



INTLREG REGULATORY BULLETIN 2020 WINTER EDITION

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Our **Objective** is
life

to safeguard life, property & environment
by providing high-quality classification, certification,
verification, training and advisory services.





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 (or action dates) dates from 1 Jan 2021 to 1 Jan 2022.

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.



OUR MISSION, VISION AND QUALITY POLICY

Our **Vision** is to become trusted advisor for the Maritime World.

Our **Mission** is to continuously ensure safety of life and property at sea, prevention of pollution in marine environment through development and verification of standards for the design, construction and operational maintenance of marine-related facilities.

It is the **Quality Policy** of INTLREG to provide services that meet or exceed the customer expectations, all applicable requirements and the quality 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.

The Quality Management System, supported by management commitment ensure the continual delivery of:

- ✓ High levels of technical expertise and competence;
- ✓ Integrity, impartiality and ethical practices; and
- ✓ Excellence of services in all of our product lines

All of the employees of the organization supported by our internal quality system are 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 customers, our suppliers, our employees and interested parties.



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Convention / Regulation:

Amendments to the 2011 Enhanced Survey Program Code for bulk carriers and oil tankers

Application:

Survey Requirements for Bulk carriers and Oil tankers.

Reference: Resolution
MEPC.461(101)

Entry into Force: 1 January 2021

Summary:

The Enhanced Survey Program (ESP) Code is a mandatory survey requirement for Oil Tanker and Bulk Carriers as required by SOLAS Regulation XI-1/2. The Code was adopted as A.1049 (27) which superseded the previous ESP program (A.744 (18)). The ESP Code is amended to reflect changes in the IACS UR Z 10 series:

1. Clarify the responsibilities and working arrangements where the 2011 ESP Code requires at least two exclusive surveyors to attend on board at the same time to perform the required survey;
2. Provide consistency with IMO goal-base standards, GBS, regime (e.g., number and location of thickness measurements to be taken, acceptance criteria for corrosion and renewal of structure and longitudinal strength evaluation);
3. Clarify specific elements that are subject to close-up survey in tanks on one side of the ship;
4. Specify conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey

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

These amendments will help ensure harmonization between the IMO and IACS requirements.

To Flags & RO

There is no significant impact on survey requirements for bulk carriers and oil tankers.

To Shipbuilders / Manufacturers

NA

Convention / Regulation:

Amendments to the
IMSBC Code
(Amendment 05-19)

Application:

New and Existing ships to
which the IBC Code applies
all Chemical tankers
regardless of tonnage and
nature of voyage.

Reference: MSC.462(101)

Entry into Force: 1 January 2021

Summary:

The IMSBC Code is regularly reviewed to take into account new requirements for existing substances or new substances. The latest version of the IMSBC Code is Amendment 04-17 (see item 307) and IMO is now finalizing the next set of amendments 05-19 which are expected to enter into force in 2021. The draft amendments includes:

On bauxite cargoes:

- Draft new test procedure for determining the transportable moisture limit (TML) for bauxite cargoes (Modified Proctor/Fagerberg test procedure for bauxite) included in Appendix 2
- Draft individual schedule for bauxite as a group A cargo (liable to liquefy)
- Draft amendments to the existing individual schedule of bauxite as Group C cargo

On seed cake cargoes:

- New draft individual schedules for seed cakes as Group C and Group B (MHB (SH)) addressing oxygen depletion issues.
- Draft amendments to the individual schedules for seed cake UN 1386 (a), seed cake UN 1386 (b) and seed cake UN 2217

On metal sulphide concentrates:

- New draft individual schedule for metal sulphide concentrates, self-heating UN 3190 as a group A and B cargo.
- Ammonium nitrate based fertilizer (non-hazardous) remains classified as Group C with a footnote reference to the information contained in CCC.1/Circ.4 on Carriage of Ammonium Nitrate Based Fertilizer (non-hazardous). Discussions on the hazards of ammonium nitrate based fertilizer are continuing.

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

The amendments will include new and amended schedules which will provide specific requirements for solid bulk cargoes intended to be carried under the IMSBC Code. Ship-owners and operators should be aware of the changes and advise their Masters accordingly.

To Flags & RO

Revision of the IBC Code Chapters 17, 18 and 21 - Assigning carriage requirements for products. All ships carrying solid bulk cargoes, other than grain, will be required to apply amendments from 1 January 2021.

To Shipbuilders / Manufacturers

NA



Convention / Regulation:

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

Application:

Chemical tanker (IBC Code)

Reference: MSC.460(101)/
 MEPC.318(74)

Entry into Force: 1 January 2021

Summary:

The criteria for assigning carriage requirements to chemicals (Chapter 21) with regards to safety hazards were reviewed and re-assessed. The implication of these amendments may result in a change in ship type, tank type and changes to carriage requirements, for certain products. Some products which are currently categorized as non- toxic cargoes, became categorized as toxic cargoes due to this revision.

As a result, new certificates and cargo list complying with these amendments are to be produced on board from entry into force of these amendments. The list of requirements for specific cargoes (Chapters 17 and 18) were amended accordingly. Consequential changes to the BCH Code were made as well.

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

Need to monitor the developments for any required changes to operational requirements or minor modifications on Board. Especially, attention must be paid to a high number of products that are not currently classified as toxic but are expected to be classified as such after the revision. A new Certificate of Fitness including a new List of Products will be issued to applicable ships, based on the revised requirements.

To Flags & RO

The revised Certificates and List of products will be effective and supersede the existing certificates, on the date of entry into force of the amendments to the IBC Code.

**To Shipbuilders/
Manufacturers**

NA

Convention / Regulation:

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

Application:

IBC Code

Reference: MEPC.315(74);
MEPC.318(74);
MEPC.319(74);
MEPC.460(74)

Entry into Force: 1 January 2021

Summary:

This is the follow up to a recent amendment which covered tank washings of high viscosity (but not harmful) oils which were washed ashore in the English Channel. The new draft amendment to MARPOL Annex II requires a pre-wash for cargoes of persistent floating substances with a high viscosity, and includes cargoes such as vegetable oils and paraffin's when the vessel is in one of the defined special areas. Amendments to the standard form of the procedures and Arrangements (P & A) manual in Appendix IV are also contained in IMO Resolution MEPC.315 (74). In this regard a new special area "North Western European Water" has been included.

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

IBC Code:

Draft new paragraph 16.2.7, referring to the new prewash requirements in MARPOL Annex II;

The addition of 16.2.7 in column O of the entries in the draft revised chapter 17 corresponding to priority substances to which the draft new MARPOL Annex II prewash requirements should be applied as a first step; and
Draft new paragraph 21.6.5, specifying the criteria that trigger the inclusion of 16.2.7 in column O of chapter 17.

BCH Code:

Corresponding to a draft new paragraph 16.2.7 of the IBC Code.

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

The impact is in general limited as the pre-wash requirements apply only to the North Sea (new special area). However, it should be noted that short sea trade vessels solely operating in this area could be significantly impacted. Being an operational requirement, this applies to all new and existing ships upon entry into force. The amendment is expected to enter into force on 1 January 2021 following approval and subsequent adoption by IMO.

To Flags & RO

A new chemical fitness certificate (COF) or NLS certificate documenting compliance with the new regulations shall be issued once a Confirmation Survey has been conducted to verify whether a revised Operation Manual and P&A Manual with a class approval stamp are onboard.

**To Shipbuilders /
Manufacturers**

NA



Convention / Regulation:

Amendments to MARPOL Annex VI, Regulation 13 – Emission Control Area (ECA) (NOx) (including Baltic Sea and North Sea)

Application:

Ships constructed on or after 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area including English Channel

Reference: MEPC.286(71)

Entry into Force: 1 January 2021

Summary:

Further to the existing SOx emission control in the Baltic and North Seas (under MARPOL Annex VI Regulation 14), NOx emission control is also established under Regulation 13.

New ships (see Application) will be required to have Tier III engines if they visit these sea areas. There are exemption provisions to allow ships fitted with dual fuel engines to navigate without compliant fuel (e.g. LNG), or ships with only Tier II engines, to navigate in a NOx Tier III ECA if the ship is departing from a shipyard where the ship is newly built, or visiting a shipyard for conversion, repair or maintenance. It should be noted that these exemption provisions apply to all NOx ECAs not just the Baltic and North Sea.

MARPOL Annex VI is amended by IMO Resolution MEPC.271(69) to include a new paragraph, 13.5.3, which has the following explanatory text:

“5.3 The tier and on/off status of marine diesel engines installed onboard a ship to which paragraph 5.1 of this regulation applies which are certified to both Tier II and Tier III or which are certified to Tier II only shall be recorded in such log books as prescribed by the Administration at entry into and exit from an emission control area designated under paragraph 6 of this regulation, or when the on/off status changes within such an area, together with the date, time and position of the ship”.

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

New ships which visit this area will be required to have Tier III engines. This requires the future trading areas of a ship to be assessed at the contract stage.

To Flags & RO

Compliance with the provisions of Annex VI is determined by periodic inspections and surveys.

To Shipbuilders / Manufacturers

Amendments to MARPOL Annex VI, introducing two new NOx Emission Control Areas (ECAs) will be enforced for ships constructed (keel laying) on or after 1 January 2021, or existing ships which replace an engine with “non-identical” engines, or install an “additional” engine.

Convention / Regulation:

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

Application:

Recreational vessels /Yachts of less than 500 GT constructed before 1 January 2021

Reference: Res. MEPC.251(66)

Entry into Force: 1 January 2021

Summary:

The requirements of MARPOL Annex VI for the Prevention of Air Pollution from Ships (Chapters 1 - 3) as amended by MEPC.176(58) were further revised by MEPC.251(66) to delay the application to yachts (ships used solely for recreational purposes) until 1 January 2021. From this date, yachts are required to comply with the Tier III requirements. However, it should be noted that yachts of less than 500 GT constructed before 1 January 2021 and recreational yachts of less than 24 meters will not need to comply with Tier III even after this date.

Implications:

To Ship Owners / Ship Managers	Yacht owners and Managers will need to note the new requirements for yachts which are applicable from 1 January 2021.
To Flags & RO	Ensure Compliance of the new amendment by periodical inspection & surveys.
To Shipbuilders / Manufacturers	Annex VI Regulations 13.5.2.1 and 13.5.2.3, NOx Tier III requirements shall apply to marine diesel engines installed on Yachts.

Convention / Regulation:

AMENDMENTS TO MARPOL ANNEX IV - Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea.

Application:

All Passenger Ships visiting the Special Area will be required to comply the below:

1. New Passenger Ships from 01 June 2019
2. Existing Passenger Ships from 1 June 2021 (with exemption of those affected by Resolution MEPC.275 (69)).

Reference: Res. MEPC.274 (69)
MEPC. 275(69)
MEPC 284(70)
MEPC. 227(64).

Entry into Force: 1 June 2021

Summary:

Amendments to Regulation 1,9,11 and 12b is and form of Certificate- for the establishment of a special area were adopted. More stringent requirements will apply within the special area for discharging sewage from Passenger ships that are contracted for construction or in the absence of a building contract, the Keel laying commences on or after 1 January 2016. In order to meet the requirements, a passenger ship must have holding tanks or a Sewage treatment system meeting the new standard. The requirements will be applicable to existing ships as well. However, such enforcement is subject to the availability of sufficient reception facilities in the area. MEPC 62 also revised the certification form that was given in the appendix to the MARPOL Convention to rectify existing inconsistencies.

The original entry into force date established by resolution MEPC.200 (62) was 01 Jan 2016 but due to unavailability of reception facilities further amendment was proposed. MEPC 69 adopted the amendments with slight change on the implementation scheme.

Performance standards for new treatment systems to meet these new requirements were adopted through resolution MEPC. 227(64)-2012. Guidelines on implementation of effluent standards and performance tests for sewage treatment plants. The type approval certificate was revised during the revision of the resolution MEPC.227(64) by new Resolution MEPC.284(70)

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

Major impact on Passenger Ship Owners as they will have to consider optimizing the grey/ black water discharge arrangements inside and outside the special areas plus the constraints of dry docking and space availability on board for fitting new Sewage treatment plants. The system needs to be adaptable as there could be other regional standards which are different.

To Flags & RO

As a result of this amendment, it may be required to further consider more Sewage type approval works for large capacity Sewage treatment plants. In addition, approval of structure and arrangements for holding tanks will take more attention.

To Shipbuilders / Manufacturers

Major impact on Passenger Ship Builders as they will have to optimize their Black and grey water discharge arrangements inside and outside the Special areas. Manufacturers will need to review the proposed performance standards and ensure equipment is developed which can meet the new standards.



Convention / Regulation:

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

Application:

Applies to all new ships of the types or sizes as specified with a change from the previous requirements

Reference: MEPC. 74

Entry into Force:

Expected 1 January 2022

Summary:

MEPC 74 approved changes to the time period and the reduction rates for EEDI Phase 3 requirements for certain ship types.

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

Implications:

To Ship Owners / Ship Managers	There a number of technical and Operational measures that can be considered to reduce GHG emissions
To Flags & RO	Ensure Compliance of the new amendment by periodical inspection & surveys.
To Shipbuilders / Manufacturers	Amendments to MARPOL Annex VI, introducing two new NOx Emission Control Areas (ECAs) will be enforced for ships constructed (keel laying) on or after 1 January 2021, or existing ships which replace an engine with “non-identical” engines, or install an “additional” engine.

Convention / Regulation:

Draft amendments (40-20) to the International Maritime Dangerous Goods (IMDG) Code.

Application:

Applies to all cargo ships carrying cargoes that are subject to IMDG Code. Once adopted these amendments will enter into force on 01 Jan 2022 with Voluntary compliance from 01 January 2021.

Reference: Draft Amendments (40-20) to IMDG Code.

Entry into Force:

Expected 1 January 2022
(Subject to Change)

Summary:

In addition to the regular updates to Classification, segregation, Packing and marking of dangerous goods, amendment 40-20 includes:

- Segregation requirements for alcoholates
- Amendments to SG 53 and SG 48 regarding liquid Organic Substances.
- Amendments to UN 1361 PG II and UN 1362 to clarify the differences between carbon related substances particularly with regard to Charcoal.
- A new special provision and handling code for Medical Waste.
- Amendments have also been made to the footnotes in the IMDG Code.

Implications:

To Ship Owners / Ship Managers	Managers to advise Masters regarding new requirements and segregation requirements.
To Flags & RO	Ensure Compliance of the new amendment by periodical inspection & surveys.
To Shipbuilders / Manufacturers	NA



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