

# 2018 IntlReg Regulatory Bulletin

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An aide-mémoire of recent regulatory changes  
in the international shipping industry.





# Our Mission

The mission of International Register of Shipping is to provide our clients and the public with the services needed by ensuring the safety of life and property at sea, and the prevention of pollution of the marine environment through the development and verification of standards for the design, construction and operational maintenance of marine-related facilities.

# Quality Policy

Provide services that meet or exceed the customer expectations and all applicable requirements and the quality of which is continuously perfected through the documented quality management system of the organization and establishment of measurable quality objectives.

We promote continual improvement of our quality management process in the pursuit of high levels of safety of life, property, and protection of the maritime environment.

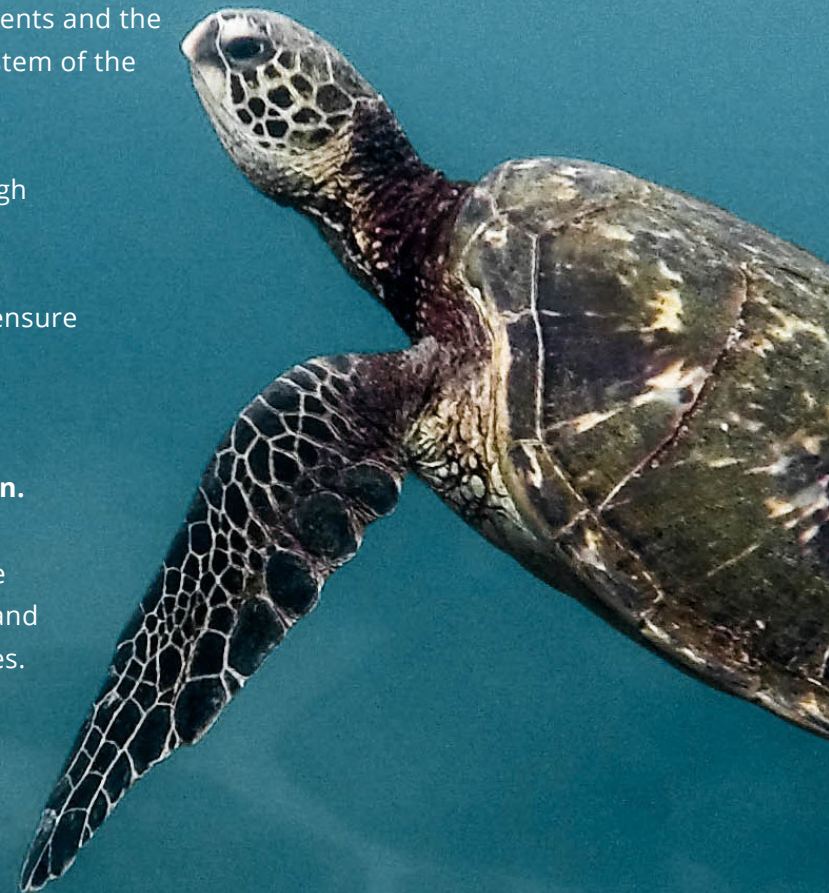
We believe that our Quality Management System supported by management committed to ensure the continual delivery of:

- **High levels of technical expertise and competence;**
- **Integrity, impartiality and ethical practices; and**
- **Excellence of services as a Classification Society and a Recognized Organization.**

Our entire line management, supported by our internal quality system is accountable for the implementation of our quality policy, and shall be committed at all times to fulfil the needs and meet the requirements of our customer, our suppliers, our employees, and interested parties.

*“Our vision is to be a  
reliable partner for  
the maritime world.”*

**Robert Padilla,**  
*Founder of International Register of Shipping*





An aerial photograph of a vibrant turquoise ocean. White, frothy waves are breaking in several places, creating a stark contrast with the deep blue-green water. In the lower right corner, dark, jagged rocks protrude from the water, with waves crashing against them. The overall scene is dynamic and captures the raw power of the sea from a high-angle perspective.

This bulletin is published to serve as an  
aide-mémoire of recent regulatory changes  
in the international shipping industry.

This bulletin provides information of regulatory changes adopted by  
the International Maritime Organization (IMO) with entry into force  
from 1st Jan 2018 to 1st Jan 2019.

Further information on these regulations can be obtained from  
the resolution of the appropriate IMO body adopting the new  
requirements. These resolutions are available at [IMO website](http://IMO-website).



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**CONVENTION / REGULATION**

## Amendments to the ESP Code

**APPLICATION**

### Oil tankers and Bulk carriers of 500 GT and Above with ESP class notation

**REFERENCE**

IMO Resolution MSC. 405 (96)

**ENTRY INTO FORCE/APPLICABLE FROM**

January 1, 2018

## Summary

The Enhanced Survey Program Code was amended by resolution MSC.405 (96) refer to the recommendations for entering enclosed spaces aboard ships set forth under resolution A.1050 (27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on or after 1 January 2018. Provisions for proper and safe access should be agreed between the owner and the Administration, based on recommendations developed by the Organization for carrying out the survey. ESP Code has been continuously amended with a view to make it consistent with the revised IACS UR Z10 series. At this session, amendments to the 2011 ESP Code were adopted with a view to incorporate the requirements of the revised recommendations for entering enclosed spaces aboard ships as adopted by A.1050(27).

## Implications

**To Ship Owners / Ship Managers**

Owners/ ship managers are required to bring the new requirements to the notice of ship's staff and technical staff for compliance. The surveyor(s) should always be accompanied by at least one responsible person, assigned by the owner, experienced in tank and enclosed space inspection.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A

**CONVENTION / REGULATION**

## Amendments 38-16 to the International Maritime Dangerous Goods (IMDG) Code

**APPLICATION**

Applicable to all ships intending to carry dangerous goods and marine pollutants in packaged form

**REFERENCE**

IMO Resolution MSC. 406(96)

**ENTRY INTO FORCE/APPLICABLE FROM**

January 1, 2018

### Summary

The IMDG Code includes revisions to various sections of the code and to the transport requirements for specific substances. Amendments (38-16). Amendments 38-16 to IMDG Code were adopted by IMO's Maritime Safety Committee (MSC) at its ninety-sixth session in May 2016 corresponding to the revision of UN Model and some of the issues they handle are:

- New special provisions for the marine transport of vehicles, engines and machinery fitted with lithium batteries;
- Revision of the requirements for placarding containers to ensure durability for three months marine voyage
- New sections defining gases, flammable liquids, toxic substances, and corrosives that are not accepted for transport
- Changes to some of the codes to introduce consistency of requirements for similar cargoes
- New criteria and documentation requirements for assigning fireworks to hazard divisions.
- Some of the significant changes to the 38-16th Amendment to IMDG Code are outlined below.
- The proper shipping name entries for Engines and Vehicles under UN3166 have been separated. UN3166 now covers only "Vehicle" entries and "Engines" now fall under new UN3528, UN3529, and UN3530 entries.
- Polyester resin kits have been separated into two entries: UN3269 "POLYESTER RESIN KIT, liquid base material" and new UN3527 "POLYESTER RESIN KIT, solid base material".
- Polymerizing substances of Class 4.1 have been assigned to new entries UN3531, UN3532, UN3533 and UN3534. Special provisions for shipping certain common items have been added, revised, or removed:
- SP188 now requires a standardized lithium battery mark for excepted shipments of lithium cells and batteries.
- SP312, 363, 961 and 962 have been revised; SP380 and 385 have been added; and SP970 has been removed due to the separation of the proper shipping name entries for Engines and Vehicles.
- SP236 now includes Class 4.1 solid base materials for polyester resin kits.
- SP310 the lithium battery prototype and low production packaging requirements have been moved to a new packing instruction (P910). **(Continued on Next Page)**

These amendments applicable to all ships intending to carry dangerous goods and marine pollutants in packaged form, which are covered by the IMDG Code. The Amendments 38-16 of the code may be applied by Administrations in whole or part on a voluntary basis since 1 January 2017 and will enter into force as mandatory on 1 January 2018.

## Implications

### To Ship Owners / Ship Managers

Ship owners and managers of ships carrying dangerous goods must be familiar with the developments on the IMDG Code. Attention is to be paid to the new special provisions for the marine transport of vehicles fitted with lithium batteries.

### To Flags & RO

N/A

### To Shipbuilders / Manufacturers

N/A

**CONVENTION / REGULATION**

## Amendments to Standard 2.8.1 and Form 7 of the FAL Convention - Dangerous Goods Manifest

**APPLICATION**

### All ships covered by IMDG Code

**REFERENCE**

IMO Resolution FAL.12(40)

**ENTRY INTO FORCE/APPLICABLE FROM**

January 1, 2018

### Summary

Information on dangerous goods and marine pollutants carried onboard and their location must be listed in a special list or manifest, as per SOLAS Ch. VII, MARPOL Annex III and IMDG Code requirement. Form 7 of the IMO Convention on Facilitation of International Maritime Traffic serves this purpose. It was recommended that the Form is revised to align with the IMDG requirements.

Dangerous Goods Manifest Amendments, Standard 2.8.1 and the relevant Form 7 of the FAL Convention were adopted by FAL 40 to align the Convention with the IMDG Code consignment documentation requirements. Also, the request for the Master's personal information has now been deleted, since this is not required by the IMDG Code or SOLAS. Additional information related to FAL Form 7 in order to assist users is under development and will be found in the Explanatory Manual to the FAL Convention (non-mandatory part). FAL 41.

Application: Applicable to all ships intending to carry dangerous goods and marine pollutants in packaged form, which are covered by the IMDG Code.

### Implications

**To Ship Owners / Ship Managers**

Users of the Dangerous Goods Manifest (Masters, Shipowners and Ship Managers, and port State authorities) will be benefited by the alignment with the IMDG Code and clarifications on the correct completion of the Form

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A



**CONVENTION / REGULATION**

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

**APPLICATION**

All commercial and passenger ships which intend to operate in the polar area

**REFERENCE**

IMO Resolution MSC.385(94), MSC.386(94)  
MEPC.264(68) & MEPC.265(68)

**ENTRY INTO FORCE/APPLICABLE FROM**

January 1, 2018

### Summary

The International Maritime Organization (IMO) has adopted the International Code for Ships Operating in Polar Waters (Polar Code), and related amendments to the International Convention for the Safety of Life at Sea (SOLAS) to make it mandatory, marking an historic milestone in the Organization's work to protect ships and people aboard them, both seafarers and passengers, in the harsh environment of the waters surrounding the two poles. 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 required.

The Polar Code covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in waters surrounding the two poles. Ships trading in the polar regions already have to comply with all relevant international standards adopted by IMO, but the newly adopted SOLAS chapter XIV "Safety measures for ships operating in polar waters", adds additional requirements, by making mandatory the Polar Code (Preamble, Introduction and Part I-A (Safety measures)) as well as mandatory provisions, recommendations are also included in a Part 1-B. Amendments to MARPOL Annexes I, II, IV and V to make the Polar Code mandatory were also adopted and included in Polar Code Part II. The Polar Code is goal based to allow the use of innovation to meet the requirements. Mandatory regulation is contained in sections A with supporting non-mandatory guidance in section B. The Polar Code highlights the potential hazards of operating in polar regions, including ice, remoteness and rapidly changing and severe weather conditions, and provides goals and functional requirements in relation to ship design, construction, equipment, operations, training, and search and rescue, relevant to ships operating in Arctic and Antarctic waters.

Application:

The new requirements will be applicable to all ships which have SOLAS certificates, including HSC, or MARPOL certification and which operate in polar waters. All new ships constructed on or after 1 January 2017 will have to comply with the full Polar Code requirements from building stage. 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.

[\(Continued on Next Page\)](#)

## Implications

### To Ship Owners / Ship Managers

The Polar Code will require vessels intending to operate in polar waters, to apply for a Polar Ship Certificate

### To Flags & RO

N/A

### To Shipbuilders / Manufacturers

N/A



**CONVENTION / REGULATION****MARPOL Annex VI - Mandatory Collection and reporting of ship fuel oil consumption data (IMO-DCS)****APPLICATION**

All ships of 5,000 gross tonnage and above

**REFERENCE**

IMO Resolution MEPC.278(70); MEPC.282(70); MEPC.292(71)

**ENTRY INTO FORCE/APPLICABLE FROM**

March 1, 2018

## Summary

MEPC 70 Adopted a new mandatory fuel oil data collection system by resolution MEPC.278(70) amendments to chapter 4 of annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) to add new Regulation 22A related to collection and reporting of ship fuel oil consumption data. The adopted amendments in IMO fuel oil consumption data collection system (IMO DCS) will come into force on 1 March 2018. Under the new requirements, ships of 5,000 gross tonnage and above, engaged in international shipping will have to collect consumption data for each type of fuel oil they use, as well as distance travelled, and hours while the ship is underway and submit to their Flag Administration or a Recognised Organisation (RO) nominated by the Flag.

Additionally, the regulation requires the Flag State (or Recognized Organization) to confirm prior to January 1, 2019, that the Ship Energy Efficiency Management Plan (SEEMP) to be updated to document the ship specific methodologies and processes that will be used for collecting the required data and reporting that data to the Flag Administration. In this regard, Resolution MEPC.282(70) provides guidelines for the development of a Ship Energy Efficiency Management Plan which gives direction for developing the methodologies to be followed for collecting and reporting the data, as well as further clarifying the above mentioned data that needs to be collected.

The collected data is required to be aggregated into annual values and reported according to Annex VI requirements, by the shipowner to the ship's Flag Administration or Recognized Organization within three months after the end of each calendar year, for subsequent transmission to a Ship Fuel Oil Consumption Database central database managed by the IMO. After the required data has been submitted to, and verified by the Administration or the Recognized Organization, a Statement of Compliance is to be issued within five months after the end of the calendar year the data was collected.

Application: To all new and existing ships of 5,000 GT and above engaged on international voyages. The requirements will enter into force on 01 March 2018 and first reporting period will be for the 2019 calendar year.

See Resolution MEPC.282(70) on 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP).

See Resolution MEPC.292(71) on 2017 Guidelines for Administration verification of ship fuel oil consumption data.

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## Implications

### To Ship Owners / Ship Managers

Shipowners and Ship Managers: Additional administrative requirements for the data collection, sometimes requiring adaption of existing processes or sometimes new processes and activities, appropriate for each ship and each company and update the SEEMPs of their ships to reflect this process. They should submit each SEEMP for approval the Administration or delegated RO on or before Dec 2018.

### To Flags & RO

Data collection as per SEEMP and verify data reported. Issue Statement of Compliance no later than 5 months from beginning of calendar year. Transfer data to central IMO Database

### To Shipbuilders / Manufacturers

N/A



**CONVENTION / REGULATION****MARPOL Annex I - Amendment to Supplement Form-B to the IOPP Certificate****APPLICATION****All oil tankers of 150 GT and above****REFERENCE****IMO Resolution MEPC.276(70)****ENTRY INTO FORCE/APPLICABLE FROM****March 1, 2018****Summary**

The Resolution MEPC.276(70) amendments were adopted that remove obsolete sections from the Supplement Form B to the International Oil Pollution Prevention Certificate (IOPPC). Items referring to Dedicated Clean Ballast Tanks, which were applied to oil tankers delivered before 1982, were deleted and other sections renumbered. The amendments enter into force on March 1, 2018, and apply to oil tankers. The revised Form B does not apply to ships other than oil tankers with cargo tanks under regulation 2.2 of MARPOL Annex I to which a Form B is also issued. As no new requirements were added to the Form B, the IOPPC and its Supplement will remain valid until the first Renewal Survey performed on or after March 1, 2018

Application: To all oil tankers of 150 GT and above shall replace the certificate at the first opportunity, after the date of entry into force

**Implications****To Ship Owners / Ship Managers**

Ship Owners and Recognised Organisations should make sure the all certificates will be replaced before first renewal survey on or before March 2018.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A

**CONVENTION / REGULATION****MARPOL Annex V related to HME substances and Form of Garbage Record Book****APPLICATION**

Ships of 400 GT and above, ships certified to carry 15 persons or more engaged in international voyages, all ships carrying solid bulk cargoes other than grain, fixed and floating platforms.

**REFERENCE**

IMO Resolution MEPC.277(70); MEPC.219(63); MEPC.239(65)

**ENTRY INTO FORCE/APPLICABLE FROM**

March 1, 2018

**Summary**

MEPC.277(70) adopted amendments to MARPOL Annex V related the discharge of cargo residues including cargo hold washing water, that are harmful to the marine environment (HME) and the Form of Garbage Record Book.

Amendments now mandate that solid bulk cargoes, other than grain, shall be classified in accordance with the criteria specified in the 2012 Guidelines for the implementation of MARPOL Annex V given in paragraph 3.2 resolution MEPC.219(63) and are aimed at ensuring that such substances are declared by the shipper as to whether or not they are harmful to the marine environment. The requirement for shippers to classify solid bulk cargoes in accordance with the criteria given in the resolution is added as a new Appendix I and existing Appendix 'Form of GRB' is renumbered as Appendix II. The format of cargo declaration to be used by ships engaged in international voyages is found in section 4.2. of the IMSBC code and each flag may determine the means of declaration to be used. Discharge of cargo residue containing substance harmful to marine environment is prohibited and same to be discharged to port reception facility.

By Resolution MEPC.239(65), the Committee adopted revisions of MARPOL Annex V that add "E-Waste" (such as gadgets computers, printer cartridges etc.) as a new category of garbage. Relevant amendments to Garbage Record Book by splitting into two parts. A new entry in garbage category in Part I is introduced for E-waste and a new Part II is created to report handling of HME and non-HME cargo residues. For filling Part I date, time, position of the ship (latitude and longitude), category of the garbage and estimated amount discharged to be recorded. For filling part II, discharge start and stop position to be recorded along with data written in part I. The recording of this waste using the new format of the GRB is required as of March 1, 2018.

For each entry, the date, time, category and signature sections remain unchanged. However, the details to be included for the specific discharge have been expanded. The position of the ship at the time of discharge will need to include information such as the latitude and longitude for a discharge at sea, or the details of the location when discharging to a reception facility. In addition, the details of the specific discharge record will need to be separated to clearly identify if the waste was: incinerated; discharged into the sea; or discharged to a reception facility or to another ship. The measurement to be used for the amount of waste discharged (i.e. m3) will also need to be identified. There will also be a section for remarks on the incineration or discharge of the waste to align with the requirements of MARPOL Annex V (e.g. position of the ship and the start and stop times for incineration).

Ships required to have Garbage Record Book (ships of 400 GT and above, ships certified to carry 15 persons or more engaged in international voyages, all ships carrying solid bulk cargoes other than grain and fixed and floating platforms)

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## Implications

### To Ship Owners / Ship Managers

The HME classification and declaration requirements might have a significant impact mainly associated the discharge requirements that accompany the regulation. Masters are encouraged by IMO to report inadequacies of port reception facilities using the format given in MEPC.1/Circ.834. The amendments aim to clarify the required entries for garbage in GRB and prevent any conflicts during PSC inspections and maintain updated GRBs in due time for compliance.

### To Flags & RO

N/A

### To Shipbuilders / Manufacturers

N/A

**CONVENTION / REGULATION****SOLAS II-2/10.10.4 - Radio-communication equipment for fire-fighting teams****APPLICATION****All SOLAS ships constructed on or after 1 July 2014****REFERENCE****IMO Regulation II-2/10.4 ; MSC.338(91)****ENTRY INTO FORCE/APPLICABLE FROM****July 1, 2018****Summary**

MSC 91 adopted amendments to SOLAS Regulation II-2/10.4, of MSC.338(91) to clarify that a minimum of two two-way portable radiotelephone apparatus for each fire party for

fire-fighter's communication shall be carried on board. These radio devices shall be of an explosion proof type or intrinsically safe.

Application: 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.

**Implications****To Ship Owners / Ship Managers**

All Shipowners to ensure compliance. The specification requirements and 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.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A

**CONVENTION / REGULATION**

## Training requirements for ships operating in polar waters - Amendments to the STCW Code

**APPLICATION**

### All ships operating in polar water

**REFERENCE**

IMO Resolution MSC.416(97)

**ENTRY INTO FORCE/APPLICABLE FROM**

July 1, 2018

### Summary

The International Maritime Organization's Maritime Safety Committee (MSC) adopted resolution MSC.416(97), which amends the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, along with resolution MSC.417(97), which amends Part A of the STCW Code to include new mandatory minimum training requirements for masters and deck officers on ships operating in Polar Waters and an extension of emergency training for personnel on passenger ships. Every Master, Chief mates and officers in charge of a navigational watch officer shall, for continuing seagoing service on board ships operating in polar waters, meet the requirements of paragraph 1 of this regulation and be required, at intervals not exceeding five years, to establish continued professional competence for ships operating in polar waters in accordance with section A-1/11, paragraph 4 of the STCW Code. The amendments take effect on July 1, 2018.

Application: To seafarers and other personnel serving on board passenger ships engaged on international voyages. Administrations shall determine the applicability of these requirements to personnel serving on ships operating in polar waters

### Implications

**To Ship Owners / Ship Managers**

Shipowners and Ship Managers will need to be aware of the new requirements for planning and compliance and allow for more time, if needed, before personnel assume duties on board in order to complete the ship emergency familiarisation requirement.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A



**CONVENTION / REGULATION**

## Passenger ship safety training- Amendments to the STCW Convention and the STCW Code

**APPLICATION**

### All Passenger vessels

**REFERENCE**

IMO Resolution MSC.416(97) and MSC.417(97)

**ENTRY INTO FORCE/APPLICABLE FROM**

July 1, 2018

### Summary

IMO also adopted amendments the STCW Convention and the Code stipulated in MSC.416(97) and MSC.417(97) revising the training requirements for masters, officers, ratings and other personnel serving on board passenger ships engaged on international voyages to address new challenges posed by the increased size of modern cruise ships and the large number of passengers on board.

Details of the amendments relating to the training requirements for masters, officers, ratings and other personnel serving on board passenger ships could be found in paragraph 3 of the Annex to MSC.416(97) (for amending Regulation V/2 of STCW Convention) and paragraphs 2 and 3 of the Annex to MSC.417(97) (for amending Sections A-I/14 and A-V/2 of STCW Code) respectively.

The amendments introduced by these two resolutions request that all personnel serving on board passenger ships engaged on international voyages shall, before being assigned to shipboard duties, have attained the abilities that are appropriate to their duties and responsibilities which contribute to:

- the implementation of emergency plans, instructions and procedures
- the effective communication with passengers during an emergency
- passenger ship emergency familiarization appropriate to their capacity, duties and responsibilities as specified in section A-V/2, paragraph 1 of the STCW Code.
- personnel providing direct service to passengers in passenger spaces on board passenger ships shall have completed the safety training specified in section A-V/2, paragraph 2 of the STCW Code
- assist passengers in emergency situations on board passenger ships shall have completed approved training in crisis management and human behaviour as specified in section A-V/2, paragraph 4 of the STCW Code.
- Assist embarking and disembarking passengers, for loading, discharging or securing cargo, or for closing hull openings on board ro-ro passenger ships shall have completed approved training in passenger safety, cargo safety and hull integrity as specified in section A-V/2, paragraph 5 of the STCW Code.

The above mentioned new requirements will come into force on 1 July 2018.

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## Implications

### To Ship Owners / Ship Managers

Before being assigned shipboard duties, all persons employed or engaged on a passenger ship shall meet the standard of competence specified in section A-VI/1 of the STCW Code.

### To Flags & RO

Administrations should ensure that documentary evidence of the training which has been completed and issued to every person found qualified under the provisions in accordance with paragraphs 6 to 8 of the STCW regulation

### To Shipbuilders / Manufacturers

N/A

**CONVENTION / REGULATION****SOLAS XI-1/2 - Amendments to the 2011 ESP Code****APPLICATION****Oil tankers and Bulk carriers of 500 GT or over****REFERENCE****IMO Resolution MSC.412 (97)****ENTRY INTO FORCE/APPLICABLE FROM****July 1, 2018****Summary**

Resolution MSC.412 (97) revised the 2011 Enhanced Survey Program (ESP) Code adopted as A.1049(27) is a mandatory survey requirement for Oil Tanker and Bulk Carriers as required by SOLAS Regulation XI-1/2 updated to maintain compatibility with the IACS requirements (UR Z10.1 and Z10.2.)

Salient changes are:

- a) For bulk carrier having single – side skin construction and double- side skin construction including ore carriers: cargo hold hatch covers and coamings of approved design which structurally have no access to the internals, close-up survey/thickness measurement shall be done of accessible parts of hatch covers' structures.
- b) Thickness measurement required of close up survey at renewal survey of double side skin bulk carriers excluding ore carrier: 25% of longitudinal for longitudinal framing system on side shell and inner side plating at forward, middle and aft parts in the foremost double side tanks is included in close up survey requirement during second renewal survey onwards.
- c) For oil tanker having double hull and other than double hull construction: Tank testing procedure, specifying fill heights, tanks being filled and bulkheads being tested, to be submitted by the owner for reviewing by the Administration or recognized organization prior to the testing being carried out.
- d) For oil tanker (double hull and other than double hull) and bulk carrier (single skin and double side skin): In any kind of survey, i.e. renewal, intermediate, annual or other surveys having the scope of the foregoing ones, for structures in areas where close-up surveys are required, thickness measurements, when

**Implications****To Ship Owners / Ship Managers**

These amendments will help ensure harmonisation between the IMO and IACS requirements. Where crew is allowed to carry out cargo tank testing, during renewal survey, the Cargo Tank testing procedure is to be submitted to RO or administration for approval and to include the details of filling height, tanks

**To Flags & RO**

Review of cargo Tank testing procedure

**To Shipbuilders / Manufacturers**

N/A



**CONVENTION / REGULATION****SOLAS 1974 Regulation V/19 –Carriage requirements of ECDIS****APPLICATION****Cargo Ships between 10,000GT and 20,000 GT constructed before July 20****REFERENCE****IMO Resolution: Resolution MSC. 282(86)****ENTRY INTO FORCE/APPLICABLE FROM****July 1, 2018****Summary**

ECDIS (Electronic Chart Display and Information System) is a shipborne navigational equipment, which is regarded as an equivalent to paper charts as per SOLAS regulation V/27 and regulation V/19.2.1.4. By the amendment at MSC 86, Electronic Chart Display and Information System (ECDIS) became mandatory, and no longer an option, for all cargo ships of 10,000 gross tonnage and upwards but less than 20,000 gross tonnage, constructed before 1 July 2013, and are required to retrofit the system not later than the first safety survey on or after 1 July 2018.

After the existing paragraph 2.9, 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.”

**Implications****To Ship Owners / Ship Managers**

As ECDIS will be required on existing ships at the first survey after the date specified, shipowners will be required to make retrofitting arrangements and ensure that ships will be provided with Electronic Nautical 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 to be incorporated into Company's SMS for the use of ECDIS and deck officers must be fully familiar with the operation of ECDIS prior to the first voyage after installing

**To Flags & RO**

Relevant survey guidelines should be prepared, which should include appropriate backup arrangements and location of ECDIS in case of retrofitting. ISM auditors are to be aware of the for the requirements and the need for companies to introduce corresponding training and familiarization

**To Shipbuilders / Manufacturers**

N/A

**CONVENTION / REGULATION****Amendments to Appendix V of MARPOL Annex VI (Bunker Delivery Note)****APPLICATION****All ships to which this Annex applies****REFERENCE****IMO Resolution MEPC.286(71)****ENTRY INTO FORCE/APPLICABLE FROM****January 1, 2019****Summary**

Amendments to Regulation 13 (Nitrogen Oxides (NO<sub>x</sub>))

These amendments are related to the designation of the Baltic Sea and the North Sea Emission Control Areas for NO<sub>x</sub> Tier III control. These amendments require new ships, which is constructed on or after 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area, to install Tier III engine on board ship.

The exemption may be granted for ships having Tier II engine to navigate to ECA areas, provided that the ship sails directly to or from the shipyard or other repair facility, does not load or unload cargo during the duration of the exemption, and follows any additional specific routing requirements indicated by the port State in which the shipyard or other repair facility is located, if applicable

Amendments to Appendix V (the information to be included in the bunker delivery note) These amendments are to include the new declaration format (checkboxes and Purchaser's specified limit value) requiring the fuel oil supplier's representative to tick the relevant box to declare that the sulphur content of the fuel oil supplied. These amendments of MARPOL Annex VI are expected to enter into force on 1 January 2019. Fuels with higher sulphur content than those regulated in regulation 14 of the MARPOL Annex VI can be delivered to a ship provided the ship uses equivalent methods to manage their sulphur emissions, such as a scrubber.

Application: Appropriate entry in bunker delivery notes issued on or after the 1 January 2019.

The bunker delivery note shall be kept on board the ship in such a place as to be readily available for inspection and verification by port state at all reasonable times. It shall be retained for a period of three years after the fuel oil has been delivered on board.

**Implications****To Ship Owners / Ship Managers**

To ensure that the Bunker delivery Note has all relevant information required as per Annex V of this regulation.  
The amendments are expected to prevent ambiguities and problems arising during port State control inspections.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A

**CONVENTION / REGULATION****2016 amendments to the code of Maritime Labour Convention, 2006****APPLICATION****All ships except warships and naval auxiliaries****REFERENCE****Code of the MLC 2006****ENTRY INTO FORCE/APPLICABLE FROM****January 8, 2019****Summary**

International Labour Conference overwhelmingly agreed in favour of further amendments to the Maritime Labour Convention, 2006, in order to better protect seafarers against shipboard harassment and bullying that can have serious consequences to the physical and emotional health of seafarers and negative effects for Companies and to allow for an extension of the validity of maritime labour certificates

Guideline B 4.3.1 (Provisions on occupational accidents, injuries and diseases) will be amended at paragraph 1 to refer to the latest version of the Guidance on eliminating shipboard harassment and bullying and at paragraph 4 with the addition of a new subparagraph (d) harassment and bullying.

Guideline B4.3.6 will be amended to include a new subparagraph (g) problems arising from harassment and bullying

Regulation A5.1.3 of the Convention will be amended to allow for the extension of the validity of the maritime labour certificate in circumstances where ships have completed the renewal inspection but where a new maritime labour certificate cannot be immediately issued and made available on board. The competent authority or the recognised organisation duly authorised for this purpose, may extend the validity of the certificate for a period not more than five months from the expiry date of the existing certificate and endorse the certificate accordingly.

The amendments were agreed at the second meeting of the ILO MLC Special Tripartite Committee (STC) and the Ad Hoc Tripartite Maritime Committee on 10 February 2016. These amendments will enter into force on 8 January 2019.

**Application:**

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.

**Implications****To Ship Owners / Ship Managers**

Shipowners and ship managers are advised to review their management systems to ensure they include procedures for the elimination of harassment and bullying on board ship.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A



**CONVENTION / REGULATION****Draft amendments 04-17 to the International Maritime Solid Bulk Cargoes (IMSBC) Code****APPLICATION****All ships carrying solid bulk cargoes, other than grain****REFERENCE**

N/A

**ENTRY INTO FORCE/APPLICABLE FROM**

January 1, 2019

**Summary**

The IMSBC Code is in a constant 2-year update cycle. Currently, amendments 03-15 are in force, since 1 January 2017. Amendments 03-15 included a new individual schedule for Iron Ore fines Group A (cargo that may liquefy), a new test procedure for determining the Transportable Moisture Limit (TML) of iron ore fines and a new, recommendatory section on Prevention of pollution by cargo residues from ships.

Summary: The next set of draft amendments to the IMSBC Code (04-17) includes:

- Addition of new individual cargo schedules and revisions to existing ones;
- A new testing method to determine the TML for coal up to 50 mm in size and amendments to the individual schedule of coal;
- Re-classification of bauxite as a Group A cargo (cargo that may liquefy).
- Clear reference to the shippers' responsibility and time requirements for the TML and the moisture content tests of Group A cargoes.

Amendments 04-17 will also include new requirements for shippers with regards to classifying and declaring solid bulk cargoes as substances that are harmful to the marine environment (HME).

The Editorial & Technical Group (E&T 26) finalised the draft amendments and these are expected to be adopted by MSC 98 (June 2017) for entry into force on 1 January 2019.

Readers should be reminded that the IMO, recognising the urgent need to raise awareness of the liquefaction properties of certain bauxite cargoes, issued CCC.1/Circ.2 on Carriage of bauxite that may liquefy and urges all stakeholders involved in the transport of such cargoes to take notice and action.

**Implications****To Ship Owners / Ship Managers**

Shipowners and Ship Managers should be aware of the new changes and advise their Masters accordingly.

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A

**CONVENTION / REGULATION**

## Draft amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code – Harmful to the marine environment (HME) substances

**APPLICATION**

### Applicable to ships carrying solid bulk cargoes

**REFERENCE**

N/A

**ENTRY INTO FORCE/APPLICABLE FROM**

January 1, 2019

## Summary

Following the introduction of a 'general prohibition' of garbage disposal by an amendment to MARPOL Annex V (resolution MEPC.201(62)) which entered into force on 1 January 2013, disposal of cargo residue, including cargo hold washing water became an issue. IMO developed a classification scheme for solid bulk cargoes to determine whether or not they are harmful to the marine environment (HME) as part of the IMSBC Code. However, the IMSBC Code is mandatory only under the SOLAS Convention, thus cannot impose environmental requirements as a mandatory instrument. A recommendatory, new section 14 'Prevention of pollution by cargo residues from ships' was included in the amendments 03-15 to the IMSBC Code. This section addressed the classification of solid bulk cargoes as HME and prohibited the discharge of such residues at sea. Furthermore, it assigned the shipper responsible to classify and declare whether a solid bulk cargo is an HME or non-HME. Summary: Following the amendments to MARPOL Annex V (see item 310 above), consequential changes to the IMSBC Code were required. In the draft IMSBC Code amendments, the previously recommendatory Section 14 'Prevention of pollution by cargo residues from ships' is now deleted in order to avoid duplication of mandatory requirements. Instead, a clear requirement for the cargo to be declared as HME prior to loading has been added to Section 4 of the Code and reference is being made to the relevant MARPOL Annex V requirements. MSC 97 approved the draft amendments for subsequent adoption at MSC 98 (June 2017).

## Implications

**To Ship Owners / Ship Managers**

Making the HME classification and declaration requirement mandatory might have a significant impact on Shipowners, Ship Managers and Masters mainly associated with the discharge requirements that accompany the regulation. Finding a suitable reception facility may also be a challenge. Masters are encouraged by IMO to report alleged inadequacies of port reception facilities using the format given in MEPC.1/Circ.834

**To Flags & RO**

N/A

**To Shipbuilders / Manufacturers**

N/A

## TECHNICAL HEAD OFFICE

### UNITED STATES OF AMERICA

4770 Biscayne Blvd., Suite No. 800  
Miami, FL 33137, USA  
Phone Number: +1 (305) 576 4403  
Fax Number: +1 (305) 576 4438  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

## ADMINISTRATIVE OFFICE

INTERNATIONAL REGISTER OF SHIPPING  
Global Plaza Tower, 20th Floor  
50th St. Su E Panama City, Panama  
Phone Number: (507) 213-2260  
Fax Number: (507) 213-2264  
E-mail: [admin@intlreg.org](mailto:admin@intlreg.org)

## REGIONAL OFFICES

### CHINA

IRS Shanghai  
Suite 2006, Shanghai Rui Feng Int'l Tower,  
#248, Yangshupu Road  
Shanghai 200082,  
China  
Telephone: + (86) 21 6886-0181  
Fax: + (86) 21 6886-0182  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### CYPRUS

GMCG Cyprus  
Zenas Kanther 2B, Ag. Triada  
3035, Limassol  
Cyprus  
Tel: +(357) 25 747638  
Fax: +(357) 25 747894  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### EGYPT

GMCG Egypt  
26 Fawzi Moaaz Stret,  
Flat No.903 B, Smouha,  
Alexandria, Egypt  
Tel: +(20) 342 88 594  
Fax: +(20) 342 88 694  
Mobile: (20) 121 11 8161  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### GREECE

GMCG Hellas  
10 ANT. 1st Floor,  
Ampatielou Street, Piraeus, Greece 18536  
Tel: +(30) 210 4293837 / 4292337  
Fax: +(30) 210 4293502  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### INDIA

GMCG India  
3rd Floor, Noel House,  
Kakkanad, Cochin-682021  
India  
Tel: +(91) 484 2423011  
Fax: +(91) 484 2423012  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### IVORY COAST

GMCG Ivory Coast  
26 BP 36 Abidjan 26,  
Siege: 165 Bd de Marseilles,  
Zonz 4C, Marcory-Abidjan  
Cote d'Ivoire  
Tel: +225 21 75 21 21  
Fax: +225 21 35 34 50  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### NIGERIA

IRS Nigeria  
9B, Elegba Festival Drive,  
Oniru, Victoria Island, Lagos, Nigeria  
Tel: +234 1277 2972  
Fax: +234 1462 7759  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### RUSSIA

GMCG Moscow  
Zolotorozhsky Val h.32 bld.2, 3th floor, office 310  
111033, Moscow, Russia  
Tel: +(7) 495 9262357  
Fax: +(7) 495 9262358  
Mobile: +(7) 357 99 674585  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### RUSSIA

GMCG Vladivostok  
690091 Pogranichnaya street 15B, office 507  
Vladivostok, Russia  
Tel: +(7) 4232 404909, +(7) 4232 404910, +(7) 4232 404935  
Fax: +(7) 4232 404934  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### SINGAPORE

GMCG Singapore  
101 Cecil Street, #08-01 Tong Eng Building  
Singapore 069533  
Tel: +65 6223 2203  
Fax: +65 6226 2621  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### SRI LANKA

IRS SRI LANKA  
No. 9 De Fonseka Place, Colombo 4,  
Sri Lanka  
Tel: + 94 11 258 1134  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

### UNITED ARAB EMIRATES

GMCG Dubai  
M-7 Mezzanine Floor,  
Wasl Al Mamzar Building,  
Al Mamazar Street  
P.O. Box 14751  
Dubai, U.A.E.  
Tel: +(971) 4 2965595  
Fax: +(971) 4 2965597  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)