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INTLREG

INTERNATIONAL REGISTER OF SHIPPING



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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 2022 to 01 JULY 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.

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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

IMO has adopted amendments to the performance standards for following Shipborne Navigational and Radio Equipment;

Emergency Position Indicating Radio Beacons (EPIRBs): Float-free EPIRBs operating on 406 MHz, installed on or after 01st July 2022, must conform to revised performance standards and type-approval standards not inferior to those specified in the annex to the resolution MSC. 471 (101).

Voyage Data Recorders (VDRs) installed on or after 01st July 2022, must conform to revised performance standards not inferior to those specified in the annex to resolution MSC.333 (90), as amended by resolution MSC. 494 (104).

Simplified Voyage Data Recorders (S-VDR) installed on or after 01st July 2022, must conform to performance standards not inferior to those specified in the annex to resolution MSC.163 (78), as amended by resolutions MSC.214 (81) and MSC. 493 (104).

IMPLICATIONS

To Ship Owners / Ship Managers	Ship owners/ managers and masters are advised to take note of above and conform, in consultation with the manufacturer, that above mentioned shipborne navigational and radio equipment installed onboard on or after 01st July 2022 meets the amended performance standards mentioned in the above resolutions.
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To Flags & RO	Flags / R.O. to be guided by the performance standards and proceed with surveys accordingly.
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To Shipbuilders / Manufacturers	N/A
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Convention / Regulation

Revised Performance standards of VDR, S-VDR and EPIRB

Application

All vessels to which SOLAS Chapter V, Regulation 20 applies

Entry into Force / Applicable From

01 July 2022

Reference

MSC.471(101),
MSC.493(104),
MSC.494(104)

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 (Resolution MEPC.330(76)) 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 (Resolution MEPC.328(76)). 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 familiarise 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	NA

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

In June of 2021, the IMO Marine Environmental Protection Committee (MEPC) held its 76th meeting. During this meeting the committee 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.

One of these measures includes the Energy Efficiency Index for Existing Vessels (EEXI), which will be applied retroactively to vessels above 400 GT falling under MARPOL Annex VI.

Required Energy Efficiency Existing Ship Index (EEXI) shall be calculated in accordance with Chapter 4 Reg.25 of MEPC.328(76) based on ship type and deadweight.

Attained Energy Efficiency Existing Ship Index (EEXI) shall be specific to each ship and should be calculated in accordance with MEPC.333(76).

Attained EEXI calculation shall be accompanied by the EEXI technical file prepared in accordance with MEPC.334(76), which contains the information necessary for the calculation of the attained EEXI and which shows the process of the calculation.

For compliance with EEXI requirements, Attained EEXI should always be less than or equal to Required EEXI.

If the attained EEXI value cannot satisfy the required EEXI, the ship should implement any countermeasures, such as shaft/engine power limitation etc.

IMPLICATIONS

To Ship Owners / Ship Managers	In case attained EEXI value cannot satisfy the required EEXI, improvement measures shall be considered. These measures may include installation of energy efficiency technologies or limitation of shaft/engine power etc.
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, intermediate or renewal of the International Air Pollution Prevention (IAPP) survey, whichever comes first after 1st January 2023 for ships delivered before 1st January 2023, or at the initial survey of IEE certificate for ships delivered on or after 1 January 2023. The values of attained and required EEXI shall be indicated in the IEEC certificate.
To Shipbuilders/ Manufacturers	N/A

Convention / Regulation

Amendments to MARPOL Annex VI - Energy Efficiency Existing Ship Index (EEXI)

Application

All new and existing ships to which MARPOL Annex VI apply

Entry into Force / Applicable From

01 November 2022

Reference

IMO Resolution MEPC.328 (76)

SUMMARY

In June of 2021, the IMO Marine Environmental Protection Committee (MEPC) held its 76th meeting. During this meeting the committee 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.

One of these measures includes Carbon Intensity Indicator (CII), which is the operational measure adopted by MEPC, the technical approach being EEXI. The Carbon Intensity Indicator (CII) is a measure of how efficiently a ship transports goods or passengers and is given in grams of CO₂ emitted per cargo-carrying capacity and nautical mile. The yearly CII is calculated based on reported IMO DCS data.

At the end of each calendar year beginning from 2023, each applicable ship of 5,000 gross tonnage and above shall calculate the attained annual operational CII over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected in accordance with IMO DCS.

Within three months after the end of each calendar year, the ship shall report to its Administration, or any organization duly authorized by it, the attained annual operational CII via electronic communication and using a standardized format to be developed by the Organization.

The attained annual operational CII shall be documented and verified against the required annual operational CII to determine operational carbon intensity rating A, B, C, D or E.

Ships rated as D for three consecutive years or rated as E shall develop corrective actions to improve the CII.

IMPLICATIONS

To Ship Owners /
Ship Managers

Ship Owners / Managers should ensure that on or before 1 January 2023 the SEEMP should contain description of the methodology to calculate attained CII, required annual operational CII, implementation plan for achieving annual operational CII and a procedure for self-evaluation and improvement. For a ship rated as D for three consecutive years or rated as E for operational carbon intensity rating, a plan of corrective actions to achieve the required annual operational CII shall be included in SEEMP in accordance with MEPC.328(76)

To Flags & RO

Administration or R.O. shall issue a Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating to the ship no later than five months from the beginning of the calendar year, after determining operational carbon intensity rating of the ship, in accordance with MEPC.328(76) Chapter 2 Regulation 6/6.4.

To Shipbuilders /
Manufacturers

N.A.

Convention / Regulation

Amendments to
MARPOL Annex VI -
Carbon Intensity
Indicator (CII)

Application

All bulk carriers, gas carriers, tankers, container ships, general cargo ships, refrigerated cargo carriers, combination carriers, LNG carriers, vehicle carriers, Ro-Ro cargo vessels, Ro-Ro passenger vessels and cruise ships above 5000 GT

Entry into Force / Applicable From

1 November 2022

Reference

IMO Resolution
MEPC.328 (76)



SUMMARY

New regulation 43A (Special requirements for the use and carriage of oils as fuel in Arctic waters) to MARPOL Annex 1, specifies applicability and entry into force for the HFO ban. This new regulation specifies, with the exception of ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response, the use and carriage of oils identified in paragraph 1.2 of regulation 43 as fuel by ships shall be prohibited in Arctic waters on and after 1 July 2024.

However, for ships with oil fuel tanks which comply with regulation 12A of MARPOL Annex 1 or regulation 1.2.1 of Chapter 1, Part II-A of the Polar Code, the prohibition becomes effective on and after 1 July 2029.

The carriage of heavy fuel oil as cargo will not be subject to the prohibition.

IMPLICATIONS

To Ship Owners / Ship Managers	Ship owners/managers should ensure that HFO is not as fuel on board ships trading / intending to trade in Arctic waters on or after 01 July 2024. However, Arctic coastal countries may waive the requirements of this new regulation until 1 July 2029 for vessels flying their respective flags and operating in their respective waters.
To Flags & RO	Flags / ROs shall be guided by the relevant provisions of MEPC.329(76) and conduct surveys and certification accordingly.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to MARPOL Annex 1 - Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters

Application

All new and existing ships to which MARPOL Annex I apply; except ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response.

Entry into Force / Applicable From

1 November 2022

Reference

Resolution MEPC.329(76)

SUMMARY

Before being amended by MSC.483(103), thickness measurement of the following areas were to be taken at the first renewal survey of double-hull oil tankers: -

One section of deck plating for the full beam of the ship within the cargo area
 Measurements, for general assessment and recording of corrosion pattern, of those structural members subject to close-up survey according to annex 1; and
 Suspect areas

Amendments to the ESP Code to the effect that only "suspect areas" of double-hull oil tankers are subject to thickness measurements during the first renewal survey, were adopted by MSC.483(103).

Extensive data collected during first renewal survey of oil tankers was presented to the IMO for consideration by the industry. Deliberations over the analysis of this data resulted in a consensus that the normal range of reported wastage was minimal and, as such, amending the first renewal survey requirements to include only "suspect areas" was proposed.

IMPLICATIONS

To Ship Owners / Ship Managers	During the first renewal survey of double hull oil tankers, only suspect areas shall be considered for thickness measurement. An advantage to ship owners is the reduction in turn around time.
To Flags & RO	Flag / RO undertaking inspections during first renewal survey of double hull oil tankers should ensure that thickness measurements are taken only of suspect areas.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to the 2011 ESP Code, 2011, as amended by resolution MSC.461(101)

Application

New and existing double hull oil tankers

Entry into Force / Applicable From

1 January 2023

Reference

MSC.483(103)



SUMMARY

Ships shall not apply or re-apply anti-fouling systems containing Cybutryne (CAS No. 28159-98-0) from 01-January-2023 onwards. Ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either remove the anti-fouling system or apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

The following ships are exempted: -

Fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023;

Ships not engaged in international voyages; and

Ships of less than 400GT engaged in international voyages, if accepted by the coastal State(s).

IMPLICATIONS

To Ship Owners / Ship Managers	Ship-owners, Operators & Masters should ensure that anti-fouling systems containing cybutryne are not applied on their ships from 01-January-2023 onwards. Vessels which have anti-fouling systems containing cybutryne as on 01-January-2023 shall remove the anti-fouling system or apply a coating that forms a barrier to cybutryne as mentioned in MEPC.331 (76).
To Flags & RO	The form of International Anti-Fouling System Certificate has been amended to include the table listing the compliance options for anti-fouling systems controlled under Annex 1 of AFS Convention. Flags/ROs shall ensure that the AFS certificate is issued in the latest template as mentioned in MEPC.331 (76).
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Control of AFS containing Cybutryne

Application

All ships containing cybutryne except:

- Fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023;
- Ships not engaged in international voyages;
- Ships of less than 400GT engaged in international voyages, if accepted by the coastal State(s).

Entry into Force / Applicable From

1 January 2023

Reference

MEPC.331 (76)



SUMMARY

Provisions in line with the new technological and operational developments on ships that required new competencies were adopted in the 2010 International Convention on Standards of Training, Certification and Watchkeeping of Seafarers (STCW). Requirements for certification of electro-technical officers were included.

The definition of 'operational level' in STCW Code has been amended to include electro-technical officers and their responsibilities are clarified.

IMPLICATIONS

To Ship Owners / Ship Managers	Electro-technical officers will be considered as being responsible at the operational level.
To Flags & RO	Electro-technical officers will be considered as being responsible at the operational level.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Part A of the STCW Code - Amendments

Application

All ships carrying electro-technical officers from 1 January 2023.

Entry into Force / Applicable From

1 January 2023

Reference

MSC.487(103)



SUMMARY

There were instances of repeated references to 'high-voltage' in the Seafarers' Training, Certification and Watchkeeping Code ("STCW Code") without a specific definition for the term.

As a measure to avoid confusion and misinterpretation, definition for the term high-voltage has been added to Seafarers' Training, Certification and Watchkeeping Convention (STCW Convention) at the 103rd session of Maritime Safety Committee.

High-voltage is defined as an alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts.

IMPLICATIONS

To Ship Owners / Ship Managers	In STCW Convention wherever there is a minimum standard of competence in relation to the term 'high-voltage', the new definition will apply.
To Flags & RO	In STCW Convention wherever there is a minimum standard of competence in relation to the term 'high-voltage', the new definition will apply.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to the STCW Convention 1978

Application

Applicable to all ships for which STCW Code applies from 1 January 2023.

Entry into Force / Applicable From

1 January 2023

Reference

MSC.486(103)



OUR SERVICES:

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



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