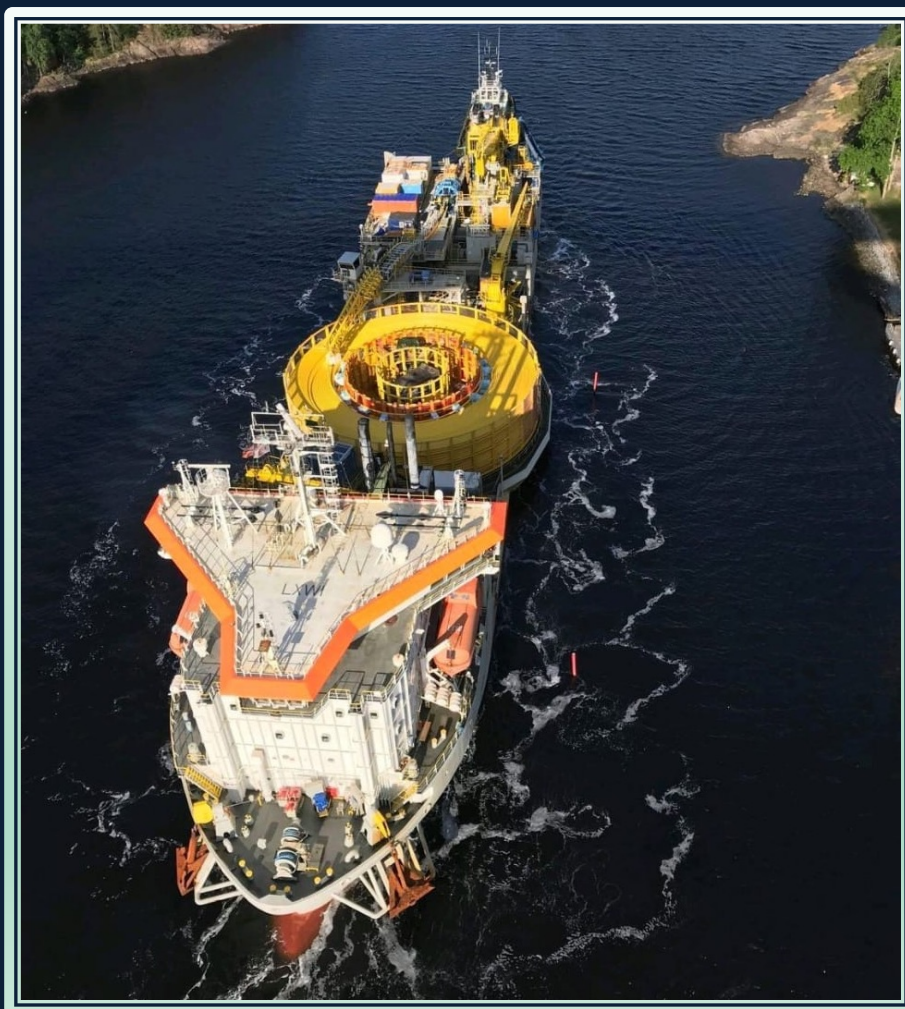


INTLREG

INTERNATIONAL REGISTER OF SHIPPING



INTLREG REGULATORY BULLETIN 2021
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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 01 July 2021 to 01 July 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.



OBJECTIVE

INTLREG ESTABLISHES AND ADMINISTERS RULES AND GUIDELINES FOR THE CLASSIFICATION OF SHIPS, AND OTHER FLOATING MARINE STRUCTURES COVERING THEIR DESIGN, CONSTRUCTION, AND OPERATIONAL MAINTENANCE FOR THE PURPOSE OF DETERMINING AND MAINTAINING THE STRUCTURAL AND MECHANICAL FITNESS FOR THEIR INTENDED PURPOSE.

INTLREG OBJECTIVE IS TO SAFEGUARD LIFE, PROPERTY, & ENVIRONMENT

VISION & MISSION

OUR VISION IS TO BECOME A LEADING CLASSIFICATION SOCIETY WITH FULL RANGE OF SUPPORTING SERVICES.

OUR MISSION IS TO CONTINUOUSLY ENSURE SAFETY OF LIFE AND PROPERTY AT SEA, PREVENTION OF POLLUTION IN THE MARINE ENVIRONMENT THROUGH DEVELOPMENT AND VERIFICATION OF STANDARDS FOR DESIGN, CONSTRUCTION AND OPERATIONAL MAINTENANCE OF MARINE-RELATED FACILITIES.

QUALITY POLICY

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.



SUMMARY

MEPC 75 approved circular MEPC.1/Circ.889 -Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship which aims to address concerns on the regulatory gap between ; in use and onboard fuel oil sampling as per MARPOL Annex VI, Regulation 14. Resolution MEPC.324(75) adopted amendments to Marpol Annex VI introducing two new fuel oil samples for the purpose of confirming compliance with the MARPOL Sulphur requirements and the carriage ban for fuel oil with a Sulphur content exceeding 0.50%, namely the “in-use” sample drawn from the fuel oil system representing the fuel in use, and the “on-board” sample representing fuel intended to be used and carried in the fuel oil storage tanks. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure in for the “MARPOL delivered fuel oil sample” and to add verification procedures for the “in-use sample” and the “on board sample”.

IMPLICATIONS

To Ship Owners / Ship Managers	These amendments introduce requirements for “in-use” sampling points and “onboard” sampling. Whilst the former is the original work introduced in the above, the latter is for fuels delivered but not used yet. The supporting guidelines for the “onboard” sampling were approved at MEPC 75.
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To Flags & RO	NA
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To Shipbuilders / Manufacturers	NA
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Convention / Regulation

Amendments to Regulations 2 and 14 and Appendix VI of MARPOL Annex VI with regard to the onboard sampling points

Application

All new and existing ships. Existing ships will be required to comply at the first renewal survey of the IAPP certificate that will take place on or after 12 months or more from EIF date

Entry into Force / Applicable From

1 April 2022

Reference

IMO Resolution MEPC.324 (75)



SUMMARY

Amendments to Marpol Annex VI, Regulations 14 and 18 introduces new text referring to the requirements for sampling points for 'in use' and 'onboard' sampling and testing and consequent changes to Appendix I, Form of the IAPP Certificate and Appendix VI - Fuel verification procedure for MARPOL Annex VI fuel oil samples. New paragraphs 8 and 9 are added for 'In-use and on-board fuel oil sampling and testing' and paragraphs 10 to 13 for 'In-use fuel oil sampling point' under regulation 14. The verification procedure part 2 is to be followed in the new verification procedures of Appendix VI of MARPOL Annex VI. For the test results, 95% confidence will be allowed (limit $X + 0.59R$) and the acceptable Sulphur limits are extended to 0.11% and 0.53% for 0.10% and 0.50% respectively. Paragraph 8.2 has been replaced under regulation 18. The sample testing laboratory is to be accredited to ISO17025:2017. Supplement Form of the IAPP Certificate amended for confirmation of the designated sampling point.

IMPLICATIONS

To Ship Owners / Ship Managers	Introduction of 95% confidence level is understood as a possible chance of nominal exceedance. This should be clearly understood by the authority.
To Flags & RO	The resolution will enter into force on 1 April 2022 and ships will be required to be fitted with designated sampling points not later than the first IAPP Renewal survey on or after 1 April 2023.
To Shipbuilders / Manufacturers	NA

Convention / Regulation

Amendments to regulations 14 and 18 of MARPOL Annex VI in relation to analysis of Sulphur content

Application

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

Entry into Force / Applicable From

1 April 2022

Reference

IMO Resolution MEPC.324 (75)



SUMMARY

MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced. Table-1 of Regulation 21 were amended to reflect these changes. Revisions for Table 2 will increase the required EEDI for large bulkers of DWT above 279,000 T. Resolution MEPC.324(75) also contains amendments to Tables 1 and 2 of Regulation 21 in MARPOL Annex VI, to significantly strengthen the Energy Efficiency Design Index (EEDI) "phase 3" requirements by bringing forward the entry into effect date of phase 3 to 01 April 2022 from 2025 which accelerate the implementation of EEDI Phase 3 for the specific ship types and sizes including gas carriers, general cargo ships and LNG carriers.

IMPLICATIONS

To Ship Owners /
Ship Managers

All technical and Operational measures should be considered to reduce GHG emissions and consider new technologies and practices when seeking to optimize the performance of a ship.

To Flags & RO

Ensure Compliance of the new amendment by periodical inspection & surveys. Regulation 20 of MARPOL Annex VI was also amended to add a requirement for Recognized Organizations to report the Required and Attained EEDI values for new and existing ships. The reporting of this information must be done:

- 1) Within seven months of completing the IAPP Initial Survey on Attained EEDI (Regulation 5.4), for new construction; or
- 2) Within seven months following 1 April 2022 for ships delivered prior to 1 April 2022.

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. This amendment means that new ships built from that date must be significantly more energy efficient than the baseline.

Convention / Regulation

Amendments to Regulation 21 of MARPOL Annex VI- Amendments to EEDI "Phase 3" requirement

Application

Applies to all new ships of the types or sizes as specified with a change from the previous requirements in 'Phase 3', Table 1 and 2 of Regulation 21 as amended by MEPC.324(75)

Entry into Force / Applicable From

1 April 2022

Reference

IMO Resolution MEPC.324 (75)



SUMMARY

40th amendments to IMDG Code were adopted, to reflect the biennial amendments to "United Nations Recommendations on the Transport of Dangerous Goods". The IMDG code is regularly reviewed and updated every two years to take into account new requirements for existing dangerous goods or new substances. In addition to the regular updates to Classification, segregation, packing and marking of dangerous goods, Amendment 40-20 includes:

- Harmonized with GHS Revision 8 and 21st Edition of Model Regulations.
- Amendments for certain definitions, addition of definition of dosage rate.
- Amendments and addition to Indicative list of high consequence dangerous goods.
- Addition of Dangerous goods in equipment in use or intended for use during transport in chapters 1.1 & 5.5.
- Addition of new organic peroxide.
- Addition of new section for medical or clinical waste in chapter 2.6 & new radioactive materials in chapter 2.7, addition of classification of SCO-III.
- Addition of new section for packages and IBCs conforming to one or more than one successfully tested design type to bear more than one mark.
- New packing /large packing instruction 622 for medical waste.
- Damaged/defective lithium cells or batteries and lithium cells or batteries for disposal or recycling must mention in transport document.
- Portable tanks carrying refrigerated liquefied gas must mention end of holding time in transport document.
- New section in part 6 for Where a packaging conforms to one or more than one tested packaging design type, including one or more than one tested IBC or large packaging design type to bear more than one mark.
- New section for internal coatings or treatment for packaging when packaging materials are not compatible with the dangerous goods to be transported.
- Addition of various ISO standards for gas cylinders.
- Addition of provision for filling portable tanks which has missed the periodic inspection.
- Expired tank provisions TP 35/37/38/39 deleted.
- Certain changes to stowage and segregation provisions.
- New addition for SP 274 for reflecting technical name for marine pollutants.
- Amendments to several special provisions and addition of new special provisions.
- 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. The enforcement date for amendment 40-20 is 01 June 2022 and due to delays encountered finalizing this amendment during the Covid 19 pandemic, amendment 39-18 may be used until the end of May 2022.
To Flags & RO	Ensure Compliance of the new amendment by periodical inspection & surveys.
To Shipbuilders / Manufacturers	NA

Convention / Regulation

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

Application

Applies to all cargo ships carrying cargoes that are subjected to IMDG Code

Entry into Force / Applicable From

1 June 2022

Reference

IMO Resolution MEPC 477 (102)



SUMMARY

IMO Resolution MEPC.325(75) incorporates amendments to Regulation E-1 of the Convention that will incorporate a requirement for a commissioning test at the time of ballast water management system installation, as laid out in Resolution MEPC.325(75). This will be considered a requirement of the Initial or Additional Survey which grants issuance of certification reflecting D-2 compliance. Revised Guidance for the commissioning testing of ballast water management systems was approved and available as BWM.2/Circ.70/Rev.1. To clarify the conduct of statutory surveys for Ballast Water Management Systems (BWMS), MEPC 75 adopted the amendments proposed to BWM regarding commissioning testing of ballast water management systems (Regulation E-1). Resolution MEPC.325(75) also includes an amendment to the form of the International Ballast Water Management Certificate, which will add a field to acknowledge "Other" alternative ballast water management approaches such as reception facilities (B-3.6-7), employed on board that satisfy the objectives of the Convention (in addition to the methods given in Regulations D-1, D-2 and D-4).

IMPLICATIONS

To Ship Owners /
Ship Managers

The mandatory commissioning testing of BWMS during installation surveys comes into force on 1 June 2022, and should be noted that commissioning testing is to be conducted by an entity independent from the BWMS manufacturer or supplier and approved by flag Administration or its Recognised Organisation for this purpose.

To Flags & RO

The commissioning testing of BWM system is to be conducted by an accredited entity which is independent from the BWMS manufacturer or supplier and one that is approved by the flag Administration or the Recognised Organisation working on its behalf.

To Shipbuilders /
Manufacturers

BWM System manufacturer should be approved by the Flag Administration and the revised commissioning testing of ballast water management systems in accordance with BWM.2/Circ.70/Rev.1.

Convention / Regulation

Amendments To Ballast
Water Management
Convention, 2004 -
Amendments to
Regulation E-1 and
Appendix I

Application

All new and existing ships
that engage in
international trade and
are capable of
exchanging ballast water

Entry into Force / Applicable From

1 June 2022

Reference

IMO Resolution MEPC.325
(75)



OUR SERVICES:

**CLASSIFICATION
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 MARITIME SECURITY
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TRAINING INSTITUTE
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 ISPS CODE – CSO / SSO / PFSO / MLC 2006**

**CUSTOMIZED TRAINING:
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NAVAL ARCHITECTURE
MARINE ENGINEERING
SHIP OPERATION
MARINE SURVEYING
RISK ASSESSMENT AND MANAGEMENT**



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THANK YOU