ship which uptakes and subsequent discharge on the high seas of the same ballast water or sediments.
5. A ship at the same location where no mixing has occurred.

Equivalent compliance:

Flag Administrations are responsible for determining whether the requirements of the Convention apply to pleasure craft used solely for recreation or competition or craft used primarily for search and rescue, less than 50 metres in length overall, and with a maximum ballast water capacity of 8 cubic metres.

The final compliance schedule for when ships are required to install and use a treatment system is given in item [322](#).

Related Information:

Readers are to note that relevant information is provided on the [IMO website](#). A set of guidelines is also listed on the [BWM Conventions and Guidelines](#) part of the IMO website. Guidance on [Ballast Water Management](#) is available on the Lloyd's Register website.

Please note recent updates to the guidelines and relevant information:

- 2016 Guidelines for Approval of Ballast Water Management Systems (G8) (MEPC.279(70))
- 2017 Guidelines for ballast water exchange (G6) (MEPC.288(71))
- 2017 Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7) (MEPC.289(71))
- The experience-building phase associated with the BWM Convention (MEPC.290(71))

	<ul style="list-style-type: none"> • Amendments to the Guidelines for ballast water management and development of ballast water management plans (G4) (MEPC.306(73)) • BWM.2/Circ.33/Rev.1 - Guidance on scaling of ballast water management systems • BWM.2/Circ.52/Rev.1 on Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party • BWM.2/Circ.61 on Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems • BWM.2/Circ.62 on Guidance on contingency measures under the BWM Convention • BWM.2/Circ.63 on Application of the BWM Convention to ships operating solely in sea areas where ballast water exchange in accordance with regulation B-4.1 is not possible • BWM.2/Circ.69 on System Design Limitations of ballast water management systems and their monitoring • BWM.2/Circ.70 on Guidance for the commissioning testing of ballast water management systems • "Ballast Water Management – How to do it" (IMO publication – English edition ISBN: 9789280116816)
<p>317</p> <p>1 March 2018</p> <p>Adopted by Resolution MEPC.278(70)</p> <p>Class News No. 01/2017 No. 33/2017 No. 25/2018 No. 06/2019</p>	<p>Amendments to MARPOL Annex VI, Chapter 4 – Data collection system for fuel oil consumption of ships</p> <p>Background: The IMO has long been considering further technical and operational measures for enhancing the energy efficiency of ships. A three-step process is intended to be used to determine whether and what additional measures need to be taken to further address greenhouse gas emissions from shipping. At MEPC 70 a roadmap was approved which sets out IMO’s intended steps up to 2023.</p> <p>Summary: The first phase of this process is a mandatory data collection system. MEPC 70 adopted amendments to MARPOL Annex VI that require ships to collect and report annual data on their fuel oil consumption to their Flag Administrations.</p> <p>The Ship Energy Efficiency Management Plan (SEEMP) will need to be updated with a new Part II that will provide the ship-specific methodology and processes to be followed for the data collection (please see Related Instruments for guidance). Upon examination of the SEEMP’s Part II, a confirmation of compliance will be provided by the ship’s Flag Administration.</p> <p>Reporting will take place after the end of each calendar year. Upon verification by the Flag Administration, or a Recognised Organisation (RO) nominated by the Flag, that the data has been reported according to the Annex VI requirements the ship will be issued a Statement of Compliance and the data will be transferred to the IMO Ship Fuel Oil Consumption Database where it will be kept anonymised. This will help the IMO to produce annual reports and evaluate the need for further technical and operational measures for enhancing the energy efficiency of international shipping.</p> <p>Implication: The data collection requirements place additional administrative requirements on Shipowners and Ship Managers, sometimes requiring adaptation of existing processes and sometimes the introduction of new processes and activities, depending on what is appropriate for each ship and each company in line with the requirements.</p>

	<p>Lloyd's Register has launched the CO2 Verifier application to support industry with data submission and verification.</p> <p>Application: To all new and existing ships of 5,000 GT and above, engaged on international voyages. The requirements entered into force on 1 March 2018 and the first reporting period will be for the 2019 calendar year. Updated SEEMPs were to be approved by 31 December 2018.</p> <p>Related Instruments Resolution MEPC.282(70) - 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) – revokes MEPC.213(63) Resolution MEPC.292(71) - 2017 Guidelines for Administration verification of ship fuel oil consumption data Resolution MEPC.293(71) - 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database MEPC.1/Circ.795/Rev.4.- Unified Interpretations to MARPOL Annex VI MEPC.1/Circ.871 - Submission of data to the IMO data collection system of fuel oil consumption of ships from a state not party to MARPOL Annex VI MEPC.1/Circ.876 - Sample format for the confirmation of compliance, early submission of the SEEMP Part II on the ship fuel oil consumption data collection plan and its timely verification pursuant to regulation 5.4.5 of MARPOL Annex VI</p>
<p>328</p> <p>1 January 2019</p> <p>Adopted by Resolution MEPC.286(71)</p> <p>For actual application date see Application section</p> <p>Class News No. 23/2017 No. 02/2018</p>	<p>Amendments to MARPOL Annex VI, Regulation 13 - Emission Control Area (ECA) (NOx) (including Baltic Sea and North Sea)</p> <p>Background: Littoral States proposed that further to the existing SOx emission control in the Baltic and North Seas (under MARPOL Annex VI Regulation 14), NOx emission control is also established under Regulation 13.</p> <p>Summary: New ships (see Application) will be required to have Tier III engines if they visit these sea areas. There are exemption provisions to allow ships fitted with dual fuel engines to navigate without compliant fuel (e.g. LNG), or ships with only Tier II engines, to navigate in a NOx Tier III ECA if the ship is departing from a shipyard where the ship is newly built, or visiting a shipyard for conversion, repair or maintenance. It should be noted that these exemption provisions apply to all NOx ECAs not just the Baltic and North Sea.</p> <p>Implication: New ships which visit this area will be required to have Tier III engines. This requires the future trading areas of a ship to be assessed at the contract stage.</p> <p>Application: Ships constructed on or after 1 January 2021 if they are to visit the Baltic or the North Sea (including English Channel).</p>



Part 1B

Adopted IMO and ILO requirements entering into force in the future

This part includes requirements that have been adopted and have an entry into force date which has been established by the IMO or ILO but not yet reached.

322

13 October 2019

Adopted by
Resolutions
MEPC.297(72)

Class News
No. 16/2018

Amendments to the Ballast Water Management Convention, Regulation B-3 - Ballast Water Management for Ships

Background: As the Ballast Water Management (BWM) Convention was written based upon the assumption that the Convention would enter into force by 2007, the provision for a retrofitting schedule had to be revised. An update was done by resolution A.1088(28) but that was subject to a formal amendment to the Convention.

Summary: At MEPC 72, IMO adopted an amendment to regulation B-3, which will enter into force date on 13 October 2019. The amendment is summarised as follows:

The deadline for installing Ballast Water Treatment Systems (BWTS) for existing ships is either:

- No later than the first IOPP renewal survey on or after 8 September 2017 (providing that this survey takes place on or after 8 September 2019; or that the vessel has undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017); or
- No later than the second IOPP renewal survey on or after 8 September 2017 (providing that the first IOPP renewal survey on or after 8 September 2017 takes place before 8 September 2019, and the vessel has not undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017).

For new ships (keel laid on or after 8 September 2017) installation of a BWMS is required by the delivery of the ship.

For ships of less than 150 GT for oil tankers, and 400 GT for others, and/or those which do not hold IOPP certificates, the installation deadline is the date determined by the Flag Administration but not later than 8 September 2024

Implication: The new retrofitting schedule has significant impact on the industry, including the manufacturers of BWMS. However it should be noted that this BWMC amendment formalises the change which has already been announced by IMO.

Application: All ships subject to the BWM Convention (survey and certification - 400 GT or above that have ballast capacity). This includes offshore structures (MODU etc.)

Related instruments:

MEPC.287(71) – Implementation of the BWM Convention

MEPC.298(72) – Determination of the survey referred to in Regulation B-3, as amended, of the BWM Convention

345

13 October 2019

Adopted by
Resolution
MEPC.296(72)

Class News
No. 07/2019

Amendments to the Ballast Water Management Convention, Regulation D-3 - Approval requirements for Ballast Water Management systems & Code for approval of ballast water management systems

Background: IMO has previously adopted guidelines for approving ballast water management systems as non-mandatory MEPC resolutions. The most recent is resolution MEPC.279(70) on 2016 Guidelines for approval of ballast water management systems (G8) (the 2016 Guidelines (G8)), which superseded the Guidelines for approval of ballast water management systems (G8) adopted by resolution MEPC.174(58). It was then decided that the 2016 Guidelines (G8) should be made mandatory and renamed as the Code for approval of Ballast Water Management Systems.

Summary: Relevant amendments were made to the BWM Convention and the G8 guidelines (now Code). It is understood that there is no change in the technical content, therefore, any BWMS meeting the 2016 guidelines should be deemed to be approved under the Code. Consequential changes were also made to the BWM.2 circulars affected, at MEPC 72.

Implication: There is no change in the technical content, therefore no practical impact but the approval requirements change as follows:

- Ballast water management systems installed on or after 28 October 2020 shall be approved in accordance with the BWMS Code, as may be amended; and
- Ballast water management systems installed before 28 October 2020 shall be approved taking into account the guidelines developed by the Organization or the BWMS Code, as may be amended.

Application: To be applied on a mandatory basis from 13 October 2019 for approval of BWMS with the effective date of the change being 28 October 2020

Related instruments:

MEPC.300(72) - Code for approval of ballast water management systems (BWMS Code)

BWM.2/Circ.43/Rev.1 - Guidance for Administrations on the type approval process for ballast water management systems

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13 October 2019

Adopted by
Resolution
MEPC.299(72)

Amendments to the Ballast Water Management Convention, Section E - Survey and certification requirements for ballast water management

Background: Inconsistencies have been found between Part E of the BWM Convention and the format of the certificate, with regard to the requirements of the endorsement at an additional survey.

Summary: At MEPC 71, IMO agreed that endorsement for “additional survey” on the certificate is not required and approved a consequential draft amendment to regulation E-1 which was adopted at MEPC 72. It was also noted that the terminology “Intermediate survey” is omitted from regulation E-5.8, so an amendment to address this was included in the amendment.

	<p>Implication: No substantial impact - this follows the current practice established by the MARPOL Convention and others. However, it will be necessary to clarify actions that will be required between the respective entries into force of the Convention and this amendment.</p> <p>Application: From 13 October 2019 for mandatory implementation during approval of ballast water management systems.</p>
1 January 2020	
<p style="font-size: 2em; font-weight: bold; color: #0070C0;">341</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.436(99)</p> <p>Class News No. 14/2018</p>	<p style="font-size: 1.2em; font-weight: bold; color: #0070C0;">Amendments to SOLAS II-1/1 and II-1/8-1.3 requiring the provision of computerised stability support for the master in case of flooding</p> <p>Background: Amendments to SOLAS chapter II-1 to require the provision on existing passenger ships of a computer able to carry out damage stability calculations are considered to be necessary.</p> <p>Summary: The application regulations of SOLAS chapter II-1/1 make it clear which regulations are applicable to “new” and “existing” ships. Regulation II-1/8-1 has been amended to include a requirement for existing passenger ships to have either onboard or onshore the capability to assess stability after damage. New passenger ships (keels laid on or after 1 January 2014) are already required to provide this.</p> <p>Implication: Existing passenger ships will have to provide suitable stability support. Obtaining the data needed for developing the hull model could be challenging and owners are recommended to start considering what is needed at the earliest opportunity. Loading instruments which comply with IACS UR L5 Type 4 will meet these requirements.</p> <p>Application: Passenger ships constructed before 1 January 2014 of 120 m or more in length or with three or more main fire zones from the first renewal survey after 1 January 2025.</p> <p>Related Document MSC.1/Circ.1532/Rev.1 - Amendments to the revised guidelines on operational information for masters of passenger ships for safe return to port MSC.1/Circ.1589 - Guidelines on operational information for masters in case of flooding for passenger ships</p>
<p style="font-size: 2em; font-weight: bold; color: #0070C0;">324</p> <p>1 January 2020</p>	<p style="font-size: 1.2em; font-weight: bold; color: #0070C0;">Amendments to SOLAS regulation II-1/3-12 - Application of the Code on Noise Levels on Board Ships</p> <p>Background: It was noticed that there was a discrepancy in the application of the Code on Noise Levels on Board Ships. i.e. ships for which the building contract is placed before 1 July 2014, the keels of which are laid or which are at a similar stage of construction on or after 1 January</p>

<p>Adopted by Resolution MSC.409(97)</p>	<p>2015 and the delivery of which is before 1 July 2018, do not fall either under paragraph 1 or under paragraph 2 of SOLAS regulation II-1/3-12.</p> <p>Summary: The necessary amendment has been made through a minor modification, deleting the words "but before 1 January 2015" in paragraph 2.1 of regulation II-1/3-12.</p> <p>Implication: This is a minor amendment which clarifies the application of the Code on Noise Levels on Board Ships.</p> <p>Application: The SOLAS amendments will enter into force on 1 January 2020. As an interim measure MSC.1/Circ.1547 applies. This circular will be revoked once the amendments enter into force.</p> <p>Related Instrument MSC.1/Circ.1547 - Guidance on the application of SOLAS regulation II-1/3-12 to ships delivered before 1 July 2018</p>
<p>291</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.421(98)</p>	<p>Amendments to SOLAS Chapter II-1 on damage stability</p> <p>Background: Amendments to SOLAS Chapter II-1 to harmonize cargo ship and passenger ship damage stability have been in force since 1 January 2009. These amendments made probabilistic damage stability the main method for calculating damage stability for passenger ships and general cargo ships. Since the amendments have entered into force the need for a number of revisions has become apparent. A major review of the subdivision and damage stability requirements contained in Chapter II-1 of SOLAS has been undertaken.</p> <p>Summary: Significant changes have been made to the following regulations in parts A, B, B-1, B-2, B-4 and C:</p> <ul style="list-style-type: none"> • Regulation 4, making the alternative compliance part of the text rather than a footnote. • Regulation 5-1, requiring limiting stability information to include trim. • Regulation 6, modifying the required subdivision index, R, for passenger ships. • Regulation 7-2, amending the calculation for s. • Regulation 9, providing limits on the distance from the keel line which small wells should be unless a damage stability check is made and introducing a minimum limit for the vertical damage extent. • Regulation 12, permitting a butterfly valve at the collision bulkhead on cargo ships. • Regulation 16, to require testing of watertight hatches. • Regulation 17, requiring air pipes which terminate in a superstructure to be considered unprotected openings unless fitted with a watertight means of closure. • Regulation 22, removing the possibility of leaving watertight doors open. <p>Other minor changes have been made to a number of other regulations.</p>

	<p>Implication: Ship Designers: These are significant changes to the damage stability regulations that should be taken into consideration at an early stage.</p> <p>Application: The amendments will be applicable for ships where the contract for construction is signed on or after 1 January 2020, or the keel is laid on or after 1 July 2020 or delivered on or after 1 January 2024.</p> <p>Related instrument: Resolution MSC.429(98) - Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations MSC.1/Circ.1567 – Notification of amendments to SOLAS regulation II-1/12.5.1</p>
<p>313</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.421(98)</p> <p>Class News No. 40/2017 No. 12/2019</p>	<p>Amendments to SOLAS II-1/19, III/30 and III/37 concerning damage control drills on passenger ships</p> <p>Background: The IMO agreed that damage control drills would help improve the safety of passenger ships and that appropriate amendments to SOLAS should be developed together with associated guidance.</p> <p>Summary: Amendments to SOLAS chapter II-1 regulation 19 and chapter III regulations 30 and 37 to mandate damage control drills were adopted. The requirements are operational in nature with drills required at regular intervals for all passenger ships. The drills will have to involve crew members who have damage control responsibilities. Additionally, drills will have to be recorded and should cover different damage scenarios.</p> <p>Implication: Additional drills will need to be included in the ships' normal operations.</p> <p>Application: Applicable to all passenger ships.</p>
<p>331</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.421(98)</p>	<p>Amendments to SOLAS regulation II-2/3.56 – Definition of a vehicle carrier</p> <p>Background: It had been highlighted that the definition of vehicle carrier in SOLAS regulation II-2/3.56, as amended by resolution MSC.365(93), was unclear when considering the application of SOLAS regulation II-2/20-1.</p> <p>Summary: It was agreed that only "pure car and truck carriers" should comply with SOLAS regulation II-2/20-1 and, therefore, the definition provided in SOLAS regulation II-2/3.56 was amended accordingly.</p> <p>Implication: Revision of the definition in SOLAS regulation II-2/3.56 clarifies that the requirements in SOLAS regulation II-2/20-1, are intended for cargo ships which only carry cargo in ro-ro spaces or vehicle spaces, and which are designed for the carriage of unoccupied motor vehicles</p>

	<p>without cargo, as cargo.</p> <p>Application: The amendment will enter into force on 1 January 2020 and will clarify the application of safety requirements in SOLAS II-2/20-1 to vehicle carriers as per the revised definition for SOLAS regulation II-2/3.56.</p> <p>Related Instrument MSC.1/Circ.1555 - Unified Interpretations of SOLAS chapter II-2 - SOLAS regulations II-2/3.56 and II-2/20-1, as amended by resolution MSC.365(93), Definition of vehicle carrier</p>
<p>318</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.421(98)</p>	<p>Amendments to SOLAS regulation II-2/9.4.1.3 - Clarifying the requirements for the fire integrity of windows on passenger ships</p> <p>Background: A possible error in SOLAS regulation II-2/9.4.1.3.3 was identified. The regulation applied to all passenger ships, but referred to table 9.1 of SOLAS regulation II-2/9 which was only applicable to passenger ships carrying more than 36 passengers.</p> <p>Summary: Amendments to SOLAS regulation II-2/9.4.1.3.3 were drafted to clarify the requirements for the fire integrity of windows on passenger ships carrying not more than 36 passengers and more than 36 passengers respectively.</p> <p>Implication: The amendments, through the additions of paragraph 4.1.3.4 to 4.1.3.6 under regulation II-2/9.4.1.3 ensure a fire integrity at least equal to “A-0” class for passenger ships.</p> <p>Application: The amendments will enter into force on 1 January 2020 and will be applicable to new passenger ships, or when existing windows are replaced on existing ships.</p>
<p>298</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.409(97)</p>	<p>Amendments to SOLAS Chapter II-2/10.5 for the fire protection of domestic boilers</p> <p>Background: A proposal was considered to amend the existing SOLAS regulation II-2/10.5.1.2.2 regarding the arrangement of 135 litre foam-type extinguishers in boiler rooms.</p> <p>Summary: The text of regulation II-2/10.5.1.2.2 has been amended. Prior to the amendment domestic boilers of less than 175kW were not required to carry an approved 135l foam-type fire extinguisher. The 135l foam extinguishers are now not required for boilers that are protected by a fixed local water-based firefighting system.</p> <p>Implication: Ships fitted with boilers that are protected by a water-based local application fire-extinguishing system, are no longer required to provide the approved foam-type extinguisher of 135l capacity.</p>

<p>Class News No. 38/2017 No. 39/2017</p>	<p>Application: The amendments will enter into force on 1 January 2020 and will apply to new and existing ships. It should be noted that the Application requirements for existing ships in Chapter II-2 applies to ships constructed on or after 1 July 2012, however these amendments also apply to ships constructed before 1 July 2012.</p> <p>Related Instruments MSC.1/Circ.1566 - Voluntary early implementation of the amendments to SOLAS Regulations II-2/1 And II-2/10, adopted by Resolution MSC.409(97)</p>
<p>293</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.404(96)</p> <p>Class News No. 41/2016</p> <p>Lloyd's Register Information - Evacuation analysis factsheet</p>	<p>Amendments to SOLAS II-2/13 to make evacuation analysis mandatory</p> <p>Background: As technology has advanced it is now relatively simple to analyse the way a passenger ship can be evacuated. These amendments to SOLAS will make evacuation analysis early in the design process mandatory.</p> <p>Summary: Existing paragraph II-2/13.7.4 is deleted. New paragraphs II-2/13.2.7.1 and II-2/13.2.7.2 have been introduced which require escape routes to be evaluated to demonstrate that the ship can be evacuated in the required time. The evacuation simulation will be used to identify and eliminate congestion which may develop during abandonment and demonstrate that escape arrangements are sufficiently flexible to provide for the possibility that certain routes/areas may not be available as a result of a casualty.</p> <p>Implication: An evacuation analysis will be required for applicable ships. It should be noted that ro-ro passenger ships already have to undertake such an analysis under the requirements of SOLAS II-2/13.7.4.</p> <p>Application: All passenger ships constructed on or after 1 January 2020 which carry more than 36 passengers. The existing mandatory requirement for conducting evacuation analysis on ro-ro passenger ships will continue to be applicable.</p> <p>Related Instruments MSC.1/Circ.1533 - Revised Guidelines on evacuation analyses for new and existing passenger ships. It is recommended that this revised guidance is used early in the design process, for conducting evacuation analyses, on new passenger ships.</p>
<p>256</p> <p>1 January 2020</p>	<p>Amendments to SOLAS Regulation II-2/18.5 concerning helicopter landing areas on new ships and the FSS Code Chapter 17 - Helicopter Facility Foam Firefighting Appliances</p> <p>Background: It was proposed that the relevant IMO instruments for helicopters be brought into line with the provisions of other UN agencies. As a result of this proposal, new requirements for the provision of foam application systems for helicopter landing areas were agreed. It was also agreed that the guidelines in the annex to MSC.1/Circ.1431 should be redrafted as a new chapter to the International Code for Fire Safety</p>

<p>SOLAS: Adopted by Resolution MSC.404(96)</p> <p>FSS Code: Adopted by Resolution MSC.403(96)</p>	<p>Systems (FSS Code).</p> <p>Summary: Amendments to SOLAS II-2/18 add a new paragraph 2.3 to require a foam application system that complies with the new chapter 17 of the FSS Code. The new Chapter 17 of the FSS Code details the specifications for foam firefighting appliances for the protection of helidecks and helicopter landing areas as required by chapter II-2 of SOLAS.</p> <p>Implication: Manufacturers / Designers / Shipbuilders / Shipowners should be aware of the new FSS Code specifications for foam firefighting appliances for the protection of helicopter facilities, as required by Chapter II-2 of SOLAS.</p> <p>Application: The new chapter 17 and consequential SOLAS amendments enter into force 1 January 2020. It should however be noted that MSC.1/Circ.1523 allows Flag Administrations to implement the requirements earlier at their discretion. The requirements are applicable to new ships having a helicopter landing area, i.e. an area on a ship designated for occasional or emergency landing and not designed for routine helicopter operations.</p> <p>Related Instruments MSC.1/Circ.1523 - Early implementation of the amendments to the FSS Code</p>
<p>329</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.421(98)</p>	<p>Amendments to SOLAS II-2/20 and II-2/20-1 concerning fire protection for spaces in which vehicles are carried</p> <p>Background: There is confusion in the industry regarding the fire protection requirements which are applicable to cargo spaces which contain vehicles. There are occasions when “ordinary” cargo spaces, i.e. those which are not special category, ro-ro or vehicle spaces as defined by SOLAS II-2/3, will carry vehicles as cargo. Ordinary cargo spaces have fire protection which meets the requirements of SOLAS II-2/19, and when vehicles are carried in them they should also comply with the Dangerous Goods Code and the associated Special Provisions.</p> <p>Summary: SOLAS II-2/20 will be amended to include a statement to clarify that when vehicles are carried in spaces which do not need to meet the requirement of the regulation, then they can be carried in spaces which meet the requirements of SOLAS II-2/19 as long as they are carried in accordance with the IMDG Code.</p> <p>Implication: This amendment will clarify the existing situation to make clear the relationship between SOLAS and the IMDG Code.</p> <p>Application: Applicable to all ships (new and existing) with an entry into force date of 1 January 2020.</p>

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1 January 2020

Adopted by
Resolution
MSC.404(96)

Class News
[No. 32/2017](#)
[No. 16/2019](#)

Amendments to SOLAS Regulations III/3 and III/20 on Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

Background: Lifeboats and their fittings require maintaining and servicing to ensure their fitness to function in an emergency. This is done by service providers who can either be associated with a specific manufacturer or can be independent. Previously the requirements for the recognition of such service suppliers were given in non-mandatory instruments, (i.e., MSC.1/Circ.1206/Rev.1 (and MSC.1/Circ.1277))

Summary: The SOLAS amendments and associated MSC Resolution (MSC.402(96)) include explicit mandatory text clarifying the requirements for the qualification, authorisation and certification of service suppliers, procedures for maintenance and testing, and what should be carried out at each stage of testing (weekly, monthly, annually, and 5-yearly).

Implication:

Shipowners and Ship Managers: This should have little effect for Lloyd's Register shipowners/ship managers as we already apply these requirements.
It was agreed that the ship's crew could not carry out the 5 year overhaul and tests and that a service provider could be an entity owned by the company owning the ship.

Manufacturers will need to find out how their flag Administration intends to authorise them as service suppliers and make appropriate arrangements for authorisation as necessary although they will not need any accreditation or certification when performing servicing, maintenance or testing on their own manufactured equipment. LR already imposes this standard through the LR 'Procedures for the Approval of Service Suppliers', so this should not have a significant impact to LR's clients.

Flag Administrations and their **ROs** will need to authorise their lifeboat service suppliers. A list of approved service suppliers will have to be provided to the IMO.

Application: Applicable to SOLAS ships and service suppliers maintaining their lifeboats, rescue boats, launching appliances and release gear.
Entry into force is 1 January 2020.

Related Instruments

MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

MSC.1/Circ.1578 - Guidelines on safety during abandon ship drills using lifeboats

337

1 January 2020

Adopted by

Resolutions
MSC.436(99)
MSC.438(99)
MSC.439(99)
MSC.445(99)

Amendments to SOLAS Chapter IV and Appendix to accommodate additional mobile satellite systems providers recognised for use in the GMDSS

Background: These amendments to SOLAS chapter IV and other related IMO instruments accommodate new mobile satellite systems recognised for use in the GMDSS.

Summary: The amendments are necessary because SOLAS chapter IV currently recognises only Inmarsat as a GMDSS satellite service provider. As other systems are now recognised as GMDSS satellite service providers, it is necessary to replace references to Inmarsat with a generic term.

Implication: It should be noted that MSC 99 also adopted consequential amendments to the HSC Code (1994 & 2000); the SPS Code and Certificates: Forms P, R and C.

Application: The changes enter into force on 1 January 2020 and are applicable to all ships which are subject to the requirements of the GMDSS.

333

1 January 2020

Adopted by

Resolution
MSC.421(98)

Amendments to SOLAS forms E, C and P to include multi-system shipborne radionavigation receivers

Background: Resolution MSC.401(95) amends the 'Performance standards for multi-system shipborne radionavigation receivers'. As a consequence, the SOLAS forms E, C and P also need to be amended to include the option of multi-system shipborne radionavigation receivers.

Summary: The current version of SOLAS form E, part 3, item 3.1, and forms C and P, part 5, item 3.1, allows for the selection of a "receiver for a global navigation satellite system" or a "receiver for a terrestrial radionavigation system", but not a multi-system receiver. This amendment adds "multi-system shipborne radionavigation receiver" to the options.

Implication: The multi-system shipborne navigation receiver performance standards allow the combined use of current and future radionavigation systems as well as the augmentation of systems for the provision of position, velocity and time (PNT) data within the maritime navigation system. This amendment to the forms takes account of this equipment.

Application: MSC.401(95) as amended applies to multi-system shipborne radionavigation receivers installed on or after 31 December 2017. The consequential amendments to Forms E, C and P will enter into force 1 Jan 2020.

Related Instruments

MSC.401(95) - Performance standards for multi-system shipborne radionavigation receivers

MSC.432(98) - Amendments to Performance standards for multi-system shipborne radionavigation receivers (resolution MSC.401(95))

MSC.1/Circ.1575 - Guidelines for Shipborne Position, Navigation and Timing (PNT) Data processing

343

1 January 2020

Adopted by
Resolutions
MSC.443(99)
MSC.444(99)

Amendments to Part A of the International Code on Intact Stability, 2008 (2008 IS Code) under the 1974 SOLAS Convention and the 2008 Load Line Protocol

Background: Concern had been expressed that by including references to stability criteria in Part B of the 2008 IS Code (non-mandatory) in the main text of Part A of the 2008 IS Code (mandatory) this would in turn make them mandatory. A set of amendments has been agreed which include making some footnotes part of the main text where the content was intended to be mandatory, and moving some text into a footnote where it will be non-mandatory.

Summary: The changes are extensive covering the following:

- The definition of freeboard deck for open hold container ships and the clarification that fishing vessels are not included in the definition of a “ship engaged in lifting operation” are moved from footnotes to the main text
- The footnote in Part A to the title of chapter 2 is deleted.
- The application of Part A to Offshore Supply Vessels and Special Purpose Ships is included in the main text
- References to Part B are moved from the main text to footnotes
- The definition of ϕ_f is included in the main text
- The footnote concerning the angle of roll is moved to the main text
- The reference to MSC.1/Circ.1200 is moved to a footnote

Implication: The changes are principally editorial in nature and will have no impact on ship design and construction.

Application: To ships with keel laid on or after 1 January 2020.

326

1 January 2020

IBC Code Adopted by
Resolution MEPC.302(72)
MSC.440(99)

BCH Code Adopted by
Resolution MEPC.303(72)
MSC.446(99)

Amendments to the IBC, BCH, IGC, GC and EGC Codes - Certificate of Fitness

Background: It was noted that the changes to the Certificate of Fitness introduced to require a means of confirming that any specific loading condition complies with damage stability requirements (see item 255 Demonstration of compliance with damage stability requirements for tankers above) required further modification to make it clear that an approved stability manual is still required.

Summary: Amendments to the Certificate of Fitness will include a new paragraph 6 stating that the loading and stability information has been provided and a paragraph which states “that the ship must be loaded in accordance with the loading conditions provided in the approved loading and stability information booklet referred to in 6 above;” in paragraph 7.

Implication: When the Certificate of Fitness is reissued it will include the statement relating to an approved stability manual. There will be no significant impact on ships.

<p>IGC Code Adopted by Resolution MSC.441(99)</p> <p>Class News No. 30/2017</p>	<p>Application: to ships for which the IGC and IBC Codes and earlier versions are applicable.</p> <p>Related Instruments MSC-MEPC.5/Circ.14 - Guidance on completing the Certificate of Fitness under the IBC, BCH, IGC, GC and EGC Codes</p>
<p>295</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.403(96)</p> <p>Class News No. 20/2016</p>	<p>Amendments to the FSS Code, Chapter 8 - Automatic Sprinkler, Fire Detection and Fire Alarm Systems</p> <p>Background: Following a report to the IMO that detailed several automatic sprinkler system failures on passenger ships it was agreed that MSC.1/Circ.1432 would be amended and a related amendment to Chapter 8 of the International Code for Fire Safety Systems (FSS Code) would also be required.</p> <p>Summary: The Circular MSC.1/Circ.1432 (as amended by MSC.1/Circ.1516) includes a new provision for water quality testing for automatic sprinkler systems and new flow charts for the testing and replacement of sprinkler heads and water mist nozzles. The related amendment to Chapter 8 of the FSS Code adds requirements for taking precautions against freezing where sprinkler systems are subjected to freezing temperatures and special attention to be paid to the specification of water quality (in line with the system manufacturers' recommendations) to prevent internal corrosion and clogging of the sprinklers.</p> <p>Implication: Manufacturers / Shipbuilders / Shipowners to note the new requirements for taking precautions against freezing where sprinkler systems are subjected to freezing temperatures and paying special attention to the water quality of the system and the inspection and maintenance regime of automatic sprinkler and water mist systems.</p> <p>Application: All new ships constructed (keel laid) on or after 1 January 2020, which use sprinklers, e.g. passenger ships fitted with such systems.</p> <p>Related Instruments The following circulars are not directly supporting the change introduced in the code but the contents are relevant. MSC.1/Circ.1432 - Revised guidelines for the maintenance and inspection of fire protection systems and appliances, as amended by MSC.1/Circ.1516 - Amendments to the Revised guidelines for the maintenance and inspection of fire protection systems and appliances (MSC.1/Circ.1432)</p>
<p>304</p>	<p>Amendments to the IGC Code - Applicable fire integrity of wheelhouse windows.</p> <p>Background: Inconsistencies were noted between SOLAS regulation II-2/4.5.2.3 and the International Code for the Construction and Equipment</p>

<p>1 January 2020</p> <p>Adopted by Resolution MSC.411(97)</p>	<p>of Ships carrying Liquefied Gases in Bulk (IGC Code) paragraph 3.2.5 (resolution MSC.370(93)) with respect to the applicable fire integrity of wheelhouse windows.</p> <p>Summary: The IGC code has been revised to align with the requirements given in SOLAS regulation II-2/4.5.2.3. The amendments remove the requirement for A-0 fire-rated wheelhouse windows.</p> <p>Because discussions on this matter had been extended beyond the 1 July 2016 entry into force date of the IGC Code, as amended by MSC.370(93), it was considered urgent that an associated circular (MSC.1/Circ.1549) should be issued. The circular notifies Administrations of the corrections to the text pending formal entry into force on 1 January 2020.</p> <p>Implication: In essence, this is a relaxation of the requirements without which compliance with the current requirements to provide A-0 wheelhouse windows included in MSC.370(93) might be difficult. For ships constructed on or after 1 July 2016 but before the entry into force date, it is recommended to retain a copy of MSC.1/Circ.1549 on board to avoid any potential issues that may arise at a Port State control inspection.</p> <p>Application: New gas tankers that carry liquefied gas or other products listed in the IGC Code in bulk. Formal entry into force is 1 January 2020, however noting that it will be difficult to comply with the current requirements to provide A-0 wheelhouse windows included in MSC.370(93), the Flag Administrations concerned should be consulted early in the design/construction process.</p> <p>Related Instruments MSC.1/Circ.1549 - Notification of an amendment to paragraph 3.2.5 of the IGC Code, as amended</p> <p>Further Information Lloyd's Register's Marine Gas webpage provides further information on alternative fuels and the IGC Code</p>
<p>330</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.422(98)</p>	<p>Amendments to the IGF Code - Applicable fire integrity of wheelhouse windows</p> <p>Background: As a consequence of amendments to paragraph 3.2.5 of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (resolution. MSC.411(97) – see item 304) inconsistencies were noted with respect to the applicable fire integrity of wheelhouse windows, within the International Code for the Safety of Ships using Gases or other Low-flashpoint Fuels (IGF Code). It was agreed to align the fire integrity requirements for navigation bridge windows specified in paragraph 11.3.2 of the IGF Code with the amendment to paragraph 3.2.5 of the IGC Code, as adopted by resolution MSC.411(97) and those in SOLAS Chapter II-2.</p> <p>Summary: The amendments remove the requirement for A-0 fire-rated wheelhouse windows.</p> <p>Implication: In essence this is a relaxation of the requirements without which compliance with the current requirements included in MSC.391(95) might be difficult.</p>

	<p>Application: Ships using low-flashpoint fuels. Formal entry into force is 1 January 2020, however noting that it will be difficult to comply with the current requirements to provide A-0 wheelhouse windows included in MSC.391(95), the Flag Administrations concerned should be consulted early in the design/construction process, noting that MSC.1/Circ.1568 has been published to allow for potential early implementation.</p> <p>Related Instruments MSC.1/Circ.1568 - Notification of amendments to paragraph 11.3.2 of the IGF Code. This circular allows the voluntary early implementation of the amendment to the IGF Code which will enter into force on 1 January 2020.</p> <p>Further Information Lloyd's Register's Marine Gas webpage provides further information on alternative fuels and the IGF Code</p>
<p>320</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.425(98) MSC.427(98) MSC.472(101)</p>	<p>Amendment to the LSA Code and Amendments to the Revised Recommendations on testing of life-saving appliances Resolution MSC.81(70) on winches and winch brakes</p> <p>Background: A discrepancy has been identified between Chapter 6 of the Life-Saving Appliances (LSA) Code and the pre-installation testing requirements for winches and winch brakes in resolution MSC.81(70) as amended.</p> <p>Summary: It was agreed to modify the texts of paragraph 6.1.1.5 of the LSA Code and paragraph 8.1.1 of part 1 of the annex to MSC.81(70) and to delete the word 'brakes' and to add 'including winch structural components' to paragraph 6.1.1.6 of the LSA Code.</p> <p>Implication: Since only winch brakes are designed to have sufficient strength and be prototype tested to withstand a static proof load of not less than 1.5 times the maximum working load, the text "except the winch" in paragraph 6.1.1 of part 2 of the annex to resolution MSC.81(70) should be read as "For lifeboats other than free-fall lifeboats, davits and launching appliances, except winches, should be subjected to a static proof load of 2.2 times their maximum working load." While manufacturers and surveyors need to be aware of the correction this should have a limited impact on the prototype testing of LSA equipment.</p> <p>Application: Pre-installation testing of equipment fitted on new ships and new equipment installed on existing ships after 1 January 2020.</p>
<p>292</p> <p>1 January 2020</p>	<p>Amendments to the 2008 Intact Stability Code related to anchor handling, towing or lifting operations</p> <p>Background: New intact stability criteria to cover anchor handling, towing and lifting operations have been developed following the loss of the "Bourbon Dolphin". As not all ships undertake these duties the criteria have been included in the non-mandatory part of the 2008 Intact Stability (IS) Code (Part B). The Introduction and Part A of the 2008 IS Code have been amended to include new definitions and clarification about the</p>

Adopted by
Resolutions
MSC.413(97)
MSC.414(97)
MSC.415(97)

Class News
No. 01/2018

new criteria.

Summary: The new criteria require an assessment of the ship's intact stability when undertaking anchor handling, towing or lifting duties.

For anchor handling it will be necessary to know the following to carry out the assessment; displacement of a loading condition, vertical and horizontal angle of the tow wire and the location of the anchor point with respect to the centre of the propulsive force, the stern of the vessel and the ship centreline. It will also be necessary to know some limiting information such as the bollard pull of the vessel, the design maximum wire tension and the permissible tension (the wire tension which can be applied to the vessel as loaded whilst working through a specified tow pin set). An additional heeling moment will then be added to the intact stability GZ curve. There are limits on the area between the heeling moment curve and the GZ curve, the residual righting lever between the heeling moment curve and the GZ curve, the angle of first intercept between the two curves and a minimum freeboard.

The new criteria in Part B also require an assessment of the ship's intact stability when undertaking towing and lifting operations. It will be necessary to know the following to carry out the assessment:

For towing: displacement of a loading condition, the bollard pull, horizontal transverse force, the distances between the towing point and the vertical centreline of the propulsion unit and between the centre of the propeller to the point at which the tow force is applied, angle of heel in the loading condition, lateral projected area of the underwater hull.

For lifting: the magnitude of the maximum load which can be lifted, the distance between the point the load is applied to the ship and the centreline of the ship, the vertical height of the load.

Additional constructional matters are included in the amendments to part B of the 2008 IS Code covering the provision of a loading instrument, access to the machinery space, location of freeing ports, winch systems and on deck markings.

The amendments to the introduction and Part A are to include new definitions for "ship engaged in anchor handling operations", "ship engaged in harbour towing", "ship engaged in coastal or ocean-going towing", "ship engaged in lifting operation" and "ship engaged in escort operation" for which the new criteria will be applicable.

Implication: Where a ship is expected to carry out anchor handling, towing or lifting duties the necessary calculations should be carried out and the stability criteria satisfied. This will provide standard additional calculations to be assessed and approved where mandated by the Flag Administration. Approval would be carried out by the relevant Flag Administration or Recognised Organisation where the assessment is delegated. Additionally operational guidance for the crew will be required.

Application: Vessels engaged in anchor handling, towing or lifting duties.

Related amendment to the non-mandatory part of the IS Code:

Amendments to Part B of the 2008 IS Code for towing, lifting and anchor handling operations.

319

1 January 2020

Adopted by
Resolution
MSC.423(98)
and
MSC.424(98)

Amendments to the 1994 and 2000 HSC Codes

Background: It has been agreed that clarification was needed regarding the application of the paragraphs 8.10.1.5 to 8.10.1.6 of the 1994 and 2000 High-Speed Craft (HSC) Codes, which concern the exemption from the requirement to carry a rescue boat for high-speed craft of less than 30m (2000 HSC Code) and 20m (1994 HSC Code).

Summary: New text to chapter 8 – Life Saving Appliances and Arrangements allows for High-speed craft of less than 30m (2000 HSC Code) and 20m (1994 HSC Code) in length to be exempted from carrying a rescue boat, provided that the requirements in the sub-paragraphs of 8.10.1.6 are fulfilled and provided a person can be rescued from the water in a horizontal or near-horizontal body position (MSC.1/Circ.1185/Rev.1).

Implication:

This revision of the text means the retroactive application of the requirements for HSC craft under 20m (1994 Code) and under 30m (2000 Code). HSC Code craft dating back to 1996 that have been exempted from the rescue boat requirement will need to be checked to ensure that they either have a suitable arrangement or have added equipment to demonstrate that they can rescue a helpless person from the water in a horizontal or near-horizontal body position.

Ship Designers, Shipbuilders and Shipowners should ensure that they have sufficient arrangements/equipment in place to satisfy the requirement which allows a helpless person to be recovered from the water in a horizontal or near-horizontal body position. If in doubt they should discuss the matter with their Administration.

Application: The requirement will apply to existing ships on international voyages constructed on or after 1 Jan 1996 (1994 HSC Code) and also ships with the keel laid on or after 1 July 2002 (2000 HSC Code).

Related Instruments

MSC.1/Circ.1569 - Notification of amendments to the 1994 and 2000 HSC Codes. This circular allows the voluntary early implementation of amendments to the 1994 and 2000 HSC Code which enter into force on 1 January 2020.

349

1 January 2020

(Voluntary application from 1
January 2019)

Amendments to the IMDG Code (Amendment 39-18)

Background: The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances. The previous amendment to the IMDG Code was Amendment 38-16 which entered into force on 1 January 2018.

Summary: Further to the regular updates to classification, segregation, packing and marking of dangerous goods, Amendment 39-18 includes:

- New provisions for the transport of samples and the transport of wastes
- New special provisions applicable to lithium batteries and vehicles powered by a fuel cell engine
- Inclusion of new ISO standards for gas cylinders of all types

<p>Adopted by Resolution MSC.442(99)</p> <p>Class News No. 20/2018</p>	<ul style="list-style-type: none"> • A new paragraph regarding the transport to or from offshore oil platforms, mobile offshore drilling units and other offshore installations • A new stowage code (SW30) for special stowage provisions is introduced <p>Implication: Shipowners and ship managers of ships carrying dangerous goods must be familiar with the developments on the IMDG Code, including amendments 39-18 The IMDG Code comprises operational requirements relating to packing, labelling, stowage, segregation and handling, and emergency response action, aimed at shippers and ship operators. The amendments to the Code will therefore not affect the dangerous goods certification issued by Lloyd’s Register, which is related to the requirements for ships’ safety equipment and fire protection contained in SOLAS regulation II-2/19.</p> <p>Application: Owners and operators of ships intending to carry packaged dangerous goods cargoes will have to implement the new requirements from 1 January 2020 and are encouraged to consider their early implementation from 1 January 2019.</p>
<p>150-1 (Repeated)</p> <p>1 January 2020</p>	<p>The Revised MARPOL Annex VI for the Prevention of Air Pollution from Ships (Chapters 1 - 3)</p> <p>See item 150-1 in Part 1A – SOx control: the global sulphur limit will reduce to 0.50% on 1 January 2020 Also see 150-1 in Part 1A for details of the prohibition of installations containing hydro-chlorofluorocarbons from 1 January 2020.</p>
<p>188 & 264 (Repeated)</p> <p>1 January 2020</p>	<p>New Chapter 4 of MARPOL Annex VI – Energy Efficiency Design Index (EEDI)</p> <p>See item 188 & 264 in Part A – Phase 2 of EEDI will apply from 1 Jan 2020 to 31 Dec 2024.</p>
<p>1 March 2020</p>	
<p>356</p> <p>1 March 2020</p>	<p>Amendments to MARPOL Annex VI to prohibit the carriage of non-compliant fuel and other issues relating to MARPOL Annex VI regulation 14</p> <p>Background: The use of 0.50% (or below) sulphur fuel oil outside of emission control areas (ECAs) from 1 January 2020 was introduced in the 2008 amendments to the MARPOL Convention contained in MEPC.176(58). This further amendment supplements the 2008 amendments by also prohibiting the carriage of fuel oil with a sulphur content higher than 0.50%, unless the ship is fitted with a functioning scrubber, as an approved</p>

<p>Adopted by Resolution MEPC.305(73)</p> <p>Class News No. 02/2019 No. 08/2019</p>	<p>equivalent arrangement for complying with the Annex VI requirements.</p> <p>Summary: Amendments have been adopted to MARPOL Annex VI Regulation 14 to prohibit ships from carrying fuel oil with a sulphur content higher than 0.50% on board, unless the ship has an approved equivalent arrangement in place, such as an exhaust gas treatment system. Corresponding amendments were also made to the supplement to the International Air Pollution Prevention Certificate.</p> <p>Implication: Shipowners & managers need to consider de-bunkering of any high sulphur fuel that has not been consumed before 1 January 2020.</p> <p>Application: This carriage prohibition will enter into force on 1 March 2020 and affects all ships.</p>
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1 October 2020

342

1 October 2020

Adopted by
Resolution
MEPC.314(74)
MEPC.316(74)
MEPC.317(74)

Class News
No. 07/2018

Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 - Use of electronic record books

Background: IMO periodically reviews the administrative provisions of mandatory requirements and considers ways to make these more efficient.

Summary: Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 have been adopted which allow the use of electronic record books as an alternative to hard copy record books when complying with the record keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008.

To be used as an alternative, the electronic recording system is required to be approved by the Administration and electronic records generated and retained by the system should be presented so that the records match the format defined in the relevant MARPOL Annexes.

Any electronic system considered to conform to the criteria for approval should be provided with a written declaration from the Administration. The declaration should be carried on board the ship for the purpose of statutory surveys or inspections.

Existing electronic recording systems for rechargeable systems containing ozone depleting substances shall only be considered an electronic record book if the system is approved by the Administration on or before the first IAPP renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025.

Implication: Companies have the option to use electronic recording systems approved by the Administration to comply with the record keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008. Whilst the electronic records generated and retained by the system are currently required to be presented in the form of records required by the MARPOL Annexes, this may be reviewed in the future.

	<p>Application: All ships using electronic record books to comply with the record-keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008.</p> <p>Related Instruments MEPC.312(74) - Guidelines for the use of electronic record books under MARPOL MEPC.321(74) - 2019 Guidelines for port State control under MARPOL Annex VI Chapter 3</p>
<p>360</p> <p>1 October 2020</p> <p>Adopted by Resolution MEPC.316(74)</p>	<p>Amendments to MARPOL Annex VI regulations 2.42 and 19.3 concerning EEDI regulations for ice-strengthened ships</p> <p>Background: This amendment to Annex VI clarifies which ships are not required to meet the attained EEDI due to their disadvantageous hull shape and construction for icebreaking purposes.</p> <p>Summary: Regulation 19.3 of MARPOL Annex VI has been amended to refer to ships with ice-breaking capabilities as "category A ships as defined in the Polar Code", instead of "cargo ships having ice breaking capability". The definition of "Polar Code" has also been included in Regulation 2 for reference.</p> <p>Implication: This clarifies the exclusion clause.</p> <p>Application: This applies to:</p> <ol style="list-style-type: none"> 1. Each new ship; 2. Each new ship which has undergone a major conversion; and 3. Each new or existing ship which has undergone a major conversion that is so extensive that the ship is regarded by the Administration as a newly constructed ship. <p>The requirement is for category A ships designed for operation as polar ships.</p>
<p>355</p> <p>1 October 2020</p>	<p>Amendments to the NOx Technical Code 2008 (Certification Requirements for SCR Systems)</p> <p>MEPC Resolution on Amendments to the 2017 Guidelines Addressing Additional Aspects of the NOx Technical Code 2008 with regard to Particular Requirements Related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems</p>

<p>Adopted by Resolution MEPC.313(74) MEPC.317(74)</p>	<p>Background: The NOx Technical Code provides two certification schemes: scheme A, where an engine and SCR are tested together; and scheme B, where it is certified separately before installation onboard and then a final (simplified) testing is undertaken. Currently, the NOx Technical Code stipulates scheme B can be used only when the alternate scheme cannot be undertaken due to “practical and technical” reasons.</p> <p>Summary: This amendment removes such restrictions and indicates scheme A and scheme B of the 2017 Guidelines Addressing Additional Aspects of the NOx Technical Code 2008 with regard to Particular Requirements Related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.291(71)), as amended, apply equally. The amendments addressed by the resolution MEPC.313(74) also require the NOx-reducing device to be included within the EIAPP certification and its presence recorded in the engine’s “Technical File”.</p> <p>Implication: This will help if a main engine and SCR are manufactured in different locations and pre-certified separately, to be later installed together on board.</p> <p>Application: Applicable for marine diesel engines to be installed onboard a ship constructed on or after 1 October 2020, as confirmed by Resolution MEPC.317(74).</p>
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1 January 2021

<p>352</p> <p>1 January 2021 Adopted by Resolution MSC.461(101)</p>	<p>Amendments to the 2011 Enhanced Survey Programme Code for bulk carriers and oil tankers</p> <p>Background: The Enhanced Survey Programme (ESP) Code is a mandatory survey requirement for oil tankers and bulk carriers as required by SOLAS Regulation XI-1/2. The Code was adopted as A.1049(27) which superseded the previous ESP programme (A.744(18)). The ESP Code is amended to reflect changes in the IACS UR Z10 series.</p> <p>Summary: Extensive changes have been made to the text:</p> <ul style="list-style-type: none"> • To ensure the text used is mandatory, • To update the figures, • To introduce consistency between the different parts of the Code, in particular including definitions and figures for edge corrosion, grooving corrosion and pitting corrosion intensity • To clarify requirements concerning updates to the Ship Construction File • To include new sections on the number and locations of thickness measurements for ships constructed to IACS CSR • To include new sections on the acceptance criteria for corrosion <p>In light of the extent of the changes made a new consolidated text has been issued incorporating all amendments made since the 2011 ESP Code was issued.</p> <p>Implication: These amendments will help ensure harmonisation between the IMO and IACS requirements. There is no significant impact on LR classed vessels.</p>
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	<p>Application: Survey requirements for bulk carriers and oil tankers.</p>
<p>348</p> <p>1 January 2021 (Voluntarily can apply from 1 January 2020)</p> <p>Adopted by Resolution MSC.462(101)</p> <p>Class News No. 35/2017</p>	<p>Amendments to the IMSBC Code (Amendment 05-19)</p> <p>Background: The IMSBC Code is regularly reviewed to take into account new requirements for existing substances or new substances. Amendment 05-19 has been issued as a consolidated version of the IMSBC Code which is a full replacement of the existing Code.</p> <p>Summary: Amendment 05-19 includes new and amended schedules which will provide specific requirements for solid bulk cargoes intended to be carried under the IMSBC Code and specifically:</p> <p>On bauxite cargoes:</p> <ul style="list-style-type: none"> • Draft new test procedure for determining the transportable moisture limit (TML) for bauxite cargoes (Modified Proctor/Fagerberg test procedure for bauxite) included in Appendix 2 • Draft individual schedule for bauxite as a group A cargo (liable to liquefy) • Draft amendments to the existing individual schedule of bauxite as Group C cargo <p>On seed cake cargoes:</p> <ul style="list-style-type: none"> • New draft individual schedules for seed cakes as Group C and Group B (MHB(SH)) addressing oxygen depletion issues. • Draft amendments to the individual schedules for seed cake UN 1386 (a), seed cake UN 1386 (b) and seed cake UN 2217 <p>On metal sulphide concentrates:</p> <ul style="list-style-type: none"> • New draft individual schedule for metal sulphide concentrates, self-heating UN 3190 as a group A and B cargo. • Ammonium nitrate-based fertiliser (non-hazardous) remains classified as Group C with a footnote reference to the information contained in CCC.1/Circ.4 on Carriage of Ammonium Nitrate Based Fertilizer (non-hazardous). Discussions on the hazards of ammonium nitrate-based fertiliser are continuing. <p>Implication: Shipowners and operators should be aware of the changes and advise their masters accordingly.</p> <p>Application: All ships carrying solid bulk cargoes, other than grain, will be required to apply the amendments from 1 January 2021; administrations may apply the requirements voluntarily from 1 January 2020</p> <p>Related Instruments MSC.1/Circ.1395/Rev.4 - Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective</p>

314

1 January 2021

Adopted by

Resolution
MEPC.318(74)
MEPC.319(74)
MSC.460(101)
MSC.463(101)

Revision of the IBC Code Chapters 17, 18 and 21 - Assigning carriage requirements for products

Background: In 2004, updated criteria on pollution aspects were inserted in the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) for the assessment of products. An update with regards to safety aspects did not take place at the time due to time constraints. Before undertaking an update to the safety assessment of the existing products it was decided to review the criteria set in Chapter 21 of the Code.

Summary: The criteria for assigning carriage requirements to chemicals (Chapter 21) with regards to safety hazards were reviewed. Among other amendments, the toxicity categorisation of products were revised. The lists of requirements for specific cargoes (Chapters 17 and 18) were amended accordingly. Consequential changes to the BCH Code were made.

Implication:

Shipowners and Ship Managers need to be aware of any required changes to operational requirements or minor modifications on board. Especially, attention must be paid to a high number of products that were not previously classified as toxic but have been classified as such after the revision. A new Certificate of Fitness including a new List of Products will be issued to applicable ships, based on the revised requirements.

Application: New and existing ships to which the IBC Code applies, i.e. all chemical tankers regardless of tonnage and nature of voyage (international and non-international voyages).

354

1 January 2021

Adopted by

MEPC.315(74)
MEPC.318(74)
MEPC.319(74)
MSC.460(101)

Amendments to MARPOL Annex II and the associated draft amendments to Chapter 16 of the IBC Code and Chapter V of the BCH Code related to the discharge of cargo residues and tank washings of high-viscosity, solidifying and persistent floating products

Background: This is the follow up to a recent amendment which covered tank washings of high viscosity (but not harmful) oils which were washed ashore in the English Channel.

Summary: The new amendment to MARPOL Annex II requires a pre-wash for cargoes of persistent floating substances with high viscosity and includes cargoes such as vegetable oils and paraffins when the vessel is in one of the defined special areas. In this regard a new special area “North Western European Water” has been included.

Consequential amendments to the IBC Code and the BCH Code as follows:

IBC Code:

- New paragraph 16.2.7, referring to the new prewash requirements in MARPOL Annex II;
- The addition of 16.2.7 in column O of the entries in the revised chapter 17 corresponding to priority substances to which the new MARPOL Annex II prewash requirements should be applied as a first step; and

	<ul style="list-style-type: none"> New paragraph 21.6.5, specifying the criteria that trigger the inclusion of 16.2.7 in column O of chapter 17. <p>BCH Code:</p> <ul style="list-style-type: none"> Corresponding to a new paragraph 16.2.7 of the IBC Code. <p>Implication: The impact is in general limited as the pre-wash requirements apply only to the North Sea (new special area). However, it should be noted that short sea trade vessels solely operating in this area could be significantly impacted.</p> <p>Application: Being an operational requirement, this applies to all new and existing ships upon entry into force. The amendment will enter into force on 1 January 2021.</p>
<p>328 (Repeated)</p> <p>1 January 2021</p>	<p>Amendments to MARPOL Annex VI, Regulation 13 - Baltic Sea and North Sea Emission Control Area (ECA) (NOx)</p> <p>See item 328 in Part 1B - Ships constructed on or after 1 January 2021 will have to comply if they are to visit the Baltic or the North Sea (including English Channel).</p>
1 June 2021	
<p>305 (Repeated)</p> <p>1 June 2021</p>	<p>Amendments to MARPOL Annex IV - Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea</p> <p>See Item 305 in Part 1A - For existing passenger ships application will be from 1 June 2021 (except for the resolution MEPC.275(69) as explained in 305).</p>
1 January 2024	
<p>361</p> <p>1 January 2024 Adopted by MSC.457(101)</p>	<p>Amendments to the FSS Code – Chapter 15, paragraphs 2.2.3.21, 2.2.3.2.6 and 2.2.4.2.1 concerning inert gas flow and revision of the term ‘forward of’ to ‘downstream of’.</p> <p>Background: The term ‘forward of’ is used in paragraphs 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 of chapter 15 of the FSS Code which is in contradiction with MSC.1/Circ.1582 (Unified interpretations of chapter 15 of the FSS Code).</p>

	<p>Summary: In these amendments to the FSS Code the term ‘forward of’ is amended to read ‘downstream of’ considering that normally the inert gas generator is located in the aft part of the ship; the cargo tanks are located in the forward part of the ship; and the inert gas flows from the inert gas generator to the cargo tanks.</p> <p>Implication: This amendment stems from the unified interpretation and has not changed the regulation but instead it clarifies the text.</p> <p>Application: This amendment will enter into force 1 January 2024 and is applicable to all ships which have inert gas systems. This clarification was originally published in MSC.1/Circ.1582/Rev.1 Unified Interpretations of Chapter 15 of the FSS Code effective from December 2018.</p> <p>Related Instruments MSC.1/Circ.1582/Rev.1 - Amendments to MSC.1/Circ.1582 Unified interpretations of chapter 15 of the FSS Code</p>
<p>362</p> <p>1 January 2024 Adopted by MSC.459(101)</p>	<p>Amendments to LSA Code Paragraph 4.4.8.1 concerning the exemption of the requirement for buoyant oars in lifeboats with two independent propulsion systems</p> <p>Background: Paragraph 4.4.8.1 of the LSA Code provides that, except for free-fall lifeboats, sufficient buoyant oars to make headway in calm seas should be provided. These requirements were originally intended for standard lifeboats with a single engine rather than lifeboats with two independent propulsion systems.</p> <p>Summary: The amended text allows that for lifeboats equipped with two independent propulsion systems no such buoyant oars are necessary.</p> <p>Implication: This amendment incorporates MSC.1/Circ.1597 into the LSA Code. It is unlikely that both propulsion systems will fail at the same time so for lifeboats with two independent propulsion systems there is now no requirement for buoyant oars.</p> <p>Application: This amendment is only applicable to lifeboats with two independent propulsion systems and revokes MSC.1/Circ.1597. It will enter into force 1 January 2024.</p>
<p>338</p> <p>1 January 2024 Adopted by MSC.459(101)</p>	<p>Amendments to the LSA Code paragraph 6.1.1.3 - to allow the use of hand-operated mechanisms for the launching of rescue boats</p> <p>Background: Paragraph 6.1.1.3 of the LSA Code requires that a launching appliance ‘shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat’.</p> <p>IMO has considered amendments to this paragraph to allow hand-operated mechanisms for launching rescue boats. It has been suggested that the use of hand-operated mechanisms simplifies davit construction and improves the reliability substantially but concerns over potential safety</p>

	<p>hazards have also been expressed.</p> <p>Summary: The amendments allow hand-operated mechanisms for launching rescue boats and includes the means of embarkation for the crew and an additional requirement for means to bring the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.</p> <p>Implication: This amendment will only be applicable to rescue boats that are not one of the ship's survival craft. It should be noted that SOLAS Chapter III has different requirements for cargo and passenger ships in this respect.</p> <p>Application: The amendment enters into force 1 January 2024 and will apply to rescue boats installed on board cargo ships on or after 1 January 2024.</p>
<p>350</p> <p>1 January 2024 Adopted by MSC. 458(101)</p>	<p>Amendments to the IGF Code (Various - Definitions, probability index f_v, loading limit, fuel distribution, internal combustion engines, fuel containment system, type C tanks etc.)</p> <p>Background: While the original intention of revising the IGF Code was to consider the use of low-flashpoint fuels other than LNG, matters related to LNG where there are opportunities to reflect lessons learned and make necessary improvements and additions have also considered</p> <p>Summary: The amendments to parts A and A-1 of the IGF Code amend:</p> <ul style="list-style-type: none"> • the definition of the probability index f_v in order to align it with SOLAS; • the conditions for allowing fuel tank loading limits higher than calculated based on the tank insulation and the probability of an external fire heating the tank contents up; • requirements for fuel distribution outside of machinery spaces including secondary enclosures for gas fuel pipes; • explosion relief systems and designed accommodation of overpressure for internal combustion engines; and • fire protection requirements for the separation of fuel containment systems from other spaces, and for type C fuel storage hold spaces; <p>Implication: These amendments improve the application of the IGF Code by taking account of lessons learned so far. Design requirements will not be applied retrospectively to existing ships.</p> <p>Application: Applicable to ships constructed or converted to use gas as fuel on or after 1 January 2024.</p> <p>Further Information Lloyd's Register's Marine Gas webpage provides further information on alternative fuels and the IGF Code.</p>

1 January 2025

188 & 264

(Repeated)

1 January 2025

New Chapter 4 of MARPOL Annex VI – Energy Efficiency Design Index (EEDI)

See item **188 & 264** in Part A – Phase 3 of EEDI will apply from 1 Jan 2025 onwards. Note that this is subject to amendment for selected ship types/sizes, see **373**

Part 2

IMO and ILO requirements currently under development

This part currently covers legislation that is currently under discussion and has not been adopted; therefore, no fixed entry into force date has been agreed. It also covers legislation that has been adopted but has no certain entry into force date because the conditions have not been met. This section is subject to change as discussions progress.



Expected 26 December 2020

ILO004

Expected entry into force

26 December 2020

Information subject to change

ILO Maritime Labour Convention (MLC 2006) - 2018 Amendments

Background and Summary: These amendments to the Maritime Labour Convention introduce a change that mean a Seafarer's Employment Agreement (SEA), including payment of wages, continues to have effect while a seafarer is held captive on or off the ship as a result of piracy or armed robbery against the ship, until they are repatriated or die in captivity. This is the case regardless of whether the expiry date of the SEA has passed or if notice has been given to suspend or terminate it.

Implication: Shipowners and ship managers will need to comply from the entry into force date.

Application: All ships to which the Maritime Labour Convention applies.

Expected 1 October 2021

370

Estimated entry into force

1 October 2021

Information subject to change

Draft amendments to regulation 2 and 14 and appendix VI of MARPOL Annex VI with regard to the onboard sampling points

Background: MEPC had previously concluded sampling guidelines for fuel in use (MEPC.1/Circ.864), but without specifying the actual requirements for a ship to have such a sampling point in MARPOL. The new work programme on the new additional sampling point (in addition to the sampling point for fuel that the ship is receiving,) for fuel in use was agreed at MEPC 71.

Summary: The draft amendments consist of the following parts:

- MARPOL Annex VI regulation 2; a new definition in regulation 2 on low flashpoint fuel, for which sampling points will be exempted.
- MARPOL Annex VI regulation 14; Requirements on sampling points. This applies to both new ships (constructed after entry into force) and existing ships (first renewal survey 12 months or later, after entry into force). Reference is made to the Guidelines for onboard sampling for the verification of the sulphur content of the fuel oil used on board ships (Circular MEPC.1/Circ.864)
- IAPP certificate supplement; New check boxes for indicating the presence of sampling points are to be added.

Implication: These amendments introduce requirements for "in-use" sampling points and "onboard" sampling. Whilst the former is the original work introduced in the above, the latter is for fuels delivered but not used yet. The supporting guidelines for the "onboard" sampling will be developed in future sessions.

Application: All new and existing ships.

Existing ships shall be required to comply at the first renewal survey of the IAPP certificate that will take place on or after 1 October 2022 (12 months or more from EIF date).

369

Estimated entry into force

1 October 2021

Information subject to change

Draft amendments to the MARPOL Convention in relation to analysis of sulphur content

Background: In order to accommodate “fuel-in use”, a sampling analysis procedure was reviewed, and a package of amendments were made to MARPOL.

Summary: Draft new paragraphs 8 and 9 are added for ‘In-use and on board fuel oil sampling and testing’. The verification procedure part 2 is to be followed in the new Verification procedures of Appendix VI of MARPOL Annex VI. For the test results, 95% confidence will be allowed (limit X +0.59R) and the acceptable sulphur limits are extended to 0.11% and 0.53% for 0.10% and 0.50% respectively. The laboratory is to be accredited to ISO17025:2017.

Implication: Introduction of 95% confidence level is understood as a possible chance of nominal exceedance. This should be clearly understood by the authority.

Application: Sampling of fuel used on board all ships from the date of entry into force of the amendment.

Expected 3 October 2021

368

Estimated entry into force

3 October 2021

Information subject to change

Draft amendment to the AFS Convention – Control of AFS containing Cybutryne

Background: Evidence of environmental risks from the use of anti-fouling paints that contain cybutryne was submitted to the IMO in February 2019. The evidence was accompanied by a proposal to establish controls on anti-fouling systems (AFS) containing cybutryne.

Summary: Amendments to annex 1 of the AFS Convention have been drafted to apply control measures to AFS containing cybutryne, plus associated amendments to the form of the International AFS Certificate. These amendments were due to be approved at MEPC 74 in June 2019. However, following concerns raised regarding the consequential effects of blasting and the availability of sealer coats the amendments were referred to PPR 7 for further consideration.

Implication: The draft amendments would mean that AFS containing cybutryne shall not be applied or reapplied to ships on or after 3 October 2021. AFS containing cybutryne shall be removed or covered with a sealer coat no later than 3 October 2026.

Shipowners and ship managers should expect to be required by Administrations to apply for a survey for the issuances of an International AFS Certificate no later than 3 October 2023. Such a survey should not affect the time available to shipowners and ship managers to comply with the new control measures in annex 1 to the AFS Convention.

Application: All AFS containing cybutryne and all ships (except fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 3 October 2021 and that have not been in dry-dock on or after 3 October 2021).

Related Instruments

MEPC.195(61) - 2010 Guidelines for Survey and Certification of Anti-fouling Systems on Ships

Expected 1 March 2022

302

Estimated entry into force

1 March 2022

Information subject to change

Draft amendments to MARPOL Annexes I, IV and VI concerning the exemption of UNSP barges from survey and certification requirements

Background: The draft amendments to MARPOL Annexes I, IV, and VI regarding the exemption of UNSP barges from the survey and certification requirements together with an associated draft MEPC.1 Circular ‘Guidelines for the exemption of unmanned non-self-propelled (UNSP) barges from the survey and certification requirements under the MARPOL Convention’ have been finalised although not yet adopted.

Summary: The draft amendments to MARPOL Annexes I, IV and VI include individual definitions of a UNSP barge under each Annex together with the draft exemption certificates.

The exemption will be granted after an initial survey to ensure there is no source of pollution on board the barge and the exemption certificates issued for a period not exceeding 5 years.

Implication: It should be noted that a condition of the exemption certificate will be an obligation on the shipowner or operator to notify the flag Administration and port State if the UNSP barge becomes non-compliant. Any such exemption certificate will cease to be valid whenever the UNSP barge does not continue to meet the definition of a UNSP barge as contained in the three annexes regardless of whether the owner or operator informs the Administration and the port State.

Application: A UNSP barge is defined as a barge that:

- Is not propelled by mechanical means;
- Has neither persons or living animals on board during navigation;
- Carries no oil ; has no fuel oil tank, lubricating oil and bilge oil residues tank and has no machinery fitted that may use oil or generate oil residues (Annex 1)
- Is not used for holding sewage during transport or have any arrangements that could produce sewage (Annex IV)
- Has no system, equipment and/or machinery fitted that may generate emissions (Annex VI)

373

Estimated entry into force

1 January 2022

Information subject to change

Draft amendments to Regulation 21 of MARPOL Annex VI – amendments to EEDI Phase 3

Background: MEPC 74 approved changes to the time period and the reduction rates for EEDI phase 3 requirements for certain ship types as shown in the table below.

Summary: Table 1 of Regulation 21 will be amended to reflect these changes. In relation to an identified problem facing larger bulk carriers in implementing the future EEDI requirements, Table 2 of Regulation 21 is also amended for bulk carriers to show that the parameter b is the same for ships with DWT less than, equal to or more than 279,000.

Implication:

Shipbuilders and Designers: Potential change to ship/machinery design to reduce GHG emissions, now shall happen at a different date than indicated previously in the Table 1 of Regulation 21 MARPOL Annex VI for some vessel types. This requires planning within the design process as some reduction dates are moving earlier to 1 Jan 2022, as indicated in the red highlighted sections of the copy of Table 1 below for easy reference. There are several ways to achieve this, such as:

- Increase ship size: engine power ratio
- Reduce lightship weight
- Innovative solutions (air bubble – friction reduction)
- Optimise propeller efficiency
- Hydrodynamics improvement
- Speed reduction
- Use of renewal power source (wind, solar power)
- Low carbon fuels (e.g., LNG)
- Energy saving devices (e.g., WHR, shaft generators)

Shipowners and Ship Managers: There are a number of technical and operational measures that can be considered to reduce GHG emissions.

Application: Applies to all new ships of the types or sizes shown in the table below with a change from the previous requirements.

Table 1

Ship Type	Size	Phase 3 1-Jan-22 and onwards	Phase 3 1-Jan-25 onwards
Bulk carrier	20,000 <i>DWT</i> and above		30
	10,000 <i>and above but less than 20,000 DWT</i>		0-30*
<i>Gas Carrier</i>	<i>15,000 DWT and above</i>	<i>30</i>	
	<i>10,000 and above but less than 15,000 DWT</i>		<i>30</i>
	<i>2,000 and above but less than 10,000 DWT</i>		<i>0-30*</i>

<i>Gas tanker</i>	<i>10,000 and above</i>		<i>30</i>
	<i>2,000—10,000</i>	<i>0-30*</i>	
Tanker	20,000 and above		30
	4,000 – 20,000		0-30*
	<i>200,000 DWT and above</i>	<i>50</i>	
	<i>120,000 and above but less than 200,000 DWT</i>	<i>45</i>	
Container ship	<i>80,000 and above but less than 120,000 DWT</i>	<i>40</i>	
	<i>40,000 and above but less than 80,000 DWT</i>	<i>35</i>	
	15,000 and above <i>but less than 40,000 DWT</i>	<i>30</i>	<i>30</i>
	10,000 <i>and above but less than 15,000 DWT</i>	<i>15-30*</i>	<i>0-30*</i>
General Cargo ship	15,000 and above	<i>30</i>	<i>30</i>
	3,000 – 15,000	<i>0-30*</i>	<i>0-30*</i>
Refrigerated cargo carrier	5,000 and above		30
	3,000 – 5,000		0-30*
Combination carrier	20,000 and above		30
	4,000 – 20,000		0-30*
LNG carrier***	10,000 DWT and above	<i>30</i>	<i>30</i>
Ro-ro cargo ship (vehicle carrier)***	10,000 DWT and above		30
Ro-ro cargo ship***	2,000 DWT and above		30
	1,000 <i>and above but less than</i> 2,000 DWT		0-30*
Ro-ro passenger ship***	1000 DWT and above		30
	250 <i>and above but less than</i> 1,000 DWT		0-30*
Cruise passenger ship*** having non-conventional propulsion	85,000 GT and above	<i>30</i>	<i>30</i>
	25,000 <i>and above but less than</i> 85,000 GT	<i>0-30*</i>	<i>0-30*</i>

* Reduction factor to be linearly interpolated between the two values dependent upon ship size.

The lower value of the reduction factor is to be applied to the smaller ship size.

** Phase 1 commenced for those ships on 1 September 2015.

*** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Note: n/a means that no required EEDI applies.

Table 2

In table 2 (Parameters for determination of reference values for the different ship types), row 2.25 for bulk carriers is replaced by the following:

Ship type defined in regulation 2	a	b	c
2.25 Bulk carrier	961.79	DWT of the ship where $DWT \leq 279,000$ 279,000 where $DWT > 279,000$	0.477

365

Estimated entry into force

1 January 2024

Information subject to change

Draft amendments to SOLAS regulation II-1/3-8 to cover mooring arrangements

Background: As a result of a number of incidents on board ships involving the failure of mooring lines causing serious injury or death, the IMO has developed new requirements covering the provision and maintenance of mooring lines.

Summary: Four new paragraphs will be added to the current regulation II-1/3-8, to address:

- Design requirements: New ships will have to be designed, and their mooring equipment (including ropes/wire) selected to ensure occupational safety and safe mooring of ships. Ship specific information will need to be included in the Towing and Mooring Arrangement Plan described in the new design guidelines given below. Approval of the plan by the flag Administration is not required.
- Inspection and maintenance: For all ships, regardless of size and date of construction, mooring equipment including lines will be subject to inspection and maintenance requirements.

Three sets of supporting guidance covering design, maintenance and the strength of mooring equipment have also been produced.

Implication: The design of mooring arrangements may have to change significantly to demonstrate compliance with the new requirements. Reasons for non-compliance will have to be documented.

Application: The new requirements that affect the design of ships apply only to new ships of 3000GT and above with building contract on or after 1 January 2024, keel laid on or after 1 July 2024 or delivered on or after 1 January 2028. New ships less than 3000GT are encouraged to comply. The requirements for inspection and maintenance will affect existing ships.

Related instruments:

Draft MSC Circular - Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fitting for safe mooring (Design guidelines)

Draft MSC Circular - Guidelines for inspection and maintenance of mooring equipment including lines (Maintenance guidelines)

Draft Amendment to the Guidance on Shipboard Towing and Mooring Equipment (MSC.1/Circ.1175)

366

Estimated entry into force

1 January 2024

Draft amendments to SOLAS chapter II-1 concerning doors, hatches and valves which pierce watertight boundaries

Background: The amendments to SOLAS chapter II-1 part B and B-1 (MSC.216(82) and MSC.421(98)) introduced inconsistencies with parts B-2 to B-4. These arose from the different philosophies behind the probabilistic damage stability assessment and the assumptions made for the regulations in parts B-2 to B-4. The probabilistic method does not rely on a single deck (the bulkhead deck) to provide the uppermost watertight boundary, instead the upper boundary of the buoyant volume may be used. In theory this does not need to be a single horizontal surface. The watertight integrity requirements contained in parts B-2 to B-4, however, continue to make reference to the bulkhead deck.

<p>Information subject to change</p>	<p>Summary: After considerable discussion amendments to the following regulations were agreed:</p> <ul style="list-style-type: none"> • 7-2.5 to remove the inconsistency with regulation 17 regarding the treatment of doors in watertight bulkheads. • 12.6.1 to simplify the requirements for any valve which is installed at the collision bulkhead. The draft amendment does not specify the type of valve (e.g. screw-down or butterfly) but instead provides a number of functional requirements: “The valve shall be a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.” • 13 to restructure and clarify the requirements particularly with regard to the safety centre and location of the central operating console on passenger ships. • Various regulations regarding doors and hatches above the bulkhead deck that might be allowed to be open during navigation have been changed to standardise requirements. <p>In addition appropriate clauses concerning the application of the amended regulations were agreed.</p> <p>Implication: There will be more choice available for valve type at the collision bulkhead and other requirements will be clear.</p> <p>Application: It is anticipated that these amendments will be applicable to ships constructed on or after 1 January 2024.</p>
<p>234</p> <p>Estimated entry into force</p> <p>1 January 2024</p> <p>Information subject to change</p>	<p>Comprehensive review of SOLAS Chapter IV (Review of the requirements)</p> <p>Background: The current SOLAS chapter IV (GMDSS) requirements were adopted in 1988 based upon technologies developed in the 1970s. Noting development in technologies and changes in the status of INMARSAT, a comprehensive review of the requirements is under way.</p> <p>Summary: As well as amendments to SOLAS Chapters III and IV and related and consequential amendments to other IMO instruments, the following are the notable changes currently under discussion:</p> <ul style="list-style-type: none"> • Provision of GMDSS satellite services and redefinition of Sea Area 3 • VHF Data Exchange System (VDES) • NAVDAT (Proposed to be used in addition to NAVTEX or as an alternative where the NAVDAT service is available. It should be noted that the performance standards for NAVDAT are not expected to be approved before 2021) • Routing of distress alerts and related information • Search and rescue technologies • HF communications • False alerts • Training

	<p>Implication: It should be noted that the carriage requirements are not expected to change. The intention at this time is that most equipment will remain valid in order to reduce necessary additional investment in both ship equipment and shore side services.</p> <p>Application: Expected to apply to all ships of 300 GT and above to which the requirements of the GMDSS apply, including new and existing ships.</p>
<p>358</p> <p>Estimated entry into force</p> <p>1 January 2024</p> <p>Information subject to change</p>	<p>Draft amendments to IGC code Paragraph 6.5.3.5 & IGF Code paragraph 16.3.3.5 on the use of materials such as aluminium alloys - Welding procedure tests for cargo tanks and process pressure vessels (consequential change in accepting high manganese austenitic steel)</p> <p>Background: Following the development of the interim guidelines on the application of high manganese austenitic steel for cryogenic service, the relevant paragraphs in the IGC and IGF Code needed to be made more general in their application.</p> <p>Summary: Paragraph 6.5.3.5 of the IGC Code and paragraph 16.3.3.5 of the IGF Code are amended to read “...For materials such as aluminium alloys, reference shall be made...”</p> <p>Implication: These relatively minor amendments enable alternative materials to be used and make it clear that the requirements for welding and non-destructive testing are met.</p> <p>Application: The amendments are expected to enter into force on 1 January 2024 and will apply to those ships which use high manganese steel in the construction of tanks carrying low temperature cargo or fuel.</p> <p>Related Instruments MSC.1/Circ.1599 - Interim guidelines on the application of high manganese austenitic steel for cryogenic service. These guidelines give practical information on the design and construction of cargo and fuel tanks when high manganese steel is used.</p>
<p>359</p> <p>Estimated entry into force</p> <p>1 January 2024</p>	<p>Draft amendments to the revised recommendation on testing of life-saving appliance (MSC.81(70))</p> <p>Background: These proposed draft amendments to MSC.81(70) as amended are intended to update the references to ISO Standards in Part 1: Prototype tests for life-saving appliances.</p> <p>Summary: Proposed amendments will be made to Part 1 – Prototype tests for life-saving appliances paragraph 5.17.13.2.2.7.1 (Test for porosity); paragraph 5.17.13.2.2.8 (Oil resistance) and paragraph 11.2.5.3 (Test for surface resistance to oil)</p>

<p>Information subject to change</p>	<p>Implication: Those carrying out prototype tests will need to note the updated references to the appropriate ISO standards on publication of the amendments.</p> <p>Application: These are considered to be minor amendments correcting some outdated references.</p>
<p>Expected Date Unknown</p>	
<p style="font-size: 2em; font-weight: bold; color: #0070C0;">155</p> <p>Estimated entry into force</p> <p>Not yet known</p> <p>Class News No. 21/2018</p> <p>Subject to meeting the conditions for entry into force</p> <p>LR's ship recycling webpage</p>	<p style="font-size: 1.2em; font-weight: bold; color: #0070C0;">Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009</p> <p>Adopted by the 2009 SR Conference – SR/CONF/45</p> <p>Background & Summary: In 2009, the International Convention for the Safe and Environmentally Sound Recycling of Ships was signed by 67 Member States of the IMO. This internationally binding Convention has been adopted due to concerns about standards of ship recycling. It affects both recycling facilities and shipowners.</p> <p>The Convention will enter into force 24 months after it has been ratified by 15 States, representing 40% of the world fleet, and with an annual ship recycling capacity of 3% of that fleet. As of 24 September 2019, thirteen States have become party to the Convention, representing 29.4% of world tonnage.</p> <p>The Convention requires that, within five years of the entry into force date (or before the ship goes for recycling, if that is earlier), ships must have on board an 'Inventory of Hazardous Materials' (IHM). This requirement will apply to new ships as soon as the Convention enters into force.</p> <p>Overall, the Convention can be described as a response to the lack of regulation and standards in the ship breaking industry; especially where safety, environmental and quality standards are concerned. It covers the entire ship life cycle; from design and construction, through in-service operation to dismantling and requires:</p> <ul style="list-style-type: none"> • Ships to have an IHM (previously known as 'the 'Green Passport'); • New builds to exclude certain hazardous materials; • Ship recycling facilities to be authorised by the national authority; • Ship recycling facilities to provide an approved 'Ship Recycling Plan' detailing how the ship will be recycled; • Ships flying the flag of parties to the Convention to be recycled only in authorised recycling facilities; and • Ship recycling facilities which are located in parties to the Convention to recycle only ships which they are authorised to recycle. <p>At the final survey before the ship is taken out of service, the IHM will be completed for items such as operational stores and bunkers. The approved Ship Recycling Plan will then be checked against the IHM to ensure it properly reflects the information it contains.</p>

	<p>Various guidelines have been developed for the implementation of the Convention.</p> <p>Implication:</p> <p>Shipowners and Ship Managers:</p> <ul style="list-style-type: none"> • to provide an Inventory of Hazardous Materials for their ship • to inform the flag State before a final survey takes place • to arrange the final survey before the ship is taken out of service for the completion of IHM for items such as operational stores and bunkers <p>Recycling facilities:</p> <ul style="list-style-type: none"> • to obtain “Document of Authorization for Ship Recycling” from the competent authority of the recycling State • to inform their authorities should they wish to recycle a ship • to prepare a specific ‘Ship Recycling Plan’, based on the IHM which the owner provides • to report when recycling is finished <p>National authority of States with recycling facilities:</p> <ul style="list-style-type: none"> • to authorise ship recycling facilities • to approve Ship Recycling Plans <p>Application: Once the Convention enters into force it will apply to all ships and MODUs, high-speed craft, FSUs/FPSOs and barges. For new builds it will enter into force 24 months after the ratification criteria are met. Existing ships will have up to five years after the criteria are met.</p> <p>Further Information Lloyd’s Register’s Ship recycling webpage provides further information.</p>
<p>238</p> <p>Estimated entry into force date</p> <p>Not yet known</p>	<p>International Convention for the Safety of Fishing Vessels (Torremolinos Convention) Cape Town Agreement</p> <p>Background: The Torremolinos Convention and its 1993 Protocol have not yet entered into force as the entry into force requirements (15 flag States with an aggregated fleet of 14,000 ships) have not been met. There have also been some problems with the technical requirements. In order to address these issues an agreement has been reached which changes the entry into force requirements to 22 flag states and 3,600 fishing vessels which operate on the high seas and modifies some of the technical provisions.</p> <p>Summary: The diplomatic conference in Cape Town, South Africa, in October 2012 agreed that the entry into force criteria should be 22 flag states which between them have at least 3,600 fishing vessels of 24 metres in length and over operating on the high seas. The survey and certification requirements were amended to the five year cycle. A phased-in application for some parts of the requirements for existing fishing vessels was also agreed.</p>

A procedure for confirming the number of fishing vessels each signatory has was agreed by MSC 92. Signatories will be expected to provide the number of fishing vessels which are registered with them at the same time they advise the IMO of their signing of the Cape Town Agreement. If numbers are not provided then the IMO will follow various routes to obtain accurate information.

Implication:

Shipowners and Ship Managers:

The Protocol has requirements covering the following areas:

- construction, watertight integrity and equipment;
- stability and associated seaworthiness;
- machinery and electrical installations and periodically unattended machinery spaces;
- fire protection, detection, extinction and firefighting;
- protection of crew;
- life-saving appliances and arrangements;
- emergency procedures, musters and drills;
- radiocommunications; and
- shipborne navigational equipment and arrangements.

When it enters into force these safety items will need to be provided on board fishing vessels. Some of the requirements are applicable to existing fishing vessels as well as to new construction.

It should be noted that some flag Administrations have already enacted the Torremolinos Convention and Protocol, so fishing vessels flagged with these Administrations will find that nothing will change following these amendments.

Shipbuilders / Designers of fishing vessels will need to ensure that the regulations are complied with. This may require additional or different safety equipment to be provided.

Flag Administrations and their Recognised Organisations will have to survey new and existing fishing vessels to the extent required and issue appropriate certification.

Application: The Torremolinos Convention and Protocol is, in general, applicable to fishing vessels of 24 metres in length and over.

Although the majority of the requirements are applicable only to new ships, the following are also applicable to existing ships:

- Life-saving appliances and arrangements - only regulation 13 'Radio life-saving appliances' and regulation 14 'Radar transponders';
- Emergency procedures, musters and drills;
- Radiocommunications; and
- Shipborne navigational equipment and arrangements.



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