

# Future IMO legislation

February 2015

This publication provides an overview of the known amendments to the existing statutory regulations and instruments, mandatory under the conventions and codes.

The known amendments include: amendments that are in transitional period toward full implementation; adopted amendments that will enter into force on or after 1 January 2015; and the major topics currently under discussion and development (discussions up to MSC 94 in November 2014).



## Index

### Part 1 – Adopted future IMO legislation

A – Adopted IMO requirements in transitional period for full application

This part includes requirements that have recently entered into force but are still in a transition period due to their application formulation. For example, SOLAS regulation V/19 entered into force on 1 January 2011, however, the requirement applies on different dates depending on type and size of ship, as well as whether target is a new ship or retrofitting to an existing ship.

B – Adopted IMO requirements entering into force in the near 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.

### Part 2 – IMO 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.

### Tables – quick references for application

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 1a – New ships – Adopted mandatory regulatory amendments which are entering into force
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- Table 2a – Existing ships – Adopted mandatory regulatory amendments which are entering into force
- Table 2b – Existing ships – Likely amendments which are currently under discussion and development – subject to change

### 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. This table refers only to those 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.
6. Provisional Resolution numbers from the most recent IMO meetings are given but might be subject to change by the IMO Secretariat upon release.

## Summary of major developments:

This version covers updates out of III 1, NCSR 1, CCC 1, MEPC 67 and MSC 94. The item ID number is the reference used in this document for the detailed entry.

## Significant approvals or adoptions:

A SOLAS amendment was adopted to introduce mandatory verification of the gross mass weight of containers from 1 July 2016 (ID 267).

The safety side of the Polar Code was completed through adoption by MSC 94 along with an associated SOLAS amendment. The environment and MARPOL side remains subject to later adoption at MEPC 68 (ID 241).

At MSC 94 a draft amendment to SOLAS to make the IGF Code mandatory was approved, and the code was approved in principle subject to later adoption (ID 185).

## Significant new items being considered or milestones in ongoing developments:

It is confirmed that the planned entry into force date of 1 January 2016 for the special area for sewage control in the Baltic Sea will be delayed as confirmation has not been provided of the necessary reception facility capacity (ID 195).

Port state control guidelines have been adopted for the Ballast Water Management Convention, and the gap between the world gross tonnage representation and the threshold for entry into force is now less than 2.5% (ID 154).

## Significant entries into force in the near future:

A MARPOL amendment bringing some additional ship types into the scope of EEDI, and exempting others, comes into force for ships with a contract date from 1 September 2015 (ID 264).

Table 1a – NEW SHIPS – Adopted mandatory regulatory amendments which are entering into force

	From 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	FSUs and FPSOs	MODUs	
<b>Prior to 1 January 2012</b>	11	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	153-3*		
<b>1 January 2013</b>	17	182* 188 188-1	182* 188 188-1	182* 188 188-1	167 182* 188 188-1	182* 188 188-1	182* 188 188-1	182* 188 188-1	182* 188 188-1	182* 188 188-1	182* 188 188-1	182* 188 188-1		188-1	188-1
<b>1 July 2014</b>	23	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236	159* 182* 208 219 226 236			
<b>1 January 2015</b>	26	150-1* 244 248 266	150-1* 244 248 249 266	150-1* 244 248 249 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 240 244 248 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 244 248 266			
<b>1 July 2015</b>	29	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*			
<b>1 September 2015</b>	30	257 263	257 263 264	257 263 264	257 263 264	257 263 264	257 263 264	257 263 264	257 263 264	257 263 264	257 263 264	257 263 264			
<b>1 January 2016</b>	33	150-1* 153-1* 252 253 255 259 260 262 270	150-1* 153-1* 195* 252 253 254 255 259 260 262 270	150-1* 153-1* 195* 218 252 253 254 255 259 260 262 270	150-1* 153-1* 239 252 253 255 259 260 261 262 270	150-1* 153-1* 239 252 253 255 259 260 260 262 270	150-1* 153-1* 189 252 253 253 255 259 260 260 262 270	150-1* 153-1* 252 253 255 259 260 261 262 270	150-1* 153-1* 252 253 255 259 260 262 270	150-1* 153-1* 252 253 255 259 260 262 270	150-1* 153-1* 252 253 255 259 260 262 270	150-1* 153-1* 252 253 255 259 260 262 270	153-3*		

				270										
<b>1 March 2016</b>	46	271	271	271	271	271	271	271	271	271	271	271		
		281	281	281	281	281	281	281	281	281	281	281		
		282	282	282	282	282	282	282	282	282	282	282		
		283	283	283	283	283	283	283	283	283	283	283		
<b>1 July 2016</b>	48	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*		
		255	255	255	175	255	255	175	255	255	255	255		
		268	268	268	255	268	268	255	267	268	268	268		
		284	284	284	268	284	284	268	268	284	284	284		
		285	285	285	284	285	285	284	284	285	285	285		
					285			285	285					
<b>12 December 2016</b>	53	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002
<b>1 July 2017</b>	53	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*		
<b>1 January 2018</b>	54		195*	195*										

\* - entry has staggered application dates according to ship type and size, and therefore multiple entries below. You are advised to read application details carefully in each case

Table 1b – NEW SHIPS – Likely amendments which are currently under discussion and development – subject to change

	From 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	FSUs and FPSOs	MODUs
<b>Expected 1 July 2016</b>	56	154	154	154	154	154	154	154	154	154	154		154	154
<b>Expected 1 January 2017</b>	58	232	185	185	185	185	232	185	185	185	185	241		256
		241	232	232	232	232	241	232	232	232	232			
		256	241	241	241	241	256	241	241	241	241			
			256	256	256	256	277	256	256	256	256			
			273	273	273	273		273	273	273	273			
<b>Expected 1 January 2018</b>	65	258	258	258	258	258	258	258	258	258	258			
<b>Expected 1 March 2018</b>	65	265	265	265	265	265	265	265	265	265	265			
<b>Expected 1 July 2018</b>	66	155	155	155	155	155	155	155	155	155	155	155	155	155
		234	234	234	192	192	192	192	192	192	192			
		246	246	246	234	234	234	234	234	234	234			
				246	246	246	246	246	246	246				

\* - entry has staggered application dates according to ship type and size, and therefore multiple entries below. You are advised to read application details carefully in each case

Table 2a - EXISTING SHIPS – Adopted mandatory regulatory amendments which are entering into force

	From 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	FSUs and FPSOs	MODUs
<b>Prior to 1 January 2012</b>	11	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	150-1* 153-1* 159* 209*	153-3*		
<b>1 January 2013</b>	17	182* 188-1	182* 188-1	182* 188-1	182* 188-1	182* 188-1	182* 188-1	182* 188-1	182* 188-1	182* 188-1	182* 188-1		188-1	188-1
<b>1 July 2014</b>	23	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236	159* 182* 219 226 236			
<b>1 January 2015</b>	26	150-1* 244 248 266	150-1* 244 248 249 266	150-1* 244 248 249 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 244 248 266	150-1* 240* 244 248 266	150-1* 244 248 266	150-1* 244 248 266			
<b>1 July 2015</b>	29	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*			
<b>1 January 2016</b>	33	150-1* 153-1* 259 260 262 270	150-1* 153-1* 259 260 262 270	150-1* 153-1* 218 259 260 262 270	150-1* 153-1* 255 259 260 261 262 270	150-1* 153-1* 255 259 260 262 270	150-1* 153-1* 259 260 262 270	150-1* 153-1* 259 260 261 262 270	150-1* 153-1* 259 260 262 270	150-1* 153-1* 259 260 262 270	150-1* 153-1* 259 260 262 270	153-3*		
<b>1 March 2016</b>	46	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283	271 281 282 283			
<b>1 July 2016</b>	48	159* 268	159* 268	159* 268	159* 268	159* 268	159* 255	159* 268	159* 267	159* 268	159* 268			



		284 285	284 285	284 285	284 285	284 285	268 284 285	284 285	268 284 285	284 285	284 285			
<b>12 December 2016</b>	53	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002	ILO0002
<b>1 July 2017</b>	53	159*	159*	159*	159*	159*	159*	159*	159*	159*	159*			
<b>1 January 2018</b>	54		195*	195*										
<b>1 July 2019</b>	54	219	219	219	219	219	219	219	219	219	219			

\* - entry has staggered application dates according to ship type and size, and therefore multiple entries below. You are advised to read application details carefully in each case

Table 2b - EXISTING SHIPS – Likely amendments which are currently under discussion and development –subject to change

	From 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	FSUs and FPSOs	MODUs
<b>Expected 1 July 2016</b>	56	154	154	154	154	154	154	154	154	154	154		154	154
<b>Expected 1 January 2017</b>	58	232	185 232 273	185 232 273 274	185 232 273	185 232 273	232	185 232 269 273 286	185 232 273	185 232 273	185 232 273 274			
<b>Expected 1 January 2018</b>	65	241 258	241 258	241 258	241 258	241 258	241 258	241 258	241 258	241 258	241 258	241		
<b>Expected 1 March 2018</b>	65	265	265	265	265	265	265	265	265	265	265			
<b>Expected 1 July 2018 onwards</b>	66	155 234 246	155 234 246	155 234 246	155 192 234 246	155 192 234 246	155 192 234 246	155 192 234 246	155 192 234 246	155 192 234 246	155 192 234 246	155	155	155

\* - entry has staggered application dates according to ship type and size, and therefore multiple entries below. You are advised to read application details carefully in each case

## Part 1 – Adopted future IMO legislation

### A – Adopted IMO requirements in a transitional period for full application\*

\* Requirements that have already entered into force but have application dates which exceed the entry into force date. For example, requirements with more than one phase of introduction or requirements with a period of grace.

<p><b>150-1</b></p> <p><b>1 July 2010</b></p> <p>Adopted by Resolution MEPC.176(58)</p> <p>Class News <b>Nos. 19/2011, 33/2012 and 22/2014</b></p> <p>Lloyd's Register Guidance Note - <b>Understanding exhaust gas treatment systems</b></p>	<p><b>The Revised MARPOL Annex VI</b></p> <p><b>Note:</b> These requirements were further revised at MEPC66. Please also refer to item 263 below.</p> <p><b>Background:</b> This is the comprehensive review of MARPOL Annex VI. As MARPOL Annex VI has been introduced as a protocol to the MARPOL Convention, these amendments will be applicable to the states which are party to the protocol only. The revised text of the MARPOL Annex VI was adopted at MEPC 58.</p> <p><b>Summary:</b> Entry into force dates on the key issues: SOx control</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Global</td> <td style="padding: 2px;">Emission Control Area</td> </tr> <tr> <td style="padding: 2px;">Before 1 July 2010: 4.5%</td> <td style="padding: 2px;">Before 1 July 2010:1.5%</td> </tr> <tr> <td style="padding: 2px;">From entry into force of revised Annex ( 1 July 2010) – 4.50 %</td> <td style="padding: 2px;">1 July 2010: 1.00%</td> </tr> <tr> <td style="padding: 2px;">1 January 2012: 3.5 0%</td> <td style="padding: 2px;">1 January 2015: 0.10%</td> </tr> <tr> <td style="padding: 2px;">1 January 2020: 0.50% (or 1 January 2025: 0.50% depending of the review of the fuel availability in 2018)</td> <td style="padding: 2px;"></td> </tr> </table> <p>NOx control</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Tier II control</td> <td style="padding: 2px;">1 January 2011</td> </tr> <tr> <td style="padding: 2px;">Tier III control (Emission Control Area only)</td> <td style="padding: 2px;">1 January 2016</td> </tr> </table> <p><b>NOx control – new engine</b> The following requirements were adopted at MEPC 59.</p> <p><u>For ships built between 1 January 2000 and 31 December 2010 (Tier I limits):</u> The requirement applies to each marine diesel engine with a power output of more than 130kW</p>	Global	Emission Control Area	Before 1 July 2010: 4.5%	Before 1 July 2010:1.5%	From entry into force of revised Annex ( 1 July 2010) – 4.50 %	1 July 2010: 1.00%	1 January 2012: 3.5 0%	1 January 2015: 0.10%	1 January 2020: 0.50% (or 1 January 2025: 0.50% depending of the review of the fuel availability in 2018)		Tier II control	1 January 2011	Tier III control (Emission Control Area only)	1 January 2016
Global	Emission Control Area														
Before 1 July 2010: 4.5%	Before 1 July 2010:1.5%														
From entry into force of revised Annex ( 1 July 2010) – 4.50 %	1 July 2010: 1.00%														
1 January 2012: 3.5 0%	1 January 2015: 0.10%														
1 January 2020: 0.50% (or 1 January 2025: 0.50% depending of the review of the fuel availability in 2018)															
Tier II control	1 January 2011														
Tier III control (Emission Control Area only)	1 January 2016														

17 g/kWhr where n is less than 130 rpm;  
45.0 x n (-0.2) g/kWhr when n is 130 rpm or more but less than 2000 rpm;  
9.8 g/kWhr when n is 2000 rpm or more  
where n = rated engine speed (crankshaft revolutions per minute).

For ships built between 1 January 2011 and 31 December 2015 (Tier II limits):

The requirement applies to each marine diesel engine with a power output of more than 130kW

14.36 g/kWhr where n is less than 130 rpm;  
44.0 x n (-0.23) g/kWhr when n is 130 rpm or more but less than 2000 rpm;  
7.66 g/kWhr when n is 2000 rpm or more

For ships built after 1 January 2016 (Tier III limits):

(The requirement applies to a diesel engine installed on a ship with a length of 24 metre or over; or to a diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of 750kW or more)

When operating with designated Emissions Control Areas:

3.4 g/kWhr where n is less than 130 rpm;  
9.0 x n (-0.2) g/kWhr when n is 130 rpm or more but less than 2000 rpm;  
1.96 g/kWhr when n is 2000 rpm or more

When operating outside a designated Emissions Control Area the Tier II limits shall apply.

Note: Operation within a designated Emissions Control Area will require the operation of exhaust gas treatment devices, such as a Selective Catalytic Reduction (SCR) device.

#### **Regulation 18.4 – Gas fuelled ships and definition of fuel**

The Committee agreed to exempt certain gas fuels such as LNG, CNG and LPG from those aspects of Regulation 18 which covers bunker delivery notes and MARPOL samples together with the associated supplier controls.

The following was added to the Regulation 18.4:

“Paragraph 5.6, 7.1 7.2, 8.1, .8.2,9.2, 9.3 and 9.4 of this regulation do not apply to gas fuels such as LNG, Compressed natural gas, or liquefied petroleum gas. The sulphur contents of the gas fuel deliver to the ship specifically for combustion on board that ship shall be provided by the supplier.”

#### **Volatile Organic Compound (VOC) Management Plan**

With effect from July 1, 2010, every tanker carrying crude oil is required to have on board and implement a ship-specific VOC Management Plan, approved by the flag Administration.

The plan should be prepared taking into account guidelines contained in Resolution MEPC.185 (59) and MEPC.1/Circ.680. The purpose of the plan is to ensure that VOC emissions resulting from tanker operations to which regulation 15.6 applies are prevented or minimised as much as possible.

A ship-specific VOC Management Plan must at the least provide written procedures for minimising VOC emissions during:

- loading of cargo
- sea passage, and
- discharge of cargo.

Additionally, VOCs generated during crude oil washing need to be considered.

If tanker design modifications (such as increasing the pressure of the cargo tanks) are to be made to minimise VOC emissions, strength aspects need to be considered and comprehensive calculations have to be carried out to confirm the structural strength and other related issues. This information must be provided within the VOC Management Plan when submitting it for approval.

#### **Ozone depleting substances**

An inventory for the list of substances kept onboard is required.

#### **Implication:**

**Shipowners and Managers:** Significant impact. The following is the primary areas for the owners' concern:

- Selection of the fuel (There could be difficulties in obtaining the required fuel, possible difficulties of using two fuels – especially change over prior to entering into SECA/ECA-SOx)
- VOC Management Plan
- Possible upgrade of existing engines

**Shipbuilder/Equipment manufacturers:** Significant impact for the compliance with the new standard for engines. There may be demands for the development of exhaust gas cleaning systems for which a number of regulatory developments are still required.

**Flag Administrations and their ROs:** Significant impact. It may require additional resources and expertise for the proper implementation of the new requirements. Development of the policy / standard for the requirement to the existing engines needs careful attention.

**Application:** All ships to which MARPOL Annex VI applies – generally speaking, ships of 400 gt and above (new and existing ships).

#### Relevant instruments

**MEPC.1/Circ.795/Rev.2 on Unified Interpretations to MARPOL Annex VI clarifies the applicability of the requirements for bunker delivery notes**

<p>153-1</p> <p>1 January 2011</p> <p>Adopted by Resolution MSC.269(85)</p> <p>Class News No. 40/2010</p>	<p><b>SOLAS 1974 Regulations II-2/1 and II-2/19 – Carriage of dangerous goods (Note to table 1 and 2 and entire table 19.3)</b></p> <p><b>Background:</b> Inconsistencies between SOLAS and the IMDG Code led to the adoption of subject update.</p> <p><b>Summary:</b> The proposal was to update the Note 1 to table 19.1 and 19.2 as well as replace entire table 19.3 with the relevant amendments to regulation 1. The similar amendments were proposed together to chapter 7 of the HSC Code.</p> <p><b>Implication:</b> No changes are required to the ship construction. Carriage of dangerous goods in packaged form will be mainly affected while there will be little or no effect on carriage of solid dangerous goods in bulk.</p> <p><b>Application (further amendments were approved at MSC 89, please see MSC.338(91)):</b> New ships (constructed on or after 1 January 2011). Application to existing ships is effected through amendments to Chapter II-2, regulation 1. The following ships must comply no later than the date of the first renewal survey on or after 1 January 2011:</p> <ul style="list-style-type: none"> <li>– Cargo ships of 500 gt and above and passenger ships constructed on or after September 1, 1984, but before January 1, 2011; and</li> <li>– Cargo ships of less than 500 gt constructed on or after February 1, 1992, but before January 1, 2011.</li> </ul> <p><b>Exceptions:</b> Chapter II-2, regulation 1 exempts older vessels from complying with certain requirements of the revised regulation 19 if they differ from those contained in the previous regulation 19 and the older regulation 54, which is being phased out. Specifically; alterations to cargo space fire detection systems are not required on older vessels if the revised regulation 19 requirements are different, and vessels built before July 1, 1998, do not need to comply with the revised regulation 19 ro-ro space separation requirements.</p> <p><b>Note:</b> MSC 85 confirmed that the provisions of regulation II-2/19 do not apply to dangerous goods in “excepted quantities” pending entry into force of the relevant amendments to regulation II-2/19 (1 January 2011). (Refer to chapter 3.5 of the IMDG Code)</p>
<p>153-3</p> <p>1 January 2011</p> <p>Adopted by Resolution MSC.271(85)</p>	<p><b>International Code of Safety for High-Speed Craft, 2000 (HSC Code 2000)</b> Paragraph 7.17 – Fire Safety – note 1 to table 7.17-1 and entire table 7.17-3</p> <p><b>Background:</b> Similar amendments were approved for SOLAS chapter II-2. (see item 153-1)</p> <p><b>Summary:</b> A set of amendments similar to those to the SOLAS Chapter II-2 were introduced in the HSC Code 2000. Existing note 1 to table 7.17-1 has been revised to clarify an application of ventilation requirements for different classes of dangerous goods carried in container cargo spaces. Similar to the re-insertion of the footnote for SOLAS Regulation 19, footnotes 17 and 18 under table 7.17-3 of the 2000 HSC code were also agreed for re-insertion. Footnotes 9 and 10 under table 7.17-3 were also inserted. The MSC 85, in conjunction with the decision made to SOLAS Regulation II-2/19 above, agreed not apply the requirements to dangerous goods in excepted quantities pending entry into force of the relevant amendments (1 January 2011).</p>

	<p><b>Implication:</b> Nominal, as this is primarily solving the inconsistencies between texts.</p> <p><b>Applications:</b> New crafts (constructed on or after 1 January 2011) and not later than the date of the first renewal survey on or after 1 January 2011 for existing crafts (crafts constructed on or after 1 July 2002).</p> <p><b>Note:</b> MSC 85 confirmed that the provisions of paragraph 7.17 do not apply to dangerous goods in “excepted quantities” pending entry into force of the relevant amendments to Paragraph 7.17 (1 January 2011). (Refer to chapter 3.5 of the IMDG Code)</p>
<p><b>159</b></p> <p><b>1 January 2011</b></p> <p>Adopted by Resolution MSC.282(86)</p> <p>Class News No. 33/2009</p>	<p><b>SOLAS 1974 Regulation V/19 – Carriage requirements of ECDIS</b></p> <p><b>Background:</b> ECDIS (Electronic Chart Display and Information System) is shipborne navigational equipment, which is regarded as an equivalent to paper charts as per the SOLAS regulation V/27 and the regulation V/19.2.1.4, thus its carriage was not mandatory. By the amendment adopted at MSC 86, ECDIS became mandatory for new ships in 2012 (passenger ships and oil tankers) or 2013/2014 (other ships). Existing ships are required to retrofit the system.</p> <p><b>Summary:</b> In paragraph 2.1, the existing subparagraph .4 is replaced by the following:</p> <p>“.4 nautical charts and nautical publications to plan and display the ship’s route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements of this subparagraph. Ships to which paragraph 2.10 applies shall comply with the carriage requirements for ECDIS detailed therein;”</p> <p>After the existing paragraph 2.9, the new paragraphs 2.10 and 2.11 are added. Paragraph 2.10 provides application details and paragraph 2.11 states that “administrations may exempt ships from the application of the requirements of paragraph 2.10 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .5 to .9 of paragraph 2.10.”</p> <p><b>Implication:</b></p> <p><b>Shipbuilders and manufacturers:</b> Builders will be required to take these requirements into consideration when designing a ship of which the keel will be laid on or after 1 July 2012/2013/2014 dependent on ship type and size. Manufacturers are to note that ECDIS is required to meet the IMO’s performance standard (A.817(19), as adopted by the Resolutions MSC.64(67), MSC.86(70) and MSC.232(82)).</p> <p><b>Shipowners and Managers:</b> As ECDIS will be required on the existing ships (at the first survey after the date specified in the table given below), Owners will be required to make retrofitting arrangements. Owners are encouraged to take the opportunity to make such arrangements at dry-docking, if there is such an opportunity. Owners are to ensure that ships will be provided with the Electronic Navigational Charts (ENCs) issued by a Hydrographic Authority or its agents that cover the intended voyages. Ship managers are to ensure that appropriate training and familiarization will be incorporated into the company’s SMS for the use of ECDIS in</p>

accordance with paragraph 6.5 of the ISM Code. Deck officers must be fully familiar with the operation of ECDIS prior to the first voyage after the installation of ECDIS in accordance with paragraph 6.3 of the ISM Code. Due reference is to be made to SN.1/Circ. 276 on Transitioning from paper chart to electronic chart display and information systems (ECDIS) navigation.

**Flag Administrations and their ROs:** Relevant survey guidelines should be prepared, which should include appropriate back up arrangements and the location of ECDIS in case of retrofitting.  
ISM auditors are to be made aware of the new requirements and the need for companies to introduce the corresponding training and familiarisation.

**Application** – to ships engaged on international voyages only:

Type of ships	Gross tonnage	New ships (Construction – keel laying date)	Existing ships (Ships not new ships)
Passenger ships	500 and above	1 July 2012	Not later than the first survey* on or after 1 July 2014
Tankers	3,000 and above	1 July 2012	Not later than the first survey* on or after 1 July 2015
Others	50,000 and above	1 July 2013	Not later than the first survey* on or after 1 July 2016
	20,000 and above but less than 50,000	1 July 2013	Not later than the first survey* on or after 1 July 2017
	10,000 and above but less than 20,000	1 July 2013	Not later than the first survey* on or after 1 July 2018
	3,000 and above but less than 10,000	1 July 2014	No retrofitting requirements to existing ships less than 10,000 gt

\*The first survey means the first annual survey, the first periodical survey or the first renewal survey, whichever is due first after the date specified. For a passenger ship, this is the first renewal survey for Passenger Ship Safety Certificate; for a cargo ship (non-passenger ship), this is either the Cargo Ship Safety Equipment Survey or, for ships with a Cargo Ship Safety Certificate, the Cargo Ship Safety Survey. For both passenger ships and cargo ships which are under construction, if the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the first survey is the initial survey.

209

1 January  
2012

**2010 STCW Convention and STCW Code**

**Background:** A comprehensive revision to the STCW convention was concluded in 2010.

**Summary:** Major changes are:



<p><b>Adopted by</b> 2010 Manila Conference</p> <p>Class News Nos. <b>31/2013</b> and <b>15/2014</b></p>	<ul style="list-style-type: none"> <li>– Updated standards of competence required, particularly in light of emerging technologies;</li> <li>– Detailed requirements on hours of work and rest, prevention of drug and alcohol abuse, and medical fitness standards for seafarer;</li> <li>– Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);</li> <li>– New certification requirements for able seafarers;</li> <li>– New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);</li> <li>– New requirements for marine environment awareness training and training in leadership and teamwork;</li> <li>– New training and certification requirements for electro-technical officers;</li> <li>– Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;</li> <li>– New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;</li> <li>– Introduction of modern training methodology including distance learning and web-based learning;</li> <li>– New training guidance for personnel serving on board ships operating in polar waters; and</li> <li>– New training guidance for personnel operating Dynamic Positioning Systems.</li> </ul> <p><b>Implication:</b> <b>Shipowners and Managers</b> are to note: Implication of the change made to the rest periods may affect manning level. During the transitional periods, Owners must ensure that seafarers will have new certificates meeting the new standard.</p> <p><b>Application:</b> The new requirements will apply to all the vessels (existing and new, of all the ship types). While the requirements entered into force on 1 January 2012, there is a 5 year transitional period granted for taking full effect (until 1 January 2017).</p>
<p><b>167</b></p> <p><b>1 January 2013</b></p> <p><b>Adopted by</b> Resolution MSC.291(87)</p> <p>Class News <b>No.24/2012</b></p>	<p><b>SOLAS 1974 Regulation II-1/3-11 - Corrosion protection of cargo oil tank of crude oil tankers</b></p> <p><b>Background:</b> Following accidents resulting from the structural failure of tankers, corrosion protection measures for cargo oil tankers were developed.</p> <p><b>Summary:</b> This regulation makes the performance standard mandatory. The following are the key points of the SOLAS regulation:</p> <ul style="list-style-type: none"> <li>– It sets up entry into force date by building contract, keel lay date and delivery date (in the same manner current SOLAS regulation II-1/3-2 defines)</li> <li>– It refers to the mandatory coating standard, which is to be adopted simultaneously</li> <li>– It accepts the alternative measures – i.e. use of the corrosion resistant steel, subject to compliance with the mandatory standard that will be developed by the IMO</li> <li>– The requirements do not apply to combination carriers and chemical tankers.</li> <li>– For the definition of a “crude oil tanker”, references are made to items 1.11.1 and 1.11.4 of the Supplement to the International Oil Pollution Prevention Certificate (Form B).</li> </ul>

<p>Lloyd's Register Guidance Note - <b>Corrosion protection of crude oil cargo tanks – New IMO regulations</b></p>	<p><b>Implication:</b> <b>Owner and builders:</b> The coating standard will affect fabrication process of crude oil tanker and to some extent, design itself. Builders would be required to have a qualified paint inspector for the job.</p> <p><b>Flag Administrations and their ROs</b> To be ready for the appropriate implementation once this discussion is concluded in the IMO.</p> <p><b>Application:</b> To new crude oil tankers of 5,000 dwt or above engaged on international voyages from the following date: Contract date: 1 January, 2013 Keel laid date (in the absence of a building contract): 1 July, 2013 Delivery date: 1 January, 2016</p> <p><u>In conjunction with the amendment to SOLAS, the following instruments were adopted</u>  <b>Resolution MSC.288(87) - Performance standard for protective coatings for cargo oil tanks of crude oil tankers</b>  <b>Resolution MSC.289(87) - Performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers</b>  <b>MSC.1/Circ. 1381 on Updating footnotes of Performance Standards for Protective Coating (PSPC) for Cargo Oil Tanks of Crude Oil Tankers (Resolution MSC.288 (87)) and Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Types of Ships and Double-Side Skin Spaces of Bulk Carriers (MSC.215 (82))</b>  <b>MSC.1/Circ. 1399 on Guidelines on the procedures for in-service maintenance and repair of coating systems for cargo oil tanks of crude oil tankers</b>  <b>MSC.1/Circ. 1421 on Guidelines on exemptions for crude oil tankers solely engaged in the carriage of cargoes and cargo handling operations not causing corrosion</b>  <b>MSC.1/Circ.1478 on Unified Interpretation on the application of the performance standard for alternative means of corrosion protection for cargo oil tanks of crude oil tankers (Resolution MSC.289(87))</b>  <b>MSC.1/Circ.1479 on Unified Interpretation on the application of the performance standard for protective coatings for cargo oil tanks of crude oil tankers (Resolution MSC.288(87))</b></p>
<p><b>182</b></p> <p><b>1 January 2013, Entry into force</b></p> <p><b>1 July 2014, Entry into</b></p>	<p><b>Amendments to the SOLAS Regulation III/1 – on load release mechanisms and to the LSA Code – paragraph 4.4.7.6 – on load release hooks</b></p> <p><b>Background:</b> In order to minimise accidents associated with on load release mechanism the IMO developed amendments to SOLAS regulation III/1.5, the LSA Code chapter IV, and “Recommendations on the test procedure for Life Saving Appliances (MSC.81 (70))” with a view to applying the requirements to both new and existing ships on-load release and retrieval systems. The circular MSC.1/Circ.1392 was also developed to evaluate compliance of existing on-load release and retrieval systems.</p> <p><b>Summary:</b> As a result of many years of discussion the Guidelines for Evaluation and Replacement of Lifeboat Release and Retrieval Systems (MSC.1/Circ.1392) were finalised by DE 55. These guidelines consist of a multi stage evaluation: initial design assessment of each release mechanism type by the manufacturer; a design review by the Flag Administration and/or Recognised Organisation against relevant parts of the LSA Code,</p>

<p><b>effect</b></p> <p><b>Adopted by</b> Resolution MSC.317(89)</p> <p>Class News <b>No.09/2011</b></p> <p>Lloyd's Register Guidance Note - <b>Lifeboat release and retrieval systems</b></p>	<p>followed by a performance test; and reporting of the results of the evaluation to the IMO. Additionally, an onboard verification will be carried out (one-time follow up overhaul examination) for every operating mechanism on every ship.</p> <p><b>Implication:</b> <b>Shipowners and Managers:</b></p> <p><b>Existing ships:</b> Identify whether installed lifeboats' on-load release mechanisms have been evaluated and identified as being in compliance with the LSA Code Chapter IV, as amended by MSC.320(89), If not, replacement of release mechanisms will be required. Further, if the manufacturer of the hooks onboard is no longer in existence, there may be a possibility that such hooks will be required to be replaced, as design appraisal, etc. may not be possible.</p> <p><b>New ships:</b> On-load release mechanisms on lifeboats installed on/after the entry into force date of the amendments to the LSA Code will be required to comply with the new requirements in full. The application scheme is crucial in this regard – see the "application" section below.</p> <p><b>Manufacturers:</b> Ensure that past and existing lifeboats' on-load release mechanism designs have been evaluated as being a "safe design/have a good safety record". If not, then clients will be required to replace mechanisms. New mechanisms will be required to comply with the new requirements of the LSA Code in full and be suitably type approved. Manufactures will be required to undergo a re-approval process for hooks that have previously been approved. There may be additional costs for this process.</p> <p><b>Flag Administrations and their ROs :</b> Ensure that existing lifeboats' on-load release mechanism are evaluated to verify compliance with the LSA Code as amended by MSC.320(89) and share this information with other Administrations.</p> <p><b>Application:</b> Lifeboat on-load release hooks as required by the SOLAS chapter III (on passenger ships regardless of tonnage engaged on international voyages and cargo ships (non-passenger ships) of 500 gt or over engaged on international voyages). It is tentatively agreed that implementation (after the entry into force of the requirement) will be 1 July 2014 for new ships, and first scheduled dry docking for existing ships. However, it should be noted that design appraisal of the on-load release mechanism and other necessary verification work should be completed well before that date. Refer to MSC.1/Circ.1393.</p> <p><u>Associated requirements adopted/approved at MSC 89:</u>  <b>Resolution MSC. 320 (89) – Adoption of amendments to the international life-saving appliances (LSA) code</b>  <b>MSC.1/Circ.1392 on Guidelines for evaluations and replacement of lifeboat release and retrieval systems</b>  <b>MSC.1/Circ.1393 on Early application of new SOLAS regulation III/1.5.</b>  <b>Resolution MSC.321(89) – Adoption of amendments to the revised recommendation on testing of life-saving appliances (Resolution MSC.81(70)), as amended</b></p>
<p><b>188</b></p>	<p><b>New Chapter 4 of MARPOL Annex VI –Energy Efficiency Design Index (EEDI)</b></p> <p><b>Note:</b> These requirements were further revised at MEPC 66. Please also refer to item 264 below.</p>

**1 January  
2013**

**Adopted by**  
Resolution  
MEPC.203(62)

Class News  
**15/2011** and  
**33/2012**

**Background:** EEDI is a design index for a ship's energy efficiency. It was originally developed as a non-mandatory instrument to help control CO<sub>2</sub> emissions from shipping but now the EEDI is mandatory under Annex VI of the MARPOL Convention which was concluded at MEPC 62 (July 2011).

**Summary:** EEDI reflects the amount of CO<sub>2</sub> generated per tonne-mile (cargo carrying capacity). It constitutes a uniform approach to calculation of a ship's energy efficiency during design and building of new ships and will be used to control CO<sub>2</sub> levels emitted for future ships by encouraging improvements in ship design.

The regulation is currently applicable for new ships as given below, except for ships with diesel-electric, steam turbine or hybrid propulsion system:

Dates

- Ship for which the building contract is placed on or after 1st January 2013;
- In the absence of a building contract, the keel is either laid or which is at a similar stage of construction, on or after 1st July 2013;
- The delivery of the ship is on or after 1st July 2015.
- Additional phase implementation dates are detailed under MEPC.1/Circ.795 (currently MEPC.1/Circ.795/Rev.2)

Ship types

- Bulk carrier
- Gas tanker
- Container ship
- General cargo ships (excluding specialized dry cargo ships, namely livestock carrier, barge carrier, heavy load carrier, yacht carrier, nuclear fuel carrier)
- Refrigerated cargo carrier
- Combination carrier
- Passenger ship
- Ro-ro cargo ship (vehicle carrier)
- Ro-ro cargo ship (volume carrier)

These ships are required to have an Attained EEDI (i.e. actual verifiable values).

In addition, some ship types listed below are required to meet an Attained EEDI which is equal to or less than the Required EEDI values (i.e. determined using reference lines). The required EEDI is drawn up based on the EEDI reference line related to ships construction as shown in the table below.

**Table** - Reduction rate in percentage for the Required EEDI compared to the EEDI Reference line

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*

**Implication:**

**Builder and designers:** Potential change to ship/machinery design to reduce GHG emissions. There are several ways to achieve this, such as:

- Increase ship size: engine power ratio
- Reduce light ship weight
- Innovative solutions (air bubble – friction reduction)
- Optimize 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 Managers:** There are a number of technical and operational measures that can be considered to reduce GHG emissions.

**Application:** The EEDI needs to be calculated for the ship types listed above which are greater than 400 gt.

The following instruments were also developed in relation to this amendment

Resolution MEPC.212 (63)) - 2012 Guidelines on the method of calculation of attained EEDI for new ships

Resolution MEPC.224(64) - Amendments to 2012 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for

	<p>New Ships  Resolution MEPC.215 (63)) - Guidelines for calculation of reference lines for use with the energy efficiency design index  Resolution MEPC.214 (63) - 2012 Guidelines for survey and certification of EEDI  MEPC.1/Circ.796 on Interim Guidelines for the calculation of the coefficient fw for decrease in ship speed in a representative sea condition  Resolution MEPC.232(65) on 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions</p>
<p><b>188 -1</b></p> <p><b>1 January 2013</b></p> <p>Adopted by Resolution MEPC.203(62)</p> <p>Class News <b>No. 15/2011</b></p> <p><b>Please, also refer to item 264</b></p>	<p><b>New Chapter 4 of MARPOL Annex VI, Regulation 22 - SEEMP (Ship Energy Efficiency Management Plan)</b></p> <p><b>Background:</b> In conjunction with the requirements on EEDI given above, requirements for SEEMP were also adopted at MEPC 62.</p> <p><b>Summary:</b> The Regulation requires that all ships of 400 gt or above are to have a Ship Energy Efficiency Management Plan (SEEMP) onboard which addresses ship-specific energy efficiency measures and which should meet relevant Guidelines developed by the IMO. While SEEMP is a part of requirements for the newly introduced International Energy Efficiency Certificate (IEE Certificate), the presence of SEEMP will also be verified at intermediate and renewal surveys required under existing MARPOL Annex VI for the International Air Pollution Prevention Certificate (IAPP Certificate).</p> <p>Approval of a SEEMP by the flag Administration or its RO is not required. The SEEMP may form part of the ship's Safety Management System (SMS). The SEEMP should be written in a working language or languages understood by ships' personnel.</p> <p><b>Implication:</b>  <b>Shipowners and Managers:</b> There are a number of technical and operational measures that can be considered to reduce GHG emissions which need to be addressed in the SEEMP. The timely provision of a SEEMP to all the vessels (by 1 January 2013 or the first intermediate or renewal survey for the IAPP certificate thereafter, as per ship category – see 'Application' section) may be a challenge as SEEMP must be a ship specific plan.</p> <p><b>Application:</b> As per MARPOL Regulation 22, the SEEMP is required for all ships, including MODU, FPSO and FSU while it will not be required for platforms, rigs and offshore structures.</p> <p>MEPC.1/Circ.795/Rev.2 states that applicability is for all ships excluding platforms (which includes FPSOs and FSUs) and drilling rigs, regardless of their propulsion, and any other ship without means of propulsion.</p> <p>As per MARPOL Regulation 22, the entry into force date is 1 January 2013. After the enforcement date, for new ships; a SEEMP is required to be found on board on delivery, and for existing ships; a SEEMP must be available on board and get verified at the first intermediate or renewal survey for the IAPP certificate, whichever is first.</p> <p>MEPC.1/Circ.795/Rev.2 provides some more clarifications on the verification process of the SEEMP and the survey cycle of the IECC.</p> <p><u>The following instruments were also developed in relation to this amendment</u></p>

	Resolution MEPC.213 (63) - 2012 guidelines for the development of a ship energy efficiency management plan (SEEMP)
<p>219</p> <p>1 July 2014</p> <p>Adopted by Resolution MSC.338(91)</p> <p>Class News No. 18/2014</p>	<p><b>Amendments to SOLAS Regulation II-2/10.10.1 - Audible alarm device to notify low air pressure in self-contained breathing apparatus cylinders</b></p> <p><b>Background:</b> FP 55 agreed that self-contained breathing apparatus shall be fitted with an audible alarm and a visual or other device which would alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litres. This is the only amendment to the FSS Code (Chapter 3.2.1.2) agreed at FP 55 that will be applied retrospectively.</p> <p><b>Summary:</b> While considering the amendments to Chapter 3.2.1.2 of FSS Code, MSC 91 also recognised the need for amending SOLAS regulation II-2/10.10.1. Accordingly, MSC 91 adopted amendments to regulation II-2/10.10.1 and associated amendments to Chapter 3.2.1.2 of FSS Code (please see details below), to clarify that self-contained compressed air breathing apparatus of fire-fighters' outfits shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 litres. The Committee also noted that the ships built prior to 1 July 2002 were only required to be fitted with smoke helmets/smoke masks (without portable tanks) as part of fireman's outfits and therefore a five year period of grace was allowed for such ships to be provided with the new equipment, to comply with the new requirements.</p> <p><b>Implication:</b> The new requirement will pose stricter approval arrangements for the breathing apparatus equipment. This may result in a small cost increase. Training and operational procedures should be updated. In addition, training may be required for crews who have not used this type of BA equipment before.</p> <p><b>Application:</b> The new requirement will apply to new ships constructed on or after 1 July 2014. Existing ships will be required to comply accordingly by 1 July 2019.</p> <p><u>Relevant instruments</u> Resolution MSC.339(91)) - Amendment to the FSS Code Chapter 3 - Personnel Protection (Breathing apparatus)</p>
<p>208</p> <p>1 July 2014</p> <p>Adopted by Resolution MSC.337(91)</p>	<p><b>New SOLAS Regulation 3-12 - Protection against noise and amendment to SOLAS Chapter II-1, Regulation 36 (to delete the regulation in view of the new regulation II-1/3-12)</b></p> <p><b>Background:</b> In order to make the draft 'Code on Noise Levels on board Ships' mandatory, amendment to SOLAS is required.</p> <p><b>Summary:</b> MSC 91 adopted the new regulation II-1/3-12, which requires applicable ships to be constructed in accordance with the new 'Code on Noise Levels on board Ships'.</p>

<p>Class News No. 25/2014</p>	<p><b>Application:</b> Regulation II-1/3-12 and the 'Code on Noise Levels on board Ships' will be applicable to new ships of 1,600 gt or above, based upon the following criteria:</p> <ul style="list-style-type: none"> <li>– for which the building contract is placed on or after 1 July 2014; or</li> <li>– 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 January 2015; or</li> <li>– the delivery of which is on or after 1 July 2018</li> </ul> <p>Ships satisfying the following criteria should comply with the requirements of existing regulation II-1/36, the text of which has been included in the new regulation II-1/3-12; consequentially II-1/36 will expire on 1 July 2014, when II-1/3-12 will enter into force.</p> <ul style="list-style-type: none"> <li>– Ships delivered before 1 July 2018 and:</li> <li>– contracted for construction before 1 July 2014 and constructed on or after 1 January 2009 but before 1 January 2015; or</li> <li>– in the absence of a building contract, the keels which were laid or at a similar stage construction on or after 1 January 2009 but before 1 January 2015</li> </ul> <p>The Code is not applicable to ship types mentioned in paragraph 1.3.4 of the Code, as shown below.</p> <ul style="list-style-type: none"> <li>– dynamically supported craft;</li> <li>– high-speed craft;</li> <li>– fishing vessels;</li> <li>– pipe-laying barges;</li> <li>– crane barges;</li> <li>– mobile offshore drilling units;</li> <li>– pleasure yachts not engaged in trade;</li> <li>– ships of war and troopships;</li> <li>– ships not propelled by mechanical means;</li> <li>– pile driving vessels; and</li> <li>– dredgers.</li> </ul> <p><u>Relevant instruments</u> Resolution MSC.337(91) - Code on noise levels on board ships</p>
<p>226 1 July 2014</p>	<p><b>Amendments to SOLAS Regulation 10.10.4 - Communication equipment for fire-fighting teams</b></p> <p><b>Background:</b> 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 diver emergency alarm, PASS alarm and location lights were proposed.</p> <p><b>Summary:</b> MSC 91 adopted amendments to SOLAS Regulation II-2/10 to add a new paragraph 10.4, to clarify that a minimum of two two-way</p>



<p><b>Adopted by</b> Resolution MSC.338(91)</p> <p>Class News No. <b>18/2014</b></p>	<p>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><b>Implication:</b> The new SOLAS Regulation II-2/10.4 do not specify a performance standard or criteria to verify whether portable radio apparatuses 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><b>Application:</b> This requirement will apply to all SOLAS ships constructed on or after 1 July 2014. Existing ships should comply with this requirement, not later than the first survey after 1 July 2018.</p>
<p><b>236</b></p> <p><b>1 July 2014</b></p> <p><b>Adopted by</b> Resolution MSC. 338 (91)</p> <p>Class News <b>No. 34/2013</b></p>	<p><b>New SOLAS Regulation III/17-1 - Recovery of persons from the water</b></p> <p><b>Background:</b> The IMO had agreed (in May 2006) that SOLAS should be amended to require all ships to have a means onboard to recover persons from the sea who were unconscious or otherwise unable to help themselves. It had also been agreed that performance standards for these systems were needed before the amendment should enter into force. Following lengthy discussions it has been agreed that guidelines rather than a performance standard should be developed. The SOLAS amendment to chapter III is only applicable to ships on international voyages, this resolution will encourage flag Administrations to consider the extent to which the SOLAS provisions should apply to ships which are not covered by SOLAS chapter III.</p> <p><b>Summary:</b> New regulation III/17-1 requiring all ships to have ship-specific plans and procedures for the recovery of persons from the water was adopted. The plans and procedures shall identify the equipment intended to be used for recovery purposes and measures to be taken to minimize the risk to shipboard personnel involved in recovery operations.</p> <p><b>Implication:</b> All ships will need to ensure that they have plans and procedures onboard showing how the ship can recover persons from the sea.</p> <p><b>Application:</b> To new SOLAS ships constructed on or after 1 July 2014. To existing SOLAS ships by the first intermediate or first renewal survey after 1 July 2014.</p> <p><u>Relevant instruments</u> <b>Resolution MSC.346(91) - Application of SOLAS Regulation III/17-1 to ships to which SOLAS Chapter III does not apply</b> <b>MSC.1/Circular 1447 on Guidelines for the development of plans and procedures for recovery of persons from water</b></p>

## B – Adopted IMO requirements entering into force in the near future

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

### 1 January 2015

<p>248</p> <p>1 January 2015</p> <p>Adopted by various resolutions as indicated</p>	<p><b>Amendments to SOLAS, Regulation III/19 related to enclosed space entry and rescue drills and other relating instruments (MSC.350 (92)):</b></p> <ul style="list-style-type: none"> <li>– 1994 HSC Code Chapter 18 – Operational requirements (MSC.351 (92))</li> <li>– 2000 HSC Code Chapter 18 – Operational requirements (MSC.352 (92))</li> <li>– Amendments to the 1979 MODU Code - Section 10.6.4 Enclosed space entry and rescue drills and Section 14.5 - Procedures for entry into enclosed spaces as well as Section 14.6 – Records (MSC.357 (92))</li> <li>– Amendments to the 1989 MODU Code - Section 14.5 - Procedures for entry into enclosed spaces, Section 14.13 (new) - Enclosed space entry and rescue drills, and Section 14.15 – Records (MSC.358 (92))</li> <li>– Amendments to 2009 MODU Code – Section 14.7 - 14.7 Procedures for entry into enclosed spaces and 14.14 Enclosed space entry and rescue drills (MSC.359 (92))</li> <li>– Amendments to the DSC Code – Chapter 17 – Operational requirements (MSC.360 (92))</li> </ul> <p><b>Background:</b> Entry into enclosed spaces is a serious threat to life of personnel working onboard. IMO adopted the Assembly Resolution A.1050(27) for the recommended measures.</p> <p><b>Summary:</b> The amendments require drills for entry into enclosed spaces and rescue of personnel from the space at least once in every two months</p> <p><b>Implication:</b> The new drill should be included in the shipboard programme for drills.</p> <p><b>Application:</b> SOLAS ships - similar arrangements are prepared for non-SOLAS ships</p>
<p>249</p> <p>1 January 2015</p>	<p><b>Amendments to SOLAS, Regulation III/19 related to passenger mustering</b></p> <p><b>Background:</b> IMO has been reviewing various aspects of passenger ship safety in light of the lessons learned from the unfortunate capsizing of the large cruise ship Costa Concordia in January 2012 and other related proposals from member states and industry. It was noted that in the event of an accident soon after leaving port, not all passengers will have experienced a muster drill and therefore be prepared for an appropriate emergency response.</p>

<p>Adopted by Resolution MSC.350(92)</p> <p>Class News No. 42/2014</p>	<p><b>Summary:</b> Amendments to SOLAS Regulation III/19.2.2 and III/19.2.3 were adopted with regard to mustering for ships where passengers will be onboard for more than 24 hours.</p> <p><b>Implication:</b> Passenger ship operators need to consider how to implement these requirements. This may require additional port time or re-scheduling passenger ship operation time.</p> <p><b>Application:</b> All passenger ships engaged in international voyages which last more than 24 hours.</p>
<p>266</p> <p>1 January 2015</p> <p>Adopted by Resolution MSC.350(92)</p>	<p><b>Amendments to SOLAS Regulation V/19 - Correction of application clause of Bridge Navigation Watch Alarm Systems (BNWAS) requirements</b></p> <p><b>Background:</b> Carriage requirements of BNWAS were introduced by Resolution MSC.282(86). While the intent was to require the carriage of BNWAS to both new and existing ships, owing to an error in the text, ships constructed prior to 1 July 2002 were not subject to the requirement.</p> <p><b>Summary:</b> The error was corrected by this resolution. In principle, this reflects the understanding and practice of Lloyd's Register. In order to accommodate the needs of flag Administrations which had a different understanding of the requirements, a further phase-in scheme and exemption clause for ships constructed before 1 July 2002 was inserted.</p> <p><b>Implication:</b> Nominal for ships certified by Lloyd's Register.</p> <p><b>Application:</b> Ships required to carry a BNWAS.</p>
<p>240</p> <p>1 January 2015</p> <p>Adopted by Resolution MSC.354(92)</p>	<p><b>IMSBC Code amendments 02-13</b></p> <p><b>Background:</b> This is a routine update to harmonize the development at UN side and to update and add new cargo schedules to Appendix 1 of the Code.</p> <p><b>Summary:</b> These updates will come into effect voluntarily from 1 January 2014 and on a mandatory basis from 1 January 2015. The amendments include new schedules for nickel ore, or ammonium nitrate UN 1942 and ammonium nitrate based fertilizer UN 2071 and various updates. It was agreed that it was acceptable to carry fuel oil in tanks adjacent to cargo holds loaded with UN 1942 provided heating arrangements remain disconnected, and it is acceptable to carry fuel oil in any tank, double bottom or pipe adjacent to cargo holds loaded with UN 2067, UN 2071 and non-hazardous ammonium nitrate based fertiliser, provided there are means to monitor the means to control the heating of fuel oil to no more than 50 Deg. C. The amendments also include training provisions for shore side-personnel.</p> <p><b>Implication:</b> It is expected that the new schedule, together with circulars, will help the safe carriage of the solid bulk cargoes. Shippers/Owners who</p>

<p>Class News <a href="#">No. 26/2013</a></p>	<p>are involved in the transport of the above cargo should pay due attention to the new requirements as ships' structure/ventilation etc. may be required to be modified.</p> <p><b>Application:</b> All ships carrying solid bulk cargoes regardless of ship type or date of construction from:</p> <ul style="list-style-type: none"> <li>- 1 January 2014 on voluntary basis</li> <li>- 1 January 2015 on mandatory basis.</li> </ul> <p><u>Relevant instruments</u>  MSC.1/Circ. 1452 on Early implementation of the amendments (02-13) to the International Maritime Solid Bulk Cargoes (IMSBC) Code  MSC.1/Circ. 1453 on Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code and their condition of carriage  MSC.1/Circ. 1454 on Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes that may liquefy  MSC.1/Circ. 1395/Rev.1 on List of Solid Bulk Cargoes for which Fixed Gas Fire-Extinguishing system may be excepted for which a fixed gas fire extinguishing system is ineffective</p>
<p>244</p> <p>1 January 2015</p> <p>Adopted by Resolution MSC.353(92)</p> <p>Class News <a href="#">No. 34/2014</a></p>	<p><b>Amendments to the International Safety Management (ISM) Code</b></p> <p><b>Background:</b> The ISM Code has been reviewed in order to improve its implementation and make it more effective and user-friendly.</p> <p><b>Summary:</b> Elements, such as "major non-conformity", safe manning, including a new requirement for the Company to ensure that the ship is appropriately manned were addressed.</p> <p><b>Implication:</b> The change will require updates of various documents/manuals to meet the requirements of the ISM Code.</p> <p><b>Application:</b> All ships and management companies.</p> <p><u>Relevant instruments</u>  Resolution A.1071(28) - Amendments to the Revised Guidelines on the Implementation of the International Safety Management (ISM) Code by Administrations  MSC-MEPC.7/Circ.8 on Revised Guidelines for the operational implementation of the International Safety Management (ISM) Code by Companies</p>
<p>243</p>	<p><b>Code for Recognized Organizations (RO Code)</b></p> <p><b>Background:</b> The mandatory Assembly Resolutions A.739(18) - Guidelines for the authorization of organizations acting on behalf of the</p>

<p><b>1 January 2015</b></p> <p>Adopted by Resolutions MEPC.237(65) &amp; MSC 349(92)</p>	<p>Administration, and A.789(18)- Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration have been reviewed to develop as a mandatory code, taking into account the developments of various standards.</p> <p><b>Summary:</b> The Code serves as the international standard and consolidated instrument containing the minimum criteria against which organizations are assessed towards recognition and authorization and the guidelines for the oversight by flag Administrations.</p> <p><b>Implication:</b> No direct impact to the industry.</p> <p><b>Application:</b> To flag Administrations</p> <p><u>Relevant instruments</u>  While the code was being prepared as a new Assembly Resolution, relevant amendments to the international conventions have been made to make the code mandatory via these conventions:  <b>SOLAS regulation XI-1/1 (MSC.350 (92))</b>  <b>1988 Protocol to 1966 Load Line Convention Annex I regulation 2-1. (Resolution MSC.356 (92))</b>  <b>MARPOL Convention Annex I regulation 6 (by resolution MEPC.238 (65))</b>  <b>MARPOL Convention Annex II regulation 8 (by resolution MEPC.238 (65))</b></p>
<p><b>150-1</b></p> <p>(Repeated)</p> <p><b>1 January 2015</b></p>	<p><b>Revised MARPOL Annex VI</b>  Sulphur control in the emission control area - to 0.10%. See item 150-1 in part A.</p>

**1 July 2015**

<p><b>159</b></p> <p>(Repeated)</p> <p><b>1 July 2015</b></p>	<p><b>SOLAS 1974, Regulation V/19 – Carriage requirements of ECDIS</b>  Retrofitting requirements for tankers (of 3,000 gt or above). See item 159 in part A.</p>
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<p>263</p> <p>1 September 2015</p> <p><i>(see Application for actual enforcement date)</i></p> <p>Adopted by Resolution MEPC.251(66)</p>	<p><b>Amendments to MARPOL Annex VI (effective date for Tier III NOx emission standards)</b></p> <p><b>Background:</b> MEPC 65 reviewed the availability of NOx emissions reduction technology, based on a correspondence group report (MEPC 65/4/7). Paragraph 13 of the report recommended that the Tier III application date should remain as 1 January 2016, as stated in Reg 13.5.1 of MARPOL Annex VI. Proposals were made that the implementation date should delay and those were considered in MEPC 66.</p> <p><b>Summary:</b> MEPC 66 accepted a delay in the application to large yachts (greater than 24m in length and of a gt of less than 500) until 2021, but did not accept a change for other ship types sailing in the existing NOx ECAs. However it was decided that for any future ECA, the Tier III requirement will be made mandatory to ships constructed on or after the announcement of the establishment of the ECA, or any date decided by the party(ies) proposing the ECA but not earlier than the announcement date. In other words, Tier III requirements will apply as follows:</p> <ul style="list-style-type: none"> <li>– Ships that will be operating in ECAs in America (North American and US Caribbean Sea) - ships constructed on or after 1 January 2016.</li> <li>– Ships that will be operating in future ECAs (that might be established) - applies to ships constructed on or after the date that ECA is adopted by MEPC, or a date decided by the parties concerned but not earlier than the date of adoption.</li> <li>– Notwithstanding the above, yachts (ships used solely for recreational purposes) of less than 500 gt constructed before 1 January 2021 do not need to comply with Tier III requirement, and recreational yachts of less than 24m will not need to comply with Tier III even after that date.</li> </ul> <p><b>Implication:</b> A thorough examination of all the applied parameters to take place before selecting a Tier II or Tier III engine for newbuildings.</p> <p><b>Application:</b> Ships constructed (keel laid) on or after 1 January 2016.</p>
<p>264</p> <p>1 September 2015</p> <p>Adopted by Resolution MEPC.251(66)</p>	<p><b>Amendment to the MARPOL Annex VI on extension of EEDI requirements and Exemption for cargo ships with Ice-breaking capacity and others</b></p> <p><b>Background:</b> Energy Efficiency Design Index was introduced by Resolution MEPC.203 (62) which entered into force on 1 January 2013. This is the 2<sup>nd</sup> stage requirements.</p> <p><b>Summary:</b> Amendments to the MARPOL Convention were adopted to incorporate the following ship types with conventional propulsion (unless otherwise stated) into the regulatory framework contained within Chapter 4:</p> <ul style="list-style-type: none"> <li>– LNG Carriers (including non-conventional propulsion)</li> <li>– Ro-ro cargo ships (pure vehicle carrier)</li> <li>– Ro-ro cargo ships</li> </ul>

<p>Class News No. 46/2014</p>	<ul style="list-style-type: none"> <li>- Ro-ro passenger ships</li> <li>- Cruise passenger ships (having non-conventional propulsion only)</li> </ul> <p>This set of amendments also includes exemption for ships with ice breaking capabilities and clarification that regulation 19 does not apply to ships not propelled by mechanical means.</p> <p><b>Implication:</b> The new requirements for these ship types will apply after the start of Phase 1 of the implementation of the EEDI regulation. This will require new ships of these types to comply with the 5% reduction from EEDI reference line (10% in the case of LNG Carriers). In addition, these ship types will be required to have their attained EEDI values calculated in accordance with updated guidelines which reflect specific criteria.</p> <p><b>Application:</b> These amendments apply to the above mentioned ship types and will enter into force on 1 September 2015 with the following application criteria:</p> <ul style="list-style-type: none"> <li>- for which the building contract is placed on or after 1 September 2015; or</li> <li>- in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after 1 March 2016; or</li> <li>- the delivery of which is on or after 1 September 2019</li> </ul> <p><u>Relevant instruments</u>  <b>Resolution MEPC.232(65) - 2013 Interim Guidelines for Determining Minimum Propulsion Power to maintain the manoeuvrability of Ships in Adverse Conditions (as revised by resolution MEPC.255 (67) - see below)</b>  <b>Resolution MEPC.231(65) – 2013 Guidelines for Calculation of Reference Lines for Use with the Energy Efficiency Design Index (EEDI)</b>  <b>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</b>  <b>Resolution MEPC.234(65) – Amendments to 2012 Guidelines on Survey And Certification of the Energy Efficiency Design Index (EEDI) (Resolution MEPC.214(63)), as amended.</b></p> <p>The resolutions containing the guidelines for calculation of the EEDI, survey and certification of EEDI reference lines (MEPC.212(63), MEPC.214(63) and MEPC.215(63) respectively) were amended to reflect the aforementioned requirements and the associated technical parameters and methods proposed at MEPC 65. As it was expected, these amendments were adopted at MEPC 66:</p> <p><b>Resolution MEPC.245(66) - 2014 Guidelines on the method of calculation of the attained EEDI for new ships</b>  The revision addressed:</p> <ul style="list-style-type: none"> <li>- Use of DWT to define size threshold for required EEDI for Ro-ro passenger ships – DWT replaces GT in table 1 of regulation 21.1 of MARPOL Annex VI.</li> <li>- Ships with dual-fuel engines – method for identifying primary fuel in order to determine relevant carbon factor Cf for use in calculating EEDI.</li> <li>- Calculation of the attained EEDI for ships defined in regulations 2.32 to 2.35 of MARPOL Annex VI – agreement to calculate the attained EEDI for passenger ships with conventional propulsion using existing calculation methods until such time as specific guidelines for this ship type becomes available.</li> <li>- Calculation of the attained EEDI for LNG carriers – new methodology to calculate EEDI for LNG Carriers with direct drive, diesel-electric and</li> </ul>
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	<p>steam turbine propulsion. The guidelines also provide for LNG Carriers with re-liquefaction systems or compressors in the calculation of auxiliary power PAE and specific calculation requirements for MPP and SFC for LNG Carriers with diesel-electric propulsion.</p> <ul style="list-style-type: none"> <li>– Correction factor for power <math>f_j</math> – extension of the application of the ice correction factor, <math>f_j</math>, for refrigerated cargo carriers which are designed to ice-class requirements.</li> <li>– Terminology used in the guidelines related to Energy Efficiency Design Index (EEDI) regulations – noting work done to provide a comparison of terminology used in the various EEDI guidelines.</li> </ul> <p><b>Resolution MEPC.254(67) - 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)</b> The revision addressed:</p> <ul style="list-style-type: none"> <li>– Ships with dual-fuel engines: MEPC 67 agreed, subject to the final decision on the primary fuel by the flag Administration on a case by case basis, to use the ratio of caloric value of gas fuel to total marine fuel. Fuel tank volume will be the base of such ratio calculation, with filling rate 0.95 for LNG tanks. After extensive discussion, MEPC 67 also agreed that there should not be more than one EEDI assigned to a ship.</li> <li>– Survey and certification of EEDI for LNG carriers: A proposal to use the actual fuel consumption measured during the sea trial was not agreed.</li> <li>– Speed trials and model tests: MEPC 67 agreed to include water temperature and water density into the list of items to be taken into account during the calibration process. MEPC 67 also agreed to refer to the ISO 15016 2002 with a note that this standard is under review. MEPC 67 was of the view that the new standard should be used when made available. A reference to the “equivalent” standard was deleted.</li> </ul> <p><b>Resolution MEPC.255(67) - Amendments to the 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions (Resolution MEPC.232(65))</b></p>
<p>257</p> <p>1 September 2015</p> <p>Adopted by Resolution MEPC.251(66)</p>	<p><b>Amendments to the NOx Technical Code 2008 concerning use of dual fuel engines - Introductory part (abbreviations, subscripts and symbols), Chapters 1, 5 and 6</b></p> <p><b>Background:</b> As the equations and fuel test factors and co-efficients used in the NOx Technical Code 2008 were based on liquid fuels, it was recognised that some guidance was needed for those dual fuel engines which are to be certificated on the basis of their gas fuel emission.</p> <p><b>Summary:</b> MEPC 66 adopted amendments to the NOx Technical Code in respect of dual fuelled vessels (gas / liquid). These amendments clarify that for testing and approval, including calculation values, the requirement for dual fuel engines to be tested at their maximum liquid/gas fuel ratio (i.e., the worst NOx emission case) is retained. It was confirmed that these changes are in no way a means of offering a single certification on gas for engines for which the normal in-service NOx emission values will be higher due to operating with a greater liquid/ gas fuel ratio than that used in the testing process.</p> <p>These additions are fully consistent with ISO 8178-1 on which Chapter 5 of the Code is based. Therefore, there are no changes to either the fundamentals or details of the application of the Code in respect of Parent Engine selection, engine testing or either the Simplified Measurement Method or Direct Measurement and Monitoring options as Onboard NOx Verification Procedures.</p>



	<p>The amendments also include addition of other alternative fuels such as methanol, propane and butane and this should provide clarity and uniformity to those who are tasked with testing and approving such engines.</p> <p><b>Implication:</b></p> <p><b>Shipowners and Managers:</b> Owner/operators who intend to operate dual fuel engines which operate on gas or other alternative fuels included in the guidelines should ensure that they understand the limitation relating to the maximum liquid to gas ratio of fuel which is permitted. In particular, these changes do not allow for an engine to be certificated on the basis of gas fuel emissions and then operated in normal service on diesel oil or other fuel oils.</p> <p><b>Shipbuilders and equipment manufacturers:</b> Equipment manufacturers should note the list of alternative fuels covered by these guidelines contained in chapter 5; these are: rapeseed methyl ester, methanol, ethanol, natural gas, propane and butane. Equipment manufacturers should ensure that they understand the limitation relating to the maximum liquid to gas ratio of fuel which is permitted and in particular the inclusion of such in the engine technical file. These changes do not allow for an engine to be certificated on the basis of gas fuel emissions and then operated in normal service on diesel oil or other oil fuels</p> <p><b>Flag Administrations and their ROs:</b> Flag administrations and their ROs need to ensure that equipment manufacturers understand the limitation relating to the maximum liquid to gas ratio of fuel which is permitted and in particular the inclusion of such in the engine technical file. These changes do not allow for an engine to be certificated on the basis of gas fuel emissions and then operated in normal service on diesel oil or other fuel oils.</p> <p><b>Application:</b> To dual fuel engines falling within the scope of Reg 13 which are not intended to operate on 100% liquid fuel oil for all or part of the load range applicable to their application cycle. This amendment is intended for Tier III engines (for ships constructed (keel laid) on or after 1 January 2016).</p>
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## 1 January 2016

<p>260</p> <p>1 January 2016</p> <p>Adopted by Resolution MSC.365 (93)</p>	<p><b>Amendments to SOLAS Regulation II-1/29 concerning requirements for steering gear trials</b></p> <p><b>Background:</b> Some ships, particularly container ships, are not able to reach their operating draught using ballast water only. This causes problems when the vessel is on sea trials as the SOLAS regulations for testing steering gear require the vessel to be at the summer load draught. An IACS unified interpretation was recently adopted as an IMO unified interpretation (MSC.1/Circ.1425) as an interim measure. These amendments to SOLAS are designed to resolve the problem.</p> <p><b>Summary:</b> Three different possible methods of demonstrating compliance have been agreed:</p> <ul style="list-style-type: none"> <li>– Ship at even keel and the rudder fully submerged with the speed of the ship corresponding to the number of maximum continuous revolutions</li> </ul>
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	<p>of the main engine and maximum design pitch.</p> <ul style="list-style-type: none"> <li>– If full rudder immersion is not possible an appropriate speed should be used, calculated on the basis of the actual rudder submersion. The chosen speed should result in a force and torque on the steering gear which is at least as great as if the full service draught was being used.</li> <li>– A prediction made of the actual service condition force and torque on the steering gear, which is then extrapolated to the full load condition.</li> </ul> <p><b>Implication:</b>  <b>Designers and builders</b> should be aware of the proposed changes and consider ways by which extrapolation can be done if it is needed.  <b>Flag Administrations and their ROs</b> should note the conclusions. The method to extrapolate from the sea trial draught to the deepest seagoing draught will need to be agreed.</p> <p><b>Application:</b> SOLAS ships where it is impracticable to demonstrate compliance with the requirements for testing steering gear at the deepest draught whilst on sea trials. The methods will be available to any ships (new or existing) which test steering gear on sea-trials from 1 January 2016.</p>
<p>252</p> <p>1 January 2016</p> <p>Adopted by Resolution MSC.365 (93)</p>	<p><b>Amendments to SOLAS Regulations II-2/3 and II-2/9.7 concerning fire resistance of ventilation ducts for new ships</b></p> <p><b>Background:</b> MSC 93 adopted the amendments to SOLAS regulation II-2/3 to include definitions of various types of fire dampers and smoke dampers based on methods used for their activation as well as a comprehensive revision of the regulation II-2/9.7.</p> <p><b>Summary:</b> The following is a summary of changes that will impact the ventilation arrangements for ships:</p> <ul style="list-style-type: none"> <li>– Ventilation ducts shall be provided with hatches for inspection and cleaning;</li> <li>– Ventilation openings or air balance ducts between two enclosed spaces are now explicitly prohibited, except as permitted by paragraphs II-2/9.4.1.2.1 and II-2/9.4.2.3 (similar requirements was previously included in the IACS UI SC119);</li> <li>– Splitting of ducts having cross-sectional area exceeding 0.075 m<sup>2</sup> into smaller ducts at the penetration of an "A" class division and then recombination of them into the original duct once through the division to avoid installing the damper required by this provision is now explicitly prohibited;</li> <li>– A length of 5m of A-60 insulation beyond dampers is now required both in the case of machinery spaces ventilation running through accommodation spaces, service spaces and control stations, and vice versa;</li> <li>– Exhaust ducts from galley ranges on cargo ships and passenger ships carrying not more than 36 passengers are now required to be fitted with an automatically and remotely operated fire damper located in the lower end of the duct at the junction between the duct and the galley range hood and, in addition, a remotely operated fire damper in the upper end of the duct close to the outlet of the duct; and</li> <li>– In exhaust ducts from galley ranges on passenger ships carrying more than 36 passengers, remote-control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers and for operating the fire-extinguishing system, shall be placed in a position outside the galley close to the entrance to the galley.</li> </ul> <p><b>Implication</b>  <b>Owners / builders:</b> Owners and builders should consider the costs involved in improving the design and construction of ventilation ducts to comply</p>

	<p>with the new requirements. The costs for providing additional inspection hatches, fire dampers and extended length of insulation along the ventilation ducts should also be considered. Another cost, at the design stage, will result from the requirements concerning the location of ventilation openings and the arrangement of ducts, the requirements for galley exhaust ducts, in particular the provision for additional dampers, exhaust and supply fans and location of their controls. In addition, the galley exhaust ducts are required to be fitted with a fire protection system complying with 'ISO 15371:2009' and therefore builders and owners should familiarise with the requirements of the above standard while designing and installing such systems.</p> <p><b>Fire protection system manufacturers:</b> Fire protection system manufacturers should consider performing fire testing in accordance with 'ISO 15371:2009' and seeking fire type approval by Recognised Organisations.</p> <p><b>Flag Administrations and their ROs:</b> Surveyors involved in the design appraisal and plan approval, as well as on site surveyors will need to be aware of the new requirements.</p> <p><b>Application:</b> The new requirements will apply to new cargo ships and passenger ships constructed (keel laid) on or after 1 January 2016</p>
<p>239</p> <p>1 January 2016</p> <p>Adopted by Resolutions MSC.365(93), MSC.367(93) &amp; MSC.369 (93)</p>	<p><b>Amendments to SOLAS Regulations II-2/4.5.5 and II-2/16.3.3 , FSS Code Chapter 15 as well as the IBC Code for requiring inerting for tankers of less than 20,000 dwt but more than 8,000 dwt</b></p> <p><b>Background:</b> Tankers of less than 20,000 dwt are not required to be fitted with a fixed Inert Gas System (IGS) but following several casualty reports on the explosion of tankers, IMO has addressed this issue and MSC 93 adopted amendments to SOLAS regulations II-2/4.5.5 and II-2/16 and FSS Code Chapter 15.</p> <p><b>Summary:</b> Fixed Inert Gas Systems are to be used on new oil and chemical tankers (8,000 to 20,000 dwt), constructed (keel laid) on or after 1 January 2016. The SOLAS regulation clarifies the operational requirements of the inert gas systems and sequence of applying the inerting medium in to the cargo tanks. The existing requirements in Chapter 15 of FSS code and Resolution A.567(14) - Regulation for Inert Gas Systems on chemical tankers - have been merged to form a new Chapter 15 of FSS Code.</p> <p>The following points are to be noted:</p> <ul style="list-style-type: none"> <li>- Oil and chemical tankers of 8,000 dwt and above that are constructed (keel laid) on or after 1 January 2016 shall be fitted with fixed inert gas systems complying with the proposed new Chapter 15 of the Fire Safety Systems Code (FSS) Code. The SOLAS amendments also allow for equivalent systems to be used in lieu of fixed inert gas systems installations on tankers between 8,000 dwt and 20,000 dwt;</li> <li>- Existing oil and chemical tankers of 20,000 dwt and above shall be fitted with fixed inert gas systems complying with the requirements in the Resolution MSC.98(73);</li> <li>- Under operational requirements, a new regulation II-2/16.3.3 has been agreed which clarifies that for chemical tankers, only nitrogen is acceptable as the medium for inerting in loaded tanks, however for cargo free tanks, any suitable inerting medium may be used; and</li> <li>- The new requirements shall not apply to new gas carriers built under the IGC Code. It is also important to note that FP 56 has not agreed to any</li> </ul>

	<p>modifications to the existing text of the regulation concerning existing ships.</p> <p><b>Implication:</b>  <b>Owner/ Builder:</b> The requirement will impact the design and operation of small oil and chemical tankers. Owners and builders should take into account the developments of these requirements when negotiating new building contracts, since the application date is based on the keel lay date.  <b>Shipowners and Managers:</b> Significant impact due to the costs involved for providing suitable type of inert gas systems (IGS) onboard, depending on the type of the vessel. In addition, the new requirements could possibly result in extended port-stay periods.</p> <p><b>Application:</b>  Applicable to new oil and chemical tankers, carrying low flash point cargoes (not exceeding 60°C as determined in accordance with SOLAS II-2/1.6), constructed (keel laid) on or after 1 January 2016.</p> <p><u>Relevant instruments</u>  FSS Code Chapter 15  IBC Code</p>
<p>253</p> <p>1 January 2016</p> <p>Adopted by Resolution MSC.365(93)</p> <p>Class News No. 02/2015</p>	<p><b>Amendments to SOLAS Regulation II-2/10 concerning fire protection requirements for on-deck cargo areas for new ships and associated MSC circular on Guidelines for the design, performance, testing and approval of mobile water monitors used for the protection of on-deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck</b></p> <p><b>Background:</b> The IMO responded to concerns raised by the industry regarding fire protection provisions for the carriage of large quantities of cargoes on deck inside containers and noted a need for the increased fire-fighting capability for container ships and ships carrying containers on or above the weather deck.</p> <p><b>Summary:</b> MSC 93 adopted the amendments to SOLAS II-2/10 along with the associated MSC circular. The following points were agreed:</p> <ul style="list-style-type: none"> <li>– All new ships (constructed on or after 1 January 2016) that are designed to carry containers on or above the weather deck shall be fitted with at least one water mist lance, in addition to all other fire protection arrangements that should be provided onboard as per existing regulations;</li> <li>– All new ships (constructed on or after 1 January 2016) that are designed to carry five or more tiers of containers on or above the weather deck shall also be provided with mobile water monitors, in addition to the water mist lance mentioned above and all other fire protection arrangements that should be provided onboard as per existing regulations. Ships with breadth up to 30 m should be provided with at least two mobile water monitors and those ships with breadth exceeding 30 m or more should be provided with at least four mobile water monitors; and</li> <li>– MSC.1/Circ.1432 (Revised guidelines for the maintenance and inspection of fire protection systems and appliances) should be amended to include mobile water monitors in its scope.</li> </ul> <p><b>Implication:</b>  <b>Builders/owners/manufacturers:</b> The on-deck fire protection arrangements for all new ships carrying containers on or above the weather deck will</p>

	<p>need significant improvement. Additional requirements that are applicable for larger containerships, capable of carrying five or more tiers of containers on or above the weather deck, should also be taken into consideration. Owners should also note that crew training is essential for the efficient use of the new firefighting equipment.</p> <p><b>Application:</b> In general, the requirements will apply to new ships only (Please also see the 'Summary' section above for more specific information on the application). However, in the future, these requirements may also be extended to existing ships, when sufficient experience is gained with the use of this equipment.</p> <p><u>Relevant Instruments</u>  <b>MSC.1/Circ.1472 on Guidelines for the design, performance, testing and approval of mobile water monitors used for the protection of on deck cargo areas of ships designed and constructed to carry five or more tiers of containers on or above the weather deck</b></p>
<p><b>254</b></p> <p><b>1 January 2016</b></p> <p><b>Adopted by Resolution MSC.365(93)</b></p>	<p><b>Amendments to SOLAS Regulation II-2/13.4 concerning additional means of escape from machinery spaces for new passenger and cargo ships</b></p> <p><b>Background:</b> Following a serious engine room fire on a cargo ship the IMO decided to improve the requirements for means of escape in machinery spaces on cargo ships and bring them in line with the regulation for passenger ships, which requires two means of escape from a machinery control room.</p> <p><b>Summary:</b> The amendments require that two means of escape are provided from the main workshop within a machinery space with at least one of these escape routes providing a continuous fire shelter to a safe position outside the machinery space. In addition, improved access to the normal exit and emergency escape routes, with the provision that all inclined ladders or stairways with open treads, not located within a protected enclosure, are to be of steel and protected against heat and flame by steel shields attached to their undersides.</p> <p><b>Implication:</b>  <b>Owners/builders:</b> There will be significant cost implications since the new amendments would require design changes to the escape routes of machinery spaces of cargo ships and smaller passenger ships, to provide the same level of protection as the passenger ships.</p> <p><b>Application:</b> The requirements will apply to new cargo and passenger ships only.</p>
<p><b>218</b></p> <p><b>1 January 2016</b></p>	<p><b>Amendments to SOLAS Regulations II-2/1, II-2/3, and II-2/20-1 concerning protection of vehicle, special category and ro-ro spaces (and application)</b></p> <p><b>Background:</b> As demand increases for hydrogen fuel cell vehicles and compressed natural gas vehicles, the IMO recognised the need the review the requirements for ships carrying such vehicles. The current SOLAS regulations have been developed based on the carriage of conventional vehicles</p>

<p>Adopted by Resolution MSC.365(93)</p>	<p>fuelled by gasoline.</p> <p><b>Summary:</b> In order to clarify the scope of application of the new requirements, a new definition for ‘vehicle carrier’ was developed for regulation II-2/3 as follows: “Vehicle carrier means a cargo ship with multi deck ro-ro spaces designed for the carriage of empty cars and trucks”.</p> <p>New regulation II-2/20-1 contains requirements that are applicable to new and existing ships:</p> <p>All new requirements which could impact the ship structure, will only apply to new ships. These include the requirement that all electrical equipment and wiring used in spaces intended to carry such vehicles, including fans and other electrical equipment used in the ventilation ducts shall be of a certified safe type complying with IEC 60079 standard (Electrical Apparatus for Explosive Gas Atmospheres) and also to prohibit the use of any equipment that may constitute a fire/explosion risk in such spaces.</p> <p>However, as explained in paragraphs 2.2 and 5 of the regulation II-2/20-1, existing ships should comply with non-structure related requirements, such as at least two certified safe type portable gas detectors complying with IEC 60079 standard (Electrical Apparatus for Explosive Gas Atmospheres) which shall be provided for the detection of gas fuel emissions from the tanks of such vehicles.</p> <p><b>Implication:</b> Significant impact since the amendments will affect the ship construction, including provision of installation of fire detection systems, type of ventilation and its location and provision of approved safe type electrical equipment.</p> <p><b>Application:</b> These requirements will generally apply to “Vehicle Carriers”, which carry HFCVs (Hydrogen Fuel Cell Vehicles) and CNGVs (Compressed natural Gas Vehicles). Please also see the ‘Summary’ section above to see the different requirements that will be applicable to new and existing ships.</p> <p><u>Relevant instrument</u> <b>MSC.1/Circ.1471 on Recommendation on safety measures for existing vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo.</b></p>
<p>259</p> <p>1 January 2016</p> <p>Adopted by Resolutions MSC.368(93) &amp; MSC.378(93)</p>	<p><b>Amendments to the LSA Code concerning reference test devices (RTDs) for lifejackets</b></p> <p><b>Background:</b> The LSA Code requirements concerning the testing of lifejackets using reference test devices (RTDs) have been used for some time now. Experience with them has identified that some changes to the requirements would be beneficial.</p> <p><b>Summary:</b> The changes introduce some variation from the results using the RTDs. Further clarification is provided on the testing required for infants’ and children’s lifejackets and the need for infants and children to participate in jump and drop tests.</p> <p><b>Implication:</b> <b>Manufacturers</b> will need to prepare for the changes. The intention is to make the manufacture and use of RTDs more consistent.</p>

	<p>Flag Administrations and their ROs will need to prepare for the changes in testing methods.</p> <p><b>Application:</b> The new requirements will apply to the manufacture and testing of new SOLAS lifejackets.</p> <p><u>Relevant instruments</u>  <b>Resolution MSC.81(70) - Amendments to the Revised Recommendation on testing of life-saving appliances</b>  <b>MSC.1/Circ.1470 on Guidelines for validating the construction of a completed adult reference test device (RTD)</b></p>
<p><b>261</b></p> <p><b>1 January 2016</b></p> <p><b>Adopted by</b>  Resolution  MSC.371(93)</p>	<p><b>Amendments to the 2011 ESP Code</b></p> <p><b>Background:</b> The 2011 ESP Code covers the survey requirements for oil tankers and bulk carriers. To a certain extent it follows the IACS requirements, however the IACS requirements are frequently updated and it is necessary to track the amendments which IACS makes to ensure consistency with the 2011 ESP Code.</p> <p><b>Summary:</b> These updates to the 2011 ESP Code bring it into line with the following revisions of the IACS UR Z10 series of unified requirements on surveys of oil tankers and bulk carriers: UR Z10.1 Rev.20, UR Z10.2 Rev.30, UR Z10.4 Rev.11, UR Z10.5 Rev.13. Some changes have been made to the wording as contained in the IACS documents to ensure consistency with SOLAS I/10.</p> <p><b>Implication:</b>  <b>Shipowners and Managers</b> should find that the IACS requirements and the IMO requirements are the same. This will make the planning for surveys easier.  <b>Designers and builders</b> should consider the access to structure for survey and adjust designs where possible to make this easier.  <b>Flag Administrations and their ROs</b> will need to ensure that any procedures relating to the survey of oil tankers and bulk carriers reflect the latest requirements.</p> <p><b>Application:</b> The new survey requirements of the 2011 ESP Code are applicable to oil tankers and bulk carriers (including ore carriers and combination carriers) of 500 gt and above and will be enforced at the first survey after the entry into force date.</p>
<p><b>262</b></p> <p><b>1 January 2016</b></p>	<p><b>Amendments to the STCW Code related to Minimum in-service Eyesight Standards for Seafarers</b></p> <p><b>Background:</b> MSC 93 approved amendments to the STCW Code on colour vision requirements along with the STCW.7 Circ.20 on Interim guidance on colour vision testing, in order to address practical implementation issues as required by the 2010 Manila Amendments.</p> <p><b>Summary:</b> It was agreed that until reasonable alternatives for colour vision testing can be identified, the colour vision requirements detailed in table A-I/9 of the STCW Code should be amended to allow Administrations the ability to develop alternative standards that ensure that seafarers have</p>

<p><b>Adopted by</b> Resolution MSC.374(93)</p>	<p>adequate colour vision for the certificate being sought. The revised text will give flexibility allowing other equivalent methods recognized by the flag Administration.</p> <p><b>Implication:</b> None - as this simply endorses current practice.</p> <p><b>Application:</b> To seafarers certification; applicable to all the vessels (existing and new, of all the ship types).</p> <p><u>Relevant instruments</u> STCW.7/Circ.20 on Interim guidance on colour vision testing</p>
<p><b>189</b></p> <p><b>1 January 2016</b> <i>(see Application for actual enforcement date)</i></p> <p><b>Adopted by</b> Resolution MSC.370(93)</p>	<p><b>Comprehensive revision of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)</b></p> <p><b>Background :</b> The IMO identified the need to review all current areas of the IGC Code to fully revise and update the Code and, where necessary, to identify other instruments that may be affected and require consequential amendments, taking into account the latest technologies, operational practices and the increasing size of the newest ships.</p> <p>Lloyd’s Register has been intimately involved in the SIGTTO project to develop a revised IGC Code. Significant technical input has been given by Lloyd’s Register’s specialists as members of the working groups.</p> <p><b>Summary:</b> The revised IGC Code has been prepared as an amendment to the existing IGC code, rather than a new code. The major changes to the existing code include:</p> <p><u>Ship Design and Arrangement</u> The definition and delineation of gas dangerous spaces has been changed to reflect IEC practice. The cross reference to IEC requirements when determining hazardous areas will increase the workload of the shipyard’s initial design section to understand these requirements. Changes to the separation of the cargo tank from the side shell Safety principles and functional requirements introduced into Chapter 4- Cargo Containment Introduction of new material grade FH Introduction of “limit state methodologies” for novel configuration of cargo containment design that cannot meet prescriptive requirements given in the revised IGC Code.</p> <p><u>Electrical systems</u> Substantial revision of Chapter 10 – Electrical Systems, to reflect current IEC requirements Tank pressures and hull temperatures to be controlled also in the event of single faults in the electrical supply.</p> <p><u>Cargo Handling</u></p>



	<p>Cargo tank pressure relief valve - in the event of a failure or a cargo tank pressure relief valve a safe means of emergency isolation shall be allowed  Means to monitor the quality of inert gas supplied to the insulation space  Introduction of requirements for vapour oxidation which include boilers and gas combustion units</p> <p><u>Operation</u>  Requirements for a Cargo Operation Manual  Method to assess the acceptability of increased filling limits  Sequential lifting of relief valves in order to minimise the release of vapour.  The number of Safety Equipment sets increased from two to three  Cargo transfer – requirements for a pre-cargo operation meeting</p> <p><b>Implication:</b> The new code will affect the design and construction of all new gas carriers contracted after entry into force of the revised code. In terms of impact for ship owners, the requirement for increased separation between the cargo tank and side shell will have an impact on new fully refrigerated LPG ships and very small LNG carriers</p> <p><b>Application:</b> The Code will apply to new gas tankers constructed (keel laid) from 1 July 2016, although the revised code will enter into force on 1 January 2016.</p> <p><u>Relevant instruments</u>  <b>Resolution MSC.370(93), Appendix 5 - Standard for the use of limit state methodologies in the design of cargo containment systems of novel configuration</b></p> <p><b>Note</b> - this amendment includes requirements on the verification of the damage stability. Please refer to item 255 below.</p>
<p>242</p> <p>1 January 2016</p> <p>Adopted by Resolution A.1070(28)</p>	<p><b>The IMO Instruments Implementation Code (III Code)</b></p> <p><b>Background:</b> A new code is being developed, to make the current voluntary code that applies to flag Administrations mandatory. The objective of this code is to enhance global maritime safety and protection of the marine environment and assist States in the implementation of instruments of the IMO.</p> <p><b>Summary:</b> The code covers various elements, and stipulates obligations of Flag, Coastal and Port States.</p> <p><b>Implication:</b> No direct impact to the industry.</p> <p><b>Application:</b> To flag Administrations.</p> <p><u>Relevant instruments</u></p>

	<p>While the code was being prepared as a new Assembly Resolution, relevant amendments to the international conventions have also been prepared to make the code mandatory via these conventions:</p> <ul style="list-style-type: none"> <li>- New chapter XIII of the SOLAS (Resolution MSC.366(93))</li> <li>- New Annex B to the Load Line Convention (Resolution MSC.375(93))</li> <li>- Amendments to MARPOL Annexes I, II, III, IV and V (they will enter into force on 1<sup>st</sup> January 2016) ---also adopted amendments to annex VI</li> <li>- Amendments to the STCW Convention chapter 1 - General provisions - new definitions and new regulation 16 (Resolution MSC.373(93))</li> <li>- Amendments to the STCW Code - Chapter I - reflecting changes made to the STCW convention (Resolution MSC.374(93))</li> </ul>
<p>255</p> <p>1 January 2016 (Oil and chemical tankers*)</p> <p>1 July 2016 (Gas tankers*)</p> <p><i>* see Application for details</i></p> <p>Adopted by Resolutions MEPC.248(66), MSC.369 (93), MSC.370 (93) &amp; MSC.376 (93)</p>	<p><b>Demonstration of compliance with damage stability requirements for tankers</b></p> <p><b>Amendments to MARPOL Annex I - Regulation 3 and 28 and Appendix II</b></p> <p><b>Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) - Part A, Section 2.2.1 &amp; Certificate of fitness</b></p> <p><b>Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) - Section 2.2 &amp; Certificate of fitness</b></p> <p><b>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 &amp; Certificate of fitness</b></p> <p><b>Background:</b> The SLF Sub-Committee 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><b>Summary:</b> 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> <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.</p> <p>Additionally, where an existing ship already has an approved stability instrument onboard which is capable of carrying out all the stability calculations, and has been approved for these functions, this does not have to be replaced.</p> <p>Appropriate amendments are also being made to the Form of the IOPP certificate and supplements, Form B.</p>

	<p><b>Implication:</b>  <b>Shipowners and Managers</b> 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.  <b>Designers and builders</b> will need to be aware of the requirements and be prepared to supply an approved stability instrument to tankers being built.  <b>Manufacturers</b> 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.  <b>Flag Administrations and their ROs</b> 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.</p> <p><b>Application:</b> 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 (refer to above item 189). 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.</p> <p><u>Relevant instruments</u>  The following non-mandatory instruments have also been amended:</p> <ul style="list-style-type: none"> <li>– Amendments to the Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code) - Section 2.3 &amp; Certificate of fitness.</li> <li>– Amendments to the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code) - Section 2.2 &amp; Certificate of fitness (Resolution MSC.377(93))</li> <li>– MSC.1/Circ. 1461 on Guidelines for verification of damage stability requirements for tankers (The circular will be effective from the date of the entry into force of the mandatory instruments)</li> </ul>
<p>270</p> <p>1 January 2016</p> <p>Adopted by Resolution MSC.372(93)</p>	<p><b>IMDG Code 37-14 amendment</b></p> <p><b>Background:</b> The IMDG Code is reviewed in a 2 year cycle. MSC 93 adopted the latest set of amendments which will be effective on a voluntary basis from 1 January 2015 and mandatory from 1 January 2016.</p> <p><b>Summary:</b> Some of the amended items are:</p> <ul style="list-style-type: none"> <li>– Amendments to Column 16 – Stowage and segregation. The column has been divided providing more detailed information on the requirements under Chapter 7 of the IMDG Code;</li> <li>– New stowage code list has been developed;</li> <li>– Special provisions for the carriage of vehicles UN 3166 and UN3171 (SP 961 and SP 962);</li> <li>– Water-reactive materials issues;</li> </ul>

	<ul style="list-style-type: none"> <li>– Revision of DSC/Circ.12 (Guidance on the continued use of existing IMO type portable tanks and road tank vehicles for the transport of dangerous goods);</li> <li>– Marine pollutants; and</li> <li>– Counterfeit refrigerant.</li> </ul> <p><b>Implication:</b>  <b>Owners and operators</b> of ships carrying dangerous goods must be familiar with the developments on the IMDG Code amendments 37-14 with emphasis on the new emergency schedule for water reactive materials and the new amended provisions SP961 and SP962 for the carriage of vehicles. It is important to make a clear distinction that these amendments will only be coming into force on 1 January 2016. The focus at present should be in amendments 36-12 which are mandatory from 1 January 2014.</p> <p><b>Applicability:</b> Applicable to new ships and existing ships – all ships intending to carry IMDG cargoes after the entry into force date.</p>
<p>153-1</p> <p>(Repeated)</p> <p>1 January 2016</p>	<p><b>SOLAS 1974 Regulations II-2/1 and II-2/19 – Carriage of dangerous goods (Note to table 1 and 2 and entire table 19.3)</b>  Refer to 153-1 in part A of this document</p> <p><b>Application:</b> not later than the first renewal survey (non-harmonized and harmonized) on or after 1 January 2011.</p>
<p>153-3</p> <p>(Repeated)</p> <p>1 January 2016</p>	<p><b>International Code of Safety for High-Speed Craft, 2000 (HSC Code 2000)</b>  <b>Paragraph 7.17 – Fire Safety – note 1 to table 7.17-1 and entire table 7.17-3</b>  See item 153-3 in Part A of this document.</p> <p><b>Background:</b> Similar amendments were approved for SOLAS chapter II-2 (see item 153-1).</p> <p><b>Application:</b> New crafts (constructed on or after 1 January 2011) and not later than the date of the first renewal survey (harmonized and non-harmonized) on or after 1 January 2011 for existing crafts (constructed on or after 1 July 2002).</p>
<p>150-1</p>	<p><b>Revised MARPOL Annex VI</b>  NOx Tier III control. See item 150-1 in part A.</p>

<p>(Repeated)</p> <p>1 January 2016</p>	
<p>195</p> <p>1 January 2016</p> <p><i>* Date subject to discussion – see ‘Application’</i></p> <p>Adopted by Resolutions MEPC.200(62) &amp; MEPC.227(64)</p>	<p><b>MARPOL Annex IV - Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea</b></p> <p><b>Background:</b> 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><b>Summary:</b> Amendments to Regulations, 1, 9, 11, 12bis, and form of certificate – for the establishment of a Special Area - were adopted. More stringent requirements within the Special Area for discharging sewage from passenger ships that are contracted for construction or in the absence of a building contract, the commencing construction (keel laying) 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 from 1 January 2018. 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>Performance standards for new treatment systems to meet these new requirements have been developed. MEPC 64 adopted Resolution MEPC.227(64) -2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants.</p> <p><b>Implication:</b></p> <p><b>Builders &amp; Manufacturers:</b> There will be a major impact for passenger ship builders 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><b>Shipowners and Managers:</b> 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 onboard for fitting sewage treatment plants. The system needs to be adaptable as there could be other regional standards which are different.</p> <p><b>Flag Administrations and their ROs:</b> 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><b>Application:</b> All passenger ships visiting the Special Area. Application dates for new passenger ships will be from 1 January 2016 and for existing passenger ships will be from 1 January 2018. It should be noted that the above dates are the earliest possible entry into force. The actual enforcement will be 12 months after notification of the readiness of the reception facilities. In other words, if the reception facilities required are not ready, the above dates could be postponed. As of MEPC 67 (October 2014), no official notification was made from the Baltic States to IMO. Therefore, it was</p>

	<p>construed that implementation date would be postponed, at least, until July 2016. This matter will be discussed at MEPC 68.</p> <p><u>Relevant instruments</u>  <b>Resolution MEPC.218 (63) - Development of technical onboard equipment in relation to the designation of the Baltic Sea as a Special Sea under MARPOL Annex IV</b>  <b>Resolution MEPC.227(64) - 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants</b></p>
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## 1 March 2016

<p><b>283</b></p> <p><b>1 March 2016</b></p> <p>Adopted by Resolution MEPC.256 (67)</p>	<p><b>Amendment to regulation 43 of MARPOL Annex I - Use and carriage of Heavy Grade Oil (HGOs) in the Antarctic area</b></p> <p><b>Background:</b> While use (as fuel) and carriage (as cargo) was prohibited in the Antarctic area by MARPOL Annex I regulation 43, there was a case where a ship carried HGO as ballast</p> <p><b>Summary:</b> An amendment to the regulation has been made to clarify that carriage, even as ballast, is prohibited (MEPC 67).</p> <p><b>Implication:</b> This is a rational interpretation of the regulation, thus no substantial impact is envisaged.</p> <p><b>Application:</b> Ships operating in the Antarctic area from the date of entry into force</p>
<p><b>271</b></p> <p><b>1 March 2016</b></p> <p>Adopted by Resolution MEPC.257(67)</p>	<p><b>Amendments to MARPOL Annex III - amendments to the appendix on criteria for the identification of harmful substances in packaged form</b></p> <p><b>Background:</b> At the joint meeting of RID Committee on Transport of Dangerous Goods in Geneva it was decided to exclude class 7 radioactive materials as defined by the IMDG Code from EHS provisions as it is difficult to differentiate between the environmental effects resulting from the chemical hazards posed by such substances and those related to radioactivity.</p> <p><b>Summary:</b> The first sentence of the appendix to Annex III of MARPOL was revised. The replacement text excludes radioactive material from the list harmful substances identified in the appendix. At MEPC 67, the meaning of radioactive material was clarified by inserting footnote referring to the IMDG Code.</p> <p><b>Implication:</b>  <b>Owner/Ship managers</b> to be aware that the amendment now includes an exemption for radioactive material as defined in Class 7 of the IMDG Code for MARPOL Annex III.</p>

	<b>Application:</b> All ships carrying harmful substances in packaged forms from 1 March 2016.
<p>281</p> <p>1 March 2016</p> <p>Adopted by Resolution MEPC.258 (67)</p>	<p><b>Amendments to MARPOL Annex VI, Regulations 2 and 13</b></p> <p><b>Background:</b> MEPC 65 agreed to the conclusion by the Tier III NOx Review Correspondence Group that engines fuelled solely by gaseous fuels, e.g. pure LNG, should be required to comply with the provisions of regulation 13 of MARPOL Annex VI.</p> <p><b>Summary:</b> It was agreed that the scope of the regulations 2 and 13 is to be extended to also include gas fuelled engines. MEPC 67 revised the definition of “marine diesel engine” as given by regulation 2.14, to read “Marine diesel engine means any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 of this Annex applies, including booster/compound systems if applied. In addition, a gas fuelled engine installed on a ship constructed on or after 1 March 2016 or a gas fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine”</p> <p><b>Implication:</b> While most of the LNG gas fuelled engines will not have a problem in meeting the NOx control requirement, this will cause administrative works for engine manufacturers, builders and ROs</p> <p><b>Application:</b> While legal entry into force date is 1 March 2016, a careful reading is required.</p> <ul style="list-style-type: none"> <li>– Regulation 2 - All candidate gas engines on ships constructed on or after the relevant ECA-NOx date or additional / non-identical replacement engines installed on or after those dates as applicable. Gas engines in this context is to be understood to be gas only fuelled engines – engines which use dual fuel (i.e. main fuel gas but with a liquid pilot fuel) are already covered</li> <li>– Regulation 13 - Candidate engines on ships constructed 1.1.1990 – 31.12.1999 which have been so altered from their original condition that the AM in respect of engines in their original condition does not now apply.</li> </ul>
<p>282</p> <p>1 March 2016</p> <p>Adopted by Resolution MEPC.258 (67)</p>	<p><b>Amendments to MARPOL Annex VI, Supplement to the IAPP Certificate</b></p> <p><b>Background:</b> Some updates to MARPOL Annex VI resulted in the consequential change to the certification form.</p> <p><b>Summary:</b> In order to fully and correctly record the NOx certification status of the engines installed on ship and to clearly give why a particular Tier of certification has been applied, 2.2.1 of the supplement was revised. This takes into account the Approved Method Process Guidelines adopted by MEPC 66. Minor consequential amendments to regulation 13.7.3 have been proposed. The amendment to the certificate also addresses shipboard incinerators.</p> <p><b>Implication:</b> This should avoid any problem with the port State control by clearly stating the applicable regulation/requirement.</p> <p><b>Application:</b> All ships subject to MARPOL Annex IV certificate (ships engaged in the international voyage of 400 gt, including offshore structures).</p>

	<p>Certificates issued or replaced on or after 1 March 2016</p> <p><u>Relevant instruments</u>  <b>MEPC.1/Circ.849 on Guidance on the supplement to the IAPP Certificate</b></p>
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## 1 July 2016

<p><b>267</b></p> <p><b>1 July 2016</b></p> <p>Adopted by  Resolution  MSC.380(94)</p>	<p><b>Amendments to SOLAS Regulation VI/2 to require mandatory verification of container weight</b></p> <p><b>Background:</b> Mis-declared container weight has been identified as the cause, or a contributing cause, to operational and safety reported accidents in the past few years. An incorrect weight declared by the shipper is not uncommon and the incorrect weight is then used by the ship and the port facility in the handling and stowage of the container. An incorrect declaration of weight can cause instability in a container stack leading to loss of the stack and damage to the ship and cargo. It can also adversely affect the ship's overall stability.</p> <p><b>Summary:</b> New regulation VI/2 introduces mandatory verification of the gross mass of containers and the guidelines for its implementation. Shippers will be responsible under SOLAS to obtain the gross mass of a container and provide this information in advance to the ship's Master and terminals. The ship's Master will be able to refuse a container that has not been provided with a verified gross mass.</p> <p>While agreeing on the mandatory requirements for the verification of gross weight of containers, some concerns were expressed:</p> <ul style="list-style-type: none"> <li>– Weighing of containers at terminals using calibrated and certified equipment - is the equipment going to be available on time globally?</li> <li>– Concerns that calculating the weight of each individual package and adding this to the mass of the empty container may not be as accurate</li> <li>– Verification of compliance with this requirement falls within the responsibility of the Port State – there is concern regarding national legislation on enforcement of this requirement.</li> </ul> <p><b>Implication:</b>  <b>Shipowners and Managers</b> need to have the correct weight of the container provided by the shipper and ports/terminals worldwide will either need to provide calibrated measurement equipment or confirm with the shipper that the weight has been calculated prior to the container arriving in port to avoid ship delays or containers being caught in a dispute.</p> <p><b>Application:</b> The Requirements will apply to all containers to which the CSC applies and which are to be stowed on a ship subject to SOLAS chapter VI.  Containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages as defined in SOLAS regulation III/3 are exempted from the requirements.</p> <p><u>Relevant instruments</u>  <b>MSC.1/Circ.1475 on Guidelines regarding the verified gross mass of a container carrying cargo</b></p>
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<p>268</p> <p>1 July 2016</p> <p>Adopted by Resolution MSC.380(94)</p> <p>Class News <a href="#">No. 33/2014</a></p>	<p><b>Amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships</b></p> <p><b>Background:</b> IMO adopted the Resolution A.1050(27) - Revised recommendations for entering enclosed spaces aboard ships. Following this adoption, the IMO recognized that hazards originating from oxygen-depleted or oxygen-enriched, flammable or toxic atmosphere could be present on other ships types (not only tankers and bulk carriers) and agreed to develop relevant SOLAS and related Code amendments to mandate the carriage of appropriate atmosphere testing instruments. At MSC 91 it was clarified that tankers, bulk carriers and chemical tankers, already prescribed carriage requirements of suitable instruments for testing atmosphere in their tanks, and it was considered that the primary objective of the new proposal was to focus on non-cargo enclosed spaces, including, but not limited to, ballast tanks, (non-cargo) oil tanks, void spaces, chain lockers, steering gear spaces, inerted spaces adjacent to cargo spaces and sewage tanks. Whereas it was considered that only testing for oxygen in any enclosed space is not necessarily sufficient for evaluating whether it is safe to enter, it was proposed that multi-gas detectors should be carried on board.</p> <p><b>Summary:</b> MSC 93 approved the new SOLAS Chapter XI-1/7 which introduced mandatory carriage requirements for portable atmosphere testing instruments on board all ships to which the SOLAS Chapter I applies – published as Resolution MSC.380(94). MSC.1/Circ.1477 on Guidelines to facilitate the selection of the portable atmospheric testing instruments has also been published. The new portable instrument is not to be used as part of the personal protective safety equipment; it is to be part of the ship’s equipment. The portable testing instrument should be used to test the space from the outside to render the space safe for entry. The multi-gas meter should cover as a minimum the following gases: oxygen, flammable gases or vapours, carbon monoxide and hydrogen sulphide.</p> <p>Having recognised that MSC 92 adopted the new SOLAS regulation III/19 on emergency training and drills (which will require the checking and use of instruments for measuring the atmosphere for enclosed space entry and rescue drills) that has an entry into force date of 1 January 2015 and new regulation XI-1/7 has an entry into force date of 1 July 2016, the Committee have published the MSC.1/Circ.1485 to encourage the early implementation of the carriage requirements in order to expedite the carriage of portable atmosphere testing instruments for enclosed spaces.</p> <p>Amendments to the MODU Code 1979 (Resolution A.414 (XI)), 1989 (Resolution A.649(16)), 2009 Resolution A.1023(26) were also agreed to mandate this carriage requirement on structures covered by that instrument.</p> <p><b>Implication:</b> In order to avoid duplication, equipment already available on board, required by SOLAS or other Codes as applicable to the ship type, can be considered to fulfil this requirement, provided the equipment is in compliance with the regulation and is not used as part of the personal protective safety equipment.</p> <p>Proper training to use the instruments, learn measurement procedures, including the interpretation of the obtained readings, prior to entering enclosed spaces should be provided. This instrument will be part of the ship’s equipment and only be used by a competent person. In addition, the revised recommendations for entering enclosed spaces aboard ships (Resolution A.1050(27)) should be followed</p> <p><b>Application:</b> All new and existing ships.</p>
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	<p><u>Relevant instruments</u>  Resolution MSC. 380(94) adopting the new regulation SOLAS XI-1/7  Resolution A.1050(27) - Revised Recommendations for entering enclosed spaces aboard ships  Resolution MSC.382(94) - Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code)  Resolution MSC.383(94) - Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU Code)  Resolution MSC.384(94) - Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code)  MSC.1/Circ.1477 on Guidelines to facilitate the selection of portable atmosphere-testing instruments for enclosed spaces as required by SOLAS regulation XI-1/7.  MSC.1/Circ.1485 on Early implementation of SOLAS regulation XI-1/7 on atmospheric testing instrument for enclosed spaces</p>
<p>159  (Repeated)  1 July 2016</p>	<p><b>SOLAS 1974 Regulation V/19 – Carriage requirements of ECDIS</b>  Retrofitting requirements for ships other than passenger ships or tankers (of 50,000 gt or above). See item 159 in part A.</p>
<p>284  1 July 2016  Adopted by Resolution MSC.380 (94)</p>	<p><b>Amendment to SOLAS Regulation II-2/10.5.2 - Clarification on the application of SOLAS regulation II-2/10.5.2.2 relevant to the provision of additional fire-extinguishing arrangements</b></p> <p><b>Background:</b> MSC.1/Circ.1120 was developed to facilitate the understanding of SOLAS II-2 and specifically states "category A machinery spaces" in the first column of the table of "Number of systems, appliances, and extinguishers required in machinery spaces". This indicates that SOLAS regulation II-2/10.5.2 is applicable to category A machinery spaces that contain internal combustion machinery, and not all machinery spaces that contain internal combustion machinery.</p> <p><b>Summary:</b> The amendment clarifies the application of SOLAS regulation II-2/10.5.2.2 relevant to the provision of additional fire-extinguishing arrangements by approving an amendment to the title of regulation II-2/10.5.2. The words "of category A" were added to read: "Machinery spaces of category A containing internal combustion machinery."</p> <p><b>Implication:</b> In general, this is normal practice, therefore impact is limited.</p> <p><b>Application:</b> All ships constructed on or after 1 July 2012</p>

<p>285</p> <p>1 July 2016</p> <p>Adopted by Resolution MSC.380(94)</p>	<p><b>Amendments to the Appendix to the SOLAS - Record of equipment</b></p> <p><b>Background:</b> MSC 93 considered an apparently unintended oversight concerning the lack of an entry for the total number of persons accommodated by free-fall lifeboats in the Record of Equipment for the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate.</p> <p><b>Summary:</b> Editorial amendments have been made to the Record of Equipment for the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate.</p> <p><b>Implication:</b> Replacement of the Record of Equipment for the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate will be issued on expiry of current certificates after 1<sup>st</sup> July 2016.</p> <p><b>Application:</b> All SOLAS cargo ships (new and existing).</p>
<p>175</p> <p>1 July 2016</p> <p>Adopted by Resolution MSC.290(87)</p>	<p><b>SOLAS 1974 Regulations II-1/2 and II-1/3-10 – Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers</b></p> <p><b>Background:</b> 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><b>Summary:</b></p> <ul style="list-style-type: none"> <li>– <b>Regulation 2</b> – Definition (new paragraph 28 is added) to define 'Goal-based ship construction standards for bulk carriers and oil tankers'.</li> <li>– <b>New regulation 3-10</b> - '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.</li> </ul> <p><b>Implication:</b> <b>Owner and builders:</b> 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 harmonised Common Structural Rules for oil tankers and bulk carriers have been submitted to the IMO for audit. Owners and builders 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><b>Flag Administrations and their ROs:</b> Classification rules applicable to these types of ships will be subject to the verification process given in the MSC resolution. 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><b>Application:</b> Oil tankers of 150m in length and above and bulk carriers of 150m 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"> <li>– for which the building contract is placed on or after 1 July 2016;</li> <li>– 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</li> <li>– the delivery of which is on or after 1 July 2020.</li> </ul> <p><u>Relevant instruments</u> In conjunction with the above amendments, related documents have also been adopted or approved as applicable:</p> <p>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 on Guidelines for the information to be included in a Ship Construction File</p>
<p>255</p> <p>(Repeated)</p> <p>1 January 2016 (Oil and chemical tankers*)</p> <p>1 July 2016 (Gas tankers*)</p>	<p><b>Demonstration of compliance with damage stability requirements for tankers</b></p> <p><b>Amendments to MARPOL Annex I - Regulation 3 and 28 and Appendix II</b></p> <p><b>Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) - Part A, Section 2.2.1 &amp; Certificate of fitness</b></p> <p><b>Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) - Section 2.2 &amp; Certificate of fitness</b></p> <p><b>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 &amp; Certificate of fitness</b></p> <p>Tankers need to demonstrate compliance with the relevant damage stability requirements. See item 255 in part B</p> <p><i>* see Application in item 255 in part B for details</i></p>

## 12 December 2016

<p>ILO0002</p> <p>12 December 2016</p>	<p><b>2014 Amendments to the Maritime Labour Convention, 2006</b></p> <p><b>Background:</b> As of March 2014, the ILO's abandonment of seafarers' database listed 159 abandoned merchant ships, some dating back to 2006 with cases still unresolved. Many abandoned seafarers are working and living on board ships without pay, often for several months, and lack food and water supplies, medical care or means to return home. As such amendments to the MLC, 2006 were proposed to provide abandoned seafarers with further protection.</p> <p><b>Summary:</b> Amendments to the MLC 2006 were adopted by the Special Tripartite Committee at the meeting in Geneva between 7 and 14 April 2014. The amendments were approved by the ILO in Geneva on 11 June 2014. Both of the amendments relate to provision of financial security in respect of:</p> <p>Regulation 2.5 - repatriation of seafarers following abandonment by the shipowner Regulation 4.2 - shipowners' liability and provision of a system of financial security to assure compensation for contractual claims following the death or disability of a seafarer.</p> <p><b>Implication:</b> Appropriate financial security must be provided</p> <p><b>Application:</b> All ships except warships and naval auxiliaries, ships engaged in fishing or similar pursuits, ships of traditional build such as dhows and junks and those that navigate exclusively in inland waters or waters within, or closely adjacent to, sheltered waters or areas where port regulations apply.</p>
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## 1 July 2017

<p>159</p> <p>(Repeated)</p> <p>1 July 2017</p>	<p><b>SOLAS 1974 Regulation V/19 – Carriage requirements of ECDIS</b></p> <p>Retrofitting requirements for ships other than passenger ships or tankers (of 20,000 gt or above). See item 159 in part A.</p>
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## 1 January 2018

195  (Repeated)  1 Jan 2018	<b>MARPOL Annex IV - Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea</b> See item 195 in part A - applicability for existing passenger ships will be from 1 January 2018.
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## 1 July 2019

219  (Repeated)  1 July 2019	<b>Amendments to SOLAS Regulation II-2/10.10.1 - Audible alarm device to notify low air pressure in self-contained breathing apparatus cylinders</b> See item 219 in Part A for existing ships which are required to comply between 1 July 2014 and 1 July 2019.
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## Part 2 – IMO 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.

### Expected date unknown

<p>238</p> <p>Estimated entry into force – Not yet known</p>	<p><b>International convention for the Safety for Fishing Vessels (Torremolinos Convention)</b></p> <p><b>Background:</b> 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 agreed which change 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><b>Summary:</b> The diplomatic conference in South Africa in October 2012 agreed that the entry into force criteria should be 22 flag states which between then have at least 3600 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 part of the requirements for existing fishing vessels was also agreed.</p> <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.</p> <p><b>Implication:</b> <b>Shipowners and Managers:</b> The Protocol has requirements covering the following areas:</p> <ul style="list-style-type: none"><li>– construction, watertight integrity and equipment;</li><li>– stability and associated seaworthiness;</li><li>– machinery and electrical installations and periodically unattended machinery spaces;</li><li>– fire protection, detection, extinction and firefighting;</li><li>– protection of crew;</li><li>– life-saving appliances and arrangements;</li><li>– emergency procedures, musters and drills;</li><li>– radiocommunications; and</li><li>– shipborne navigational equipment and arrangements.</li></ul>
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	<p>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, fishing vessels flagged with these Administrations will find that nothing will change following these amendments.</p> <p><b>Builders / designers of fishing vessels</b> will need to ensure that the regulations are complied with. This may require additional or different safety equipment to be provided.</p> <p><b>Flag Administrations and their ROs</b> will have to survey new and existing fishing vessels to the extent required and issue appropriate certification.</p> <p><b>Applicability:</b> The Torremolinos Convention and Protocol is, in general, applicable to fishing vessels of 24 metres in length and over.</p> <p>Although the majority of the requirements are applicable only to new ships, the following are also applicable to existing ships:</p> <ul style="list-style-type: none"> <li>- life-saving appliances and arrangements - only regulation 13 'Radio life-saving appliances' and regulation 14 'Radar transponders';</li> <li>- emergency procedures, musters and drills;</li> <li>- radiocommunications; and</li> <li>- shipborne navigational equipment and arrangements.</li> </ul>
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## Expected 1 July 2016

<p><b>154</b></p> <p><b>Estimated Entry into force – 1 July 2016 – MIGHT BE SUBJECT TO FURTHER CHANGE</b></p> <p>Class News <b>No. 02/2014</b></p>	<p><b>Ballast Water Management Convention – adopted by 2004 BWM Conference</b></p> <p><b>Background:</b> 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 the new Convention. The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) was adopted on 13 February 2004.</p> <p>The BWM Convention will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. To date (23 February 2015), 44 States representing 32.86% of the world merchant shipping tonnage have ratified this Convention.</p> <p>MEPC 60 (March 2010) and each subsequent MEPC meeting has concluded that generally there are sufficient type-approved ballast water treatment technologies available.</p> <p><b>Summary:</b> The IMO has published a <a href="#">list of relevant guidelines and guidance documents</a> related to the implementation of the BWM Convention.</p>
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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.

**Implication:** Most ships are expected to comply by installing and using an approved ballast water treatment system which is to be installed on a defined time scale based on the ship's ballast water capacity, delivery date and IOPP renewal survey date (see table below).

**Application:**

Once the Convention enters into force, it will apply 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 on board 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(22)) 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), and is shown in the table below. 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. 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).

The LR Lead Specialist on this subject is Yildiz Williams, she can be contacted directly by email: [yildiz.williams@lr.org](mailto:yildiz.williams@lr.org)

Reschedule for ships constructed (keel laid) before entry into force (EIF)\* of the Convention

Ballast capacity	Constructed before 2009	Constructed in or after 2009 but before 2012	Constructed in or after 2012
Less than 1500m <sup>3</sup>	EIF before 2016: by 1 <sup>st</sup> IOPP** renewal survey after the anniversary of the delivery of the ship in 2016 EIF after 2016: by 1 <sup>st</sup> IOPP renewal survey	By 1 <sup>st</sup> IOPP renewal survey after EIF	
Between 1500m <sup>3</sup> and 5000m <sup>3</sup>	By 1 <sup>st</sup> IOPP renewal survey after EIF		
Greater than 5000m <sup>3</sup>	EIF in and before 2016: by 1 <sup>st</sup> IOPP renewal survey after the anniversary of the delivery of the ship in 2016 EIF after 2016: by 1 <sup>st</sup> IOPP renewal survey	By 1 <sup>st</sup> IOPP renewal survey after EIF	

\* "EIF" means entry into force of the BWM Convention. This occurs 12 months after the date when condition for entry into force is met by sufficient number and tonnage of ratifications

\*\* The IOPP renewal survey indicated in the table below refers to the renewal survey associated with the IOPP Certificate required under MARPOL Annex I

Relevant instruments

Resolution MEPC.252(67) - Guidelines for port State control under the BWM Convention

Resolution MEPC.253(67) - Measures to be taken to facilitate entry into force of the international convention for the control and management of ships' ballast water and sediments, 2004

## Expected 1 January 2017

<p><b>241</b></p> <p><b>Expected entry into force 1 January 2017 –</b> Subject to MEPC adoption (MSC.385(94) &amp; MSC.386(94))</p>	<p><b>New mandatory International Code for Ships Operating in Polar Waters (Polar Code)</b></p> <p>Note - The SOLAS (Safety) side is complete whilst MARPOL (Environment) side is expected to be completed at MEPC 68 (May 2015)</p> <p><b>Background:</b> 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.</p> <p>The IMO has been discussing this for a number of sessions and a final text for both safety and environmental aspects is expected soon after May 2015.</p> <p><b>Summary:</b> The importance of including non-SOLAS ships has been raised by some delegations. It was, however, noted that a decision has been taken to cover SOLAS ships first and then non-SOLAS ships.</p>
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The various environmental issues (discharge of grey water, black carbon emissions and others) have been extensively discussed and remain contentious.

The new chapter XIV of SOLAS makes compliance with the related Polar Code mandatory. There are related amendments to MARPOL currently being discussed at the MEPC meetings. 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 includes requirements for the following areas:

- 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.

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.

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.

Amendments to MARPOL to make the Polar Code mandatory are expected to be finalised at MEPC 68. The Polar Code has requirements covering the following MARPOL related matters:

- 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)

**Implication:** All ships which intend to operation in the polar areas (as defined) will have to be assessed for compliance with the Polar Code and a polar certificate issued. 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><b>Application:</b> The new requirements will be applicable to all ships which have SOLAS certificates, including HSC, 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><u>Relevant instruments</u>  <b>Resolution A.1024(26) - Guidelines for ships operating in polar waters</b></p>
<p><b>185</b></p> <p><b>Estimated entry into force 1 January 2017 - MIGHT BE SUBJECT TO THE FURTHER CHANGE</b></p>	<p><b>Development of the mandatory IGF Code - renamed “International code of safety for ships using gases or other low flashpoint fuels”</b></p> <p><b>Background:</b> BLG was tasked with producing interim guidelines for ships with natural gas fuelled engine installations, which were produced in 2009 (Resolution MSC.285 (86)). These guidelines are an interim measure until an International Code for the Safety of Gas Fuelled Ships (IGF Code) is produced, which is intended to be mandatory for ships other than those regulated under the IGC Code. This has also been the subject of an inter-sessional correspondence group between the last few Sub-Committee meetings and is a contentious issue among various parties who are pushing for particular approaches which are not necessarily in line with LR policy.</p> <p><b>Summary:</b> Some of the major discussion points are;</p> <p>The basic philosophy of the IGF Code is to provide mandatory provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using low flashpoint fuels, such as liquefied natural gas (LNG), to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved. The Code addresses all areas that need special consideration for the usage of low flashpoint fuels, based on a goal-based approach, with goals and functional requirements specified for each section forming the basis for the design, construction and operation of ships using this type of fuel</p> <p>The change includes the new mandatory code and the amendments to the SOLAS convention as follows:</p> <ul style="list-style-type: none"> <li>– Mandatory application of the International Code of safety for ships using gases or other low-flashpoint fuels (IGF Code).</li> </ul> <p>The following regulations were revised:</p> <ul style="list-style-type: none"> <li>– Regulation II-1/56 on application (intended to apply ships including those constructed prior to the entry into force date);</li> <li>– Regulation II-2/4; and</li> <li>– Form of certificate – there will not be a separate IGF certificate.</li> </ul> <p><b>Implication:</b> There is a number of safety related aspects that affect design and building of such ships including the concept of emergency shut down arrangements and the location of low flash point fuel storage tanks.</p> <p><b>Application:</b> All ships using low flash point fuels except those regulated by the IGC Code. The IGF Code should apply to new ships and to existing</p>

	<p>ships converting from the use of conventional oil fuel to the use of gases or other low-flashpoint fuels, on or after the date of entry into force of the Code. The IGF Code would not apply to cargo ships of less than 500 gross ton, but the provisions of the IGF Code could be applied to such ships on a voluntary basis, based on national legislation.</p> <p><b>Further information</b> Lloyd's Register Rules for the Classification of Natural Gas Fuelled Ships were published July 2012 and revised in January 2014. The Rules enable the safe use of natural gas (and low flash point fuels with similar properties, provided any differences are taken into account as a part of the design and their hazards mitigated) as fuel for ships other than LNG carriers. The rules reflect the requirements of the annex of resolution MSC.285 (86) and the developing draft IGF Code.</p>
<p>273</p> <p><b>Expected entry into force</b> <b>1 January 2017</b> – MIGHT BE SUBJECT TO FURTHER CHANGE</p>	<p><b>Draft amendments to the STCW Convention, 1978 (Part A) and the STCW Code (Part B) related to the international code of safety for ships using gases or other low-flashpoint fuels (IGF Code)</b></p> <p><b>Background:</b> The new IGF code has been under the final stage of discussion. Reference is to be made to the outcome on the IGF code under CCC 1. MSC 94 approved the amendments related to the IGF Code to the STCW Convention and part A and part B of the STCW Code, the associated MSC resolutions and STCW circular with a view to adoption at MSC 95 for entry into force on 1 January 2017.</p> <p><b>Summary:</b> The amendments concern the mandatory minimum requirements for the training and qualifications of Masters, Officers, Ratings and other personnel on ships subject to the IGF Code. A certificate of basic training shall be required for seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board such ships, however, seafarers who have been qualified and certified according to regulation V/1-2, paragraphs 2 and 5, or regulation V/1-2, paragraphs 4 and 5 on liquefied gas tankers, are to be considered as having met the requirements specified in section A-V/3, paragraph 1 for basic training for service these ships. Masters, engineer Officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on these ships. Liquefied tanker experience again may be sufficient provided it meets the provisions of the convention.</p> <p><b>Implication:</b> <b>Owners / Operators:</b> The new requirements appear not to have any "transitional" arrangements. If adopted as drafted they will have significant impact to owners and operators.</p> <p><b>Application:</b> All ships using gas or other low flash point fuels, except for those regulated by the IGC Code.</p> <p><u>Relevant instruments</u> <b>Draft STCW.6 Circular on Amendments to Part B of the Seafarers' Training, Certification and Watchkeeping (STCW) Code</b> <b>STCW.7/Circ.23 on Interim Guidance on training for seafarers on ships using gases or other low-flashpoint fuels</b></p>

<p>274</p> <p><b>Expected entry into force</b>  <b>1 January 2017</b> –  MIGHT BE  SUBJECT TO  FURTHER  CHANGE</p>	<p><b>Draft amendments to SOLAS Regulation II-2/20 and draft amendments to the design guidelines and operational recommendations for ventilation systems in ro-ro cargo spaces (MSC/Circ.729)</b></p> <p><b>Background:</b> Amendments to SOLAS regulations II-2/20.3.1.2.1 and II-2/20.3.1.2.2 were proposed to introduce air quality management for the ventilation of closed vehicle spaces, closed ro-ro and special category spaces together with proposed draft amendments to design guidelines and operational recommendations for ventilation systems in ro-ro cargo spaces (MSC/Circ.729).</p> <p><b>Summary:</b> SSE 1 agreed the amendment to SOLAS II-2/20 allowing the optional use of an air quality management system in lieu of prescriptive requirements for ventilation of ro-ro and special category spaces for approval at MSC 94.</p> <p>SSE was unable to finalise the draft amendments to the above MSC Circ.729 as there are no internationally accepted levels for CO and NO<sub>2</sub> and the nationally accepted levels differ considerably. It was agreed that the work should be completed at SSE 2 for approval at MSC 95 together with the associated draft amendments to SOLAS regulation II-20/20.3.</p> <p><b>Implication:</b> This is an optional requirement (alternative). Ships may still meet the existing II-2/20 prescriptive requirements.</p> <p><b>Application:</b> The new SOLAS regulation II-2/20 is applicable for all passenger and cargo ships (new and existing) regardless of whether an air quality management system has been installed.</p>
<p>277</p> <p><b>Expected entry into force</b>  <b>1 January 2017</b> –  MIGHT BE  SUBJECT TO  FURTHER  CHANGE</p>	<p><b>Draft amendments to SOLAS Regulations II-2/4.5 and II-2/11.6</b></p> <p><b>Background &amp; Summary:</b> SSE 1 considered proposed amendments to SOLAS regulations II-2/4.5, II-2/11.6.1, II-2/11.6.2, and II-2/11.6.3.2 to clarify the provisions relating to the secondary means of venting cargo tanks. In general terms, the proposal will require new tankers to install full flow P/V valves on each cargo tank in order to ensure adequate safety against over-and-under pressure in the event a cargo tank isolation valve is damaged or inadvertently closed. SSE 1 agreed to the amendments for submission to MSC 94 for approval. MSC 94 approved the amendments with a view to adoption at MSC 95.</p> <p><b>Implication:</b> On new tankers full flow P/V valves will be required to be installed on each cargo and slop tank instead of the small volume flow breather valves, the P/V valves being considered the 'secondary means.'</p> <p><b>Application:</b> New tankers constructed on or after 1st January 2017, if adopted at MSC 95.</p>
<p>286</p>	<p><b>Draft Amendments to the IMSBC Code regarding solid bulk cargoes which are potentially harmful to the marine environment (HME)</b></p> <p><b>Background:</b> Following the introduction of the "general prohibition" of the garbage discharge by MARPOL Annex VI, IMO decided to address</p>

<p><b>Expected entry into force</b>  <b>1 January 2017</b> – MIGHT BE SUBJECT TO FURTHER CHANGE</p>	<p>operational discharge of the cargo residue, including cargo hold washing water, in the IMSBC Code.</p> <p><b>Summary:</b> There would also be a new non-mandatory section in the IMSBC Code which would repeat the relevant text from MARPOL Annex V and the associated guidelines.</p> <p><b>Implication:</b> Whilst this move will provide clarity of the requirement, as legal framework is still in question (see below “application”), this may cause confusion at the PSC scene.</p> <p><b>Application:</b> While it is intended to be made applicable for carriage of solid bulk cargoes on or after 1 January 2017, there is still a question, as to whether current IMSBC Code made mandatory under the SOLAS convention can address the environmental elements as mandatory requirements.</p>
<p><b>269</b></p> <p><b>Expected entry into force</b>  <b>1 January 2017</b> – MIGHT BE SUBJECT TO FURTHER CHANGE</p> <p>Class News  <b>No. 17/2014</b></p>	<p><b>IMSBC Code 03-15 amendment</b></p> <p><b>Background:</b> This Code is in a constant 2 year update cycle, the last adopted amendment to the code, were amendment (02-13) which will be voluntarily applied from 1 January 2014 and will be applied on mandatory basis from 1 January 2015. Amendments (02-13) included a new individual schedule for Nickel Ore and a revised section 4 related to cargo liquefaction</p> <p><b>Summary:</b> The new set of amendments 03-15 agreed in principal at DSC 18 will be adopted at MSC 95 and should be voluntarily applied from 1 January 2016 and mandatory from 1 January 2017. The amendments included a new schedule for Iron Ore fines Group A (cargo that may liquefy) and new test procedure for determining the TML (Transportable Moisture Limit) of iron ore fines.</p> <p><b>Implication:</b> New and amended schedules provide specific requirements for solid bulk cargoes intended to be carried. New test procedures to determine and verify the TML are included specifically for Iron Ore fines. Managers and companies should be aware of the new changes and advise its Masters accordingly.</p> <p><b>Application:</b> All ships carrying solid bulk cargoes other than grain.</p>
<p><b>256</b></p> <p><b>Estimated entry into force</b>  <b>1 January 2017</b>- SUBJECT TO MEETING THE</p>	<p><b>SOLAS Regulation II-2/18.5 - amendments consequential to MSC.1/Circ.1431 - Guidelines for the approval of helicopter facility foam fire-fighting appliances</b></p> <p><b>Background:</b> Several amendments to SOLAS regulation II-2/18.5, the MODU Code, and MSC/Circ.895 were identified by IMO, as a consequence to the approval of MSC.1/Circ.1431 (‘Guidelines for the approval of helicopter facility foam fire-fighting appliances’).</p> <p><b>Summary:</b> It was agreed to amend SOLAS regulation II-2/18.5.1.3 to 5.1.5 to only refer to the new requirements contained in MSC.1/Circ.1431 which apply to foam fire-fighting appliances for the protection of helicopter facilities. The guidelines are also applicable to installations covered by chapter 9</p>

<p>CONDITION FOR THE ENTRY INTO FORCE</p>	<p>of the 2009 MODU Code and the recommendation on helicopter landing areas on ro-ro passenger ships (MSC/Circ.895).</p> <p><b>Implication:</b> The amendments will make guidelines covered by MSC.1/Circ. 1431 mandatory for ships with helidecks. The requirements of MSC.1/Circ. 1431 will need careful consideration at the design stage as they could impact the capacity of foam firefighting systems and the design arrangements for the helicopter landing area. Ship owners may also consider providing training for the crew for efficient use of the new foam firefighting systems.</p> <p><b>Application:</b> The SOLAS amendments will apply to new ships with helideck facilities. The Guidelines contained in MSC.1/Circ.1431 also cover approval of foam fire-fighting appliances on helicopter landing areas (designated for occasional or emergency landing).</p>
<p><b>232</b></p> <p><b>Expected entry into force – 1 January 2017</b> - MIGHT BE SUBJECT TO FURTHER CHANGE</p>	<p><b>Draft amendments to MARPOL Annex I Regulation 12</b></p> <p><b>Background:</b> Amendments to clarify the requirements of regulation 12 of Annex 1 were approved for adoption at MEPC 68.</p> <p>The following are relevant to this amendment:</p> <ul style="list-style-type: none"> <li>– 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</li> <li>– MEPC.1/Circ.753 – the amendment introduced by resolution MEPC.187 (59) raised question on the application to existing ships. Interpretation was developed.</li> <li>– IACS UI - MPC99 (Dec 2011) – addressing common piping arrangements</li> <li>– MEPC.1/Circ.753/Rev.1 – this is reflection of IACS UI MPC99</li> </ul> <p><b>Summary:</b> 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).</p> <p><b>Implication:</b> Due to the delay of the work, the draft amendments are now expected to enter into force on 1 January 2017.</p> <p><b>Application:</b> Unless indicated otherwise, this regulation applies to every ship of 400 gt and above except 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].</p>



## 1 January 2018

258	<b>Draft amendments to SOLAS Regulations III/3 and III/20 on requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear</b>
Estimated entry into force 1 January 2018 MIGHT BE SUBJECT TO FURTHER CHANGE	<p><b>Background:</b> 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. Currently the requirements for the recognition of such service suppliers are given in non-mandatory instruments, i.e., MSC.1/Circ.1206/Rev.1 (and MSC.1/Circ.1277)</p> <p><b>Summary:</b> The amendments to the SOLAS Convention will introduce mandatory application of the requirements for such service suppliers.</p> <p><b>Implication:</b> <b>Shipowners and Managers:</b> This should have little effect for Lloyd’s Register owners/operators though as we already apply these requirements. <b>Manufacturers</b> will need to find out how their flag Administration intends to authorize them as service suppliers and make appropriate arrangements for authorization as necessary. Lloyd’s Register already imposes this standard through the Lloyd’s Register Procedures for the approval of service suppliers, so this should not have a significant impact to Lloyd’s Register’s clients. <b>Flag Administrations and their ROs</b> will need to authorize their lifeboat service suppliers. A list of approved service suppliers will have to be provided to the IMO.</p> <p><b>Application:</b> Applicable to SOLAS ships and service suppliers maintaining their lifeboats and davits.</p> <p><u>Relevant instruments</u> Draft MSC resolution on requirements for periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear. Draft MSC circular on Guidelines on safety during abandon ship drills using lifeboats</p>

## Expected 1 March 2018

265	<b>Draft amendment to MARPOL Annex V (Appendix) - Record of Garbage Discharge</b>
Estimated entry into force 1 March 2018 - MIGHT BE SUBJECT TO THE	<p><b>Background:</b> A comprehensive revision to MARPOL Annex V entered into force on 1 January 2013. There are still some clarifications required out of the new requirements entered into force.</p> <p><b>Summary:</b> The amendment aims to clarify the term “Estimated amount of discharge” – whether into the sea or to reception facilities. Since this forms part of the MARPOL Convention, MEPC 66 agreed on the need to proceed with the amendment and discuss this matter in depth at MEPC 67 with a view to adoption. MEPC 67 did not agree with the proposed amendment, as the need for further refinement was pointed out, such as splitting the</p>

FURTHER CHANGE	<p>garbage record book into two (one for cargo residue and one for others).</p> <p><b>Implication:</b> The current format of the Garbage Record Book will be revised accordingly in order to prevent possible conflicts during Port State Control inspections.</p> <p><b>Application:</b> Ships required to have garbage record book (ships of 400 gt or above)</p> <p><u>Relevant instruments</u>  <b>Resolution MEPC 239 (65) - Amendments to the 2012 Guidelines for the implementation of MARPOL Annex V</b></p>
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### Expected 1 July 2018

<p><b>192</b></p> <p>Estimated entry into force  <b>1 July 2018</b> –  SUBJECT TO MEETING THE CONDITION FOR THE ENTRY INTO FORCE</p> <p><b>Adopted by:</b>  MSC.204(81)</p>	<p><b>Amendments to SOLAS 1974 Regulation I/10</b></p> <p>Please note that amendments to SOLAS Chapter I are subject to ratification criteria (as BWM Convention, Ship Recycling Convention, MLC Convention), i.e., in accordance with article VIII(b)(iv) of the International Convention for the Safety of Life at Sea, 1974 and article VI(b) of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, the amendments shall be deemed to have been accepted on the date on which they have been accepted by two-thirds of the Parties to the Protocol and shall enter into force six months after that date. The IMO have received acceptances from Norway and the Netherlands, however since 2010 no further Administrations have accepted these amendments.</p> <p>Regulation 10 - Surveys of structure, machinery and equipment of cargo ships</p> <p>The existing text of subparagraph (v) of paragraph (a) of the regulation is replaced by the following:  “(v) a minimum of two inspections of the outside of the ship’s bottom during the five-year period of validity of the Cargo Ship Safety Construction Certificate or the Cargo Ship Safety Certificate, except where regulation 14(e) or 14(f) is applicable. Where regulation 14(e) or 14(f) is applicable, this five-year period may be extended to coincide with the extended period of validity of the certificate. In all cases the interval between any two such inspections shall not exceed 36 months.”</p> <p><b>Background:</b> Bottom survey requirements were amended based upon the current practices by classification societies.</p> <p><b>Implication:</b> None to LR ships</p> <p><b>Application:</b> To cargo ships that are subject to the SOLAS convention (cargo ships (non-passenger ships) of 500 gt or over engaged on international voyages.</p>
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<p><b>155</b></p> <p><b>Estimated entry into force</b>  <b>1 July 2018 -</b>  SUBJECT TO MEETING THE CONDITION FOR THE ENTRY INTO FORCE</p> <p>Class News  <b>No. 14/2009</b></p> <p>Lloyd's Register Guidance Note - <b>Ship recycling, Practice and Regulation today</b></p>	<p><b>Ship Recycling Convention – adopted by 2009 SR Conference</b></p> <p><b>Background &amp; Summary:</b> 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. It is predicted that this condition will be met by January 2015. As of February 2015, only three States have become party to the Convention, representing 1.86% of the world's fleet.</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 also 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 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"> <li>– Ships to have an IHM (also known as 'the Green Passport');</li> <li>– New builds to exclude certain hazardous materials;</li> <li>– Ship recycling facilities to be authorised by the national authority;</li> <li>– Ship recycling facilities to provide an approved 'Ship Recycling Plan' detailing how the ship will be recycled;</li> <li>– Ships flying the flag of parties to the Convention to be recycled only in authorised recycling facilities; and</li> <li>– Ship recycling facilities which are located in parties to the Convention to recycle only ships which they are authorised to recycle.</li> </ul> <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><b>Implication:</b></p> <p><b>Shipowners and Managers:</b></p> <ul style="list-style-type: none"> <li>– to provide an Inventory of Hazardous Materials for their ship</li> <li>– to inform the Flag State before a final survey takes place</li> <li>– 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</li> </ul> <p><b>Recycling facilities:</b></p> <ul style="list-style-type: none"> <li>– to obtain "Document of Authorization for Ship Recycling" by the competent authority of the recycling State</li> <li>– to inform their authorities should they wish to recycle a ship</li> </ul>
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	<ul style="list-style-type: none"> <li>- to prepare a specific 'Ship Recycling Plan', based on the IHM which the owner provides</li> <li>- to report when recycling is finished</li> </ul> <p><b>National authority of States with recycling facilities:</b></p> <ul style="list-style-type: none"> <li>- to authorise ship recycling facilities</li> <li>- to approve Ship Recycling Plans</li> </ul> <p><b>Application:</b> Once the Convention enters into force it will apply to all ships and MODUs, high-speed craft, FSUs/FPSOs and barges. For newbuilds 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><u>Relevant instruments</u>  <b>Resolution MEPC.197(6) - 2011 Guidelines for the Development of the Inventory of Hazardous Materials</b></p>
<p><b>234</b></p> <p><b>Estimated entry into force 1 July 2018 - SUBJECT TO MEETING THE CONDITION FOR THE ENTRY INTO FORCE</b></p>	<p><b>Comprehensive review of SOLAS Chapter IV (Review of the requirements)</b></p> <p><b>Background:</b> The current SOLAS chapter IV (GMDSS) requirements were adopted in 1988 based upon the technologies developed in 1970s. Noting development in technologies and change of the status of INMARSAT, a comprehensive review of the requirements is under way.</p> <p><b>Summary:</b> The following are the notable changes under discussion:</p> <ul style="list-style-type: none"> <li>- Use of non-INMARSAT, new additional satellite system;</li> <li>- Possible incorporation of Chapter V (AIS and LRIT), XI-2 (SSAS);</li> <li>- Sea maintenance requirement (Regulation 8 and 15); and</li> <li>- Redundancy of DSC EPIRB.</li> </ul> <p><b>Implication:</b> It will be a challenge for both shipboard equipment and shore side facilities in terms of survey, certification and Port State Control inspection.</p> <p><b>Application:</b> Expected to apply to all ships of 300 gt and above, including new and existing ships</p>
<p><b>246</b></p> <p><b>Estimated entry into force 1 July 2018 -</b></p>	<p><b>Amendments to the LSA Code - clarification of application</b></p> <p><b>Background:</b> There is confusion about the application of amendments to the LSA Code and an attempt is being made to make it clear when amendments are to be applied to LSA equipment which is installed on board both new and existing ships.</p> <p><b>Summary:</b> Under the requirements of SOLAS Chapter III, LSA equipment has to comply with the LSA Code. SOLAS Chapter III is applicable to ships</p>

<p>MIGHT BE SUBJECT TO THE FURTHER CHANGE</p>	<p>the keel of which is laid on or after 1 July 1998, unless the requirement expressly states otherwise or unless the requirement relates to “all ships”. In the latter case, “all ships” requires compliance regardless of keel laying date. Amendments to Chapter I of the LSA Code are being developed to clarify the application of the LSA Code. The application criteria for the LSA code have been further developed, with regard to whether the new amendments to the LSA code are applicable on the date when the equipment is installed onboard, or when the keel of the ship is laid down etc. The main change relates to imposing a limit of 24 months, or earlier if required by the Administration, on ships already under construction at the time that amendments to the LSA Code become effective.</p> <p>A correspondence group is working on the draft and is expected to advise SSE 2 accordingly. Upon finalisation during SSE 2, estimated time of adoption is 1 July 2018.</p> <p><b>Implication:</b> This discussion affects installation of lifesaving appliances on ships under construction, depending upon the entry into force mechanism being discussed.</p> <p><b>Application:</b> All ships</p>
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External Affairs  
Lloyd's Register EMEA  
Lloyd's Register Global Technology Centre,  
Southampton Boldrewood Innovation Campus,  
Burgess Road, Southampton,  
S016 7QF, UK

E [external-affairs@lr.org](mailto:external-affairs@lr.org)

[www.lr.org](http://www.lr.org)

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