

INTLREG

INTERNATIONAL REGISTER OF SHIPPING



INTLREG
SINCE 1993

INTLREG REGULATORY BULLETIN 2022
WINTER EDITION, JANUARY



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 January 2022 to 01 January 2023.

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

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 was amended to reflect these changes. Revisions for Table 2 will increase the required EEDI for large bulkers of DWT above 279,000. 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 will 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

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.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	NA

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 the 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 onboard 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	N/A

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

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 enters into force on 01 June 2022, and should be noted that commissioning test 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 test 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 Recognized Organization 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)



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.
- New handling code.
- 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 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

N/A

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

The Marine Environment Protection Committee (MEPC), at its 76th session, adopted amendments to MARPOL Annexes I, IV and VI concerning the exemption of unmanned non-self-propelled (UNSP) barges from certain survey and certification requirements by Resolutions MEPC.330(76) and MEPC.328(76) respectively. MEPC has also approved the “Guidelines for exemption of UNSP barges from certain survey and certification requirements under the MARPOL Convention” by issuing a Circular MEPC.1/Circ.892. The exemptions under MARPOL Annex I are based on the barges not carrying oil or fitted with any oil tanks or machinery that generates oil residues, and for Annex IV, for the barge not being used for holding sewage or having any arrangement that could produce sewage and excluding unmanned non-self-propelled (UNSP) barges from survey and certification requirements for an International Air Pollution Prevention (IAPP) certificate as per Annex VI. These exemption certificates will be issued with a validity of five (5) years after a confirmatory survey.

IMPLICATIONS

To Ship Owners / Ship Managers	Ship-owners/operators, managers, and masters are advised to familiarize with the adopted amendments to MARPOL Annexes I, IV and VI, and provisions of the new Guidelines, when applying for exemption(s) for UNSP barges.
To Flags & RO	Review the General Arrangement Plan, Capacity Plan and other relevant information to confirm that the applicable conditions referred to in Regulation 3.7 of MARPOL Annex I, Regulation 3.2 of MARPOL Annex IV, or Regulation 3.4 of MARPOL Annex VI, as appropriate, are met. Survey the UNSP barge to confirm if the actual arrangements on board comply with the exemption conditions, as appropriate. Shall issue the Exemption Certificate(s) for UNSP barges upon the satisfactory review of the exemption conditions and in accordance with Regulations 3.7 and 9.2 of MARPOL Annex I, Regulations 3.2 and 7.2 of MARPOL Annex IV, Regulations 3.4 and 3.4 of MARPOL Annex VI, using the forms set out in the Appendices of MARPOL Annexes I, IV and VI.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Exemption of Unmanned Non-Self-Propelled (UNSP) barges from certain Survey and Certification requirements under the MARPOL Convention

Application

All Barges to which MARPOL Annexes I, IV and VI apply

Entry into Force / Applicable From

1 November 2022

Reference

IMO Resolutions MEPC. 330(76) and MEPC. 328(76)



SUMMARY

The IMO's Marine Environment Protection Committee at its 76th session (MEPC 76) adopted Resolution MEPC.328 (76) containing amendments to MARPOL Annex VI concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping taking effect from 2023. The measures include the Energy Efficiency Existing Ship Index (EEXI), the enhanced Ship Energy Efficiency Management Plan (SEEMP) and the Carbon Intensity Indicator (CII) rating scheme. The amendments to MARPOL Annex VI will enter into force on 01 November 2022, with the requirements for EEXI and CII certification coming into effect from 01 January 2023.

- The Energy Efficiency Existing Ship Index (EEXI), applicable from the first annual, intermediate or renewal IAPP survey after 01 January 2023;
- The enhanced Ship Energy Efficiency Management Plan (SEEMP), whereby an approved SEEMP needs to be kept on board from 01 January 2023 onwards;
- The operational Carbon Intensity Indicator (CII) rating scheme, taking effect from 01 January 2023. Revised Regulation 26 requires aspects of a ship's Carbon Intensity Indicator CII to be documented under the existing framework of the Ship Energy Efficiency Management Plan (SEEMP). And on or before 01 January 2023, ships of 5,000 gross tonnage and above will need to revise their SEEMP to include:
 - a description of the methodology to be used to calculate the ships Attained Annual Operational (CII), and the process that will be used to report this value to the Administration;
 - the Required Annual Operational CII for the next three years;
 - an implementation plan documenting how the Required Annual Operational CII will be achieved during the next three years; and a procedure for self-evaluation and improvement.
- The Confirmation of Compliance (CoC) and Statement of Compliance (SoC) which are associated with fuel oil consumption reporting (renumbered Regulation 27) will be modified, to also address the Operational Carbon Intensity Rating, both of which must be reported annually to the Administration. This will require new issuance of CoC and SoC documents when these amendments enter into force.
- On or before 1 January 2023, all ships above 400 GT need to have an approved SEEMP on board, and the implementation of the SEEMP will be subject to audits. For ships above 5,000 GT, the SEEMP also needs to include mandatory content, such as an implementation plan on how to achieve the CII targets.
- All cargo and cruise ships above 5,000 GT need to calculate a CII (e.g. Annual Efficiency Ratio [AER]) given in grams CO₂ per dwt-mile) and will be given an annual rating of A to E. The rating thresholds will be increasingly stringent towards 2030. For ships that achieve a D rating for three consecutive years or an E rating in a single year, a corrective action plan needs to be developed as part of the SEEMP and approved.

IMPLICATIONS

To Ship Owners / Ship Managers	The enhanced Ship Energy Efficiency Management Plan (SEEMP) shall be prepared, whereby an approved SEEMP needs to be kept on board. Energy Efficiency Existing Ship Index (EEXI), operational Carbon Intensity Indicator (CII) for the vessel shall be included in SEEMP.
To Flags & RO	The EEXI is to be verified and a new Energy Efficiency Certificate (IEEC) to be issued no later than the first annual International Air Pollution Prevention (IAPP) survey on or after 1 January 2023. The modified Confirmation of Compliance (CoC) and Statement of Compliance (SoC) also to be issued.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to MARPOL Annex VI (to include EEXI & CII in Enhanced SEEMP)

Application

All new and existing ships to which Marpol Annex VI apply

Entry into Force / Applicable From

1 November 2022

Reference

IMO Resolution MEPC.328 (76)



OUR SERVICES:

CLASSIFICATION
STATUTORY CERTIFICATION
INDUSTRIAL VERIFICATION
MARITIME ADVISORY
TRAINING CERTIFICATION OF MATERIALS AND COMPONENTS



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THANK YOU