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 onboard 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. |
| To Flags & RO                 | NA                                                                 |
| To Shipbuilders / Manufacturers| NA                                                                 |

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

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<table>
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<tr>
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<tbody>
<tr>
<td><strong>To Ship Owners / Ship Managers</strong></td>
<td>Introduction of 95% confidence level is understood as a possible chance of nominal exceedance. This should be clearly understood by the authority.</td>
</tr>
<tr>
<td><strong>To Flags &amp; RO</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>To Shipbuilders / Manufacturers</strong></td>
<td>NA</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>To Ship Owners / Ship Managers</th>
<th>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.</th>
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</thead>
<tbody>
<tr>
<td>To Flags &amp; RO</td>
<td>Ensure Compliance of the new amendment by periodical inspection &amp; 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:</td>
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<td>1) Within seven months of completing the IAPP Initial Survey on Attained EEDI (Regulation 5.4), for new construction; or</td>
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<td>2) Within seven months following 1 April 2022 for ships delivered prior to 1 April 2022.</td>
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<tr>
<td>To Shipbuilders / Manufacturers</td>
<td>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.</td>
</tr>
</tbody>
</table>
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 |

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.
OUR SERVICES:

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  MANAGEMENT SYSTEMS
TRAINING INSTITUTE
  ISM CODE AUDITOR
  ISPS CODE – CSO / SSO / PFSO / MLC 2006

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  RISK ASSESSMENT AND MANAGEMENT
TECHNICAL HEAD OFFICE

INTLREG – USA
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

ADMINISTRATIVE OFFICE

INTLREG - PANAMA
Global Plaza Tower, 20th Floor
50th St. S.E.
Panama City, Panama
Phone Number: (507) 213-2260
Fax Number: (507) 213-2264
E-mail: admin@intlreg.org

REGIONAL OFFICES

BAHRAIN
INTLREG BAHRAIN
Floor 11, Oce 1103, Bldg. 1260,
Road No. 2421, Block No. 324 Business Bay,
Juwair, Manama, Kingdom of Bahrain
Phone Number: +9733521362
E-mail: bahrain@intlreg.org

LEBANON
INTLREG Lebanon
New Rawda, Park St.Lazar
Block M, Beirut-Lebanon
Tel: +961 76723 982
E-mail: admin@intlreg.org

CHINA
INTLREG 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

EGYPT
INTLREG Egypt
26 (B) Fawzy Moaaz St. Mefco Helwan Building,
Office No.903; Smouha, Alexandria – Egypt
Phone Number: +203 42 88 594
Fax Number: +203 42 88 694
Email: egypt@intlreg.org

CYPRUS
INTLREG Cyprus
Zenas Kanther 28, Ag. Triada 3035,
Limassol, Cyprus
Tel: +(357) 25 747638
Fax: +(357) 25 747894
E-mail: admin@intlreg.org

NIGERIA
INTLREG Nigeria
9B, Elegba Festival Drive,
Oniru, Victoria Island,
Lagos, Nigeria
Tel: +234 1277 2972
Fax: +234 1462 7759
E-mail: admin@intlreg.org

LEBANON
INTLREG Lebanon
New Rawda, Park St.Lazar
Block M, Beirut-Lebanon
Tel: +961 76723 982
E-mail: admin@intlreg.org

RUSSIA
INTLREG 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

EGYPT
INTLREG Egypt
26 (B) Fawzy Moaaz St. Mefco Helwan Building,
Office No.903; Smouha, Alexandria – Egypt
Phone Number: +203 42 88 594
Fax Number: +203 42 88 694
Email: egypt@intlreg.org

SINGAPORE
INTLREG Singapore
3 Shenton Way
#08-03 Shenton House, Singapore 068805
Phone Number: +65 6223 2203
Fax Number: +65 6226 2621
Email: singapore@intlreg.org

CHINA
INTLREG  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

SRI LANKA
INTLREG SRI LANKA
No. 9 De Fonseka Place,
Colombo 4, Sri Lanka
Tel:+ 94 11 258 1134
E-mail: admin@intlreg.org

Greece
INTLREG Greece
4-6 Eplias Street,
18537 Piraeus, Greece
Phone Number: +302 104 293837
Email: greece@intlreg.org

UNITED ARAB EMIRATES
INTLREG Dubai
M-7 Mezzanine Floor, Wasl Al Mamzar Building,
Al Mamzar Street P.O. Box 14751
Dubai, U.A.E.
Tel: +(971) 4 2965595
Fax: +(971) 4 2965597 E-mail: admin@intlreg.org

INDIA
INTLREG India
SDF 17 A, 1st Floor, CSEZ, Kakkanad,
Ernakulam-682037 India
Tel: +91 484 2413411 / +91 484 2413012
E-mail : admin@intlreg.org
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Enquiries should be addressed to:

INTLREG – USA
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