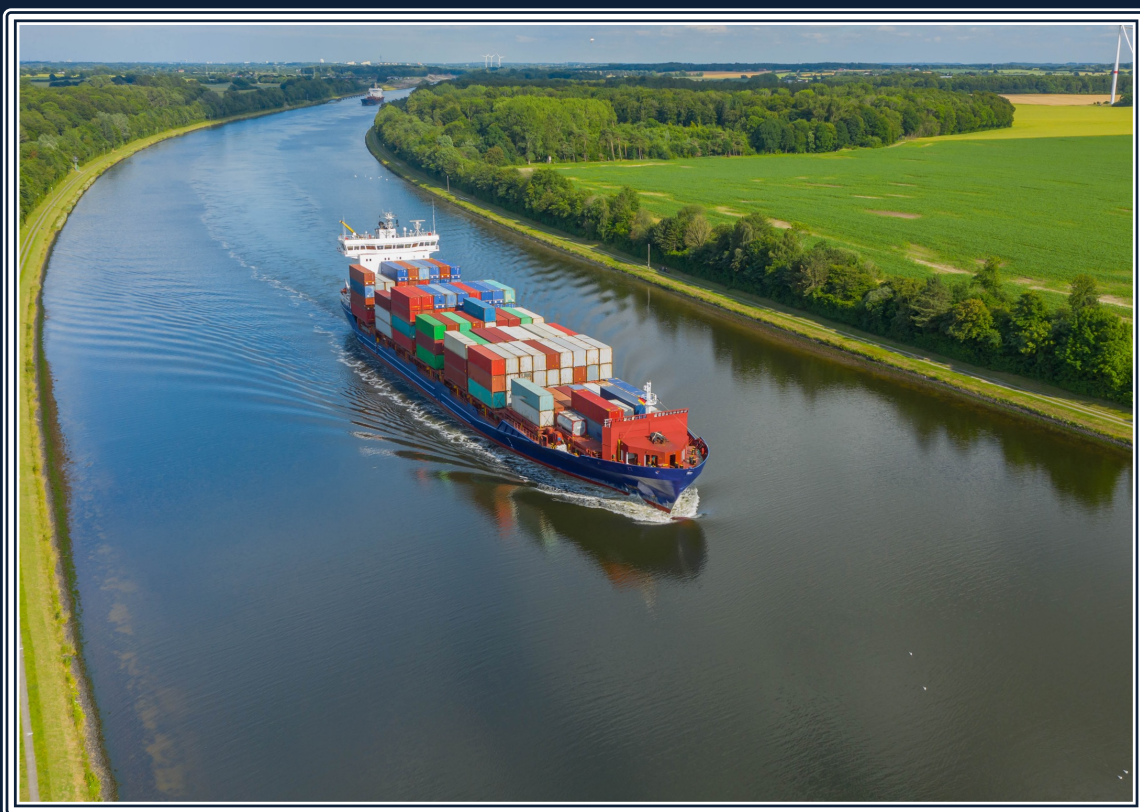


INTLREG

INTERNATIONAL REGISTER OF SHIPPING



INTLREG REGULATORY BULLETIN 2023
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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 01st January 2023 to 01st January 2024. .

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

The amendments to MARPOL Annex VI introduce a goal based short-term measure in which an Energy Efficiency Existing Ship Index (EEXI) and in-service carbon intensity management are functional requirements. These amendments introduce the

functional requirements to reduce ship's carbon intensity: the EEXI as the technical carbon intensity requirements and in-service carbon intensity management as the operational carbon intensity requirements. Data is to be collected in accordance with Regulation 27 (Fuel Oil Consumption Reporting/IMO DCS). Attained annual operational CII shall be calculated for each calendar year starting at the end of calendar year 2023. By 31 March each year the attained annual operational CII is to be reported to the ship's Administration for the previous calendar year. Attained annual operational CII is verified against the required annual operational CII to give a Carbon Intensity Rating of A – major superior, B – minor superior, C – moderate, D – minor inferior or E – inferior. Ships with a D rating for 3 consecutive years or an E rating for a single year will require a corrective action plan to achieve the required annual operational CII. The SEEMP will be revised to include the corrective action plan, and submitted for verification within a month of reporting the attained annual operational CII.

IMPLICATIONS

To Ship Owners
/ Ship
Managers

SEEMP Part III shall be prepared for review by or on behalf of the flag, so that it is onboard on 01 January 2023. The SEEMP shall comply with the SEEMP Guidelines (MEPC.346 (78)) and will provide the required annual operational Carbon Intensity Indicator (CII) and describe how the attained annual operational CII will be calculated. Part III of the ship's SEEMP shall be updated in case of voluntary modifications or necessary corrective actions are involved (every three years). If a ship achieves an attained operation CII rating of "D" for three consecutive years or "E" for one year, then the vessel has to come up with a corrective action plan which will then have to be approved by Flag Administration or ROs approved by the Flag Administrations.

To Flags & RO

Upon satisfactory review of SEEMP Part III, Confirmation of Compliance will be issued by the RO. The flag Administrations shall ensure that an approved SEEMP Part III (Reg. 26.3.1) and Confirmation of Compliance are onboard. Ensure Compliance with 2022 Guidelines on Operational Carbon Intensity Indicators and the calculation methods (CII Guidelines).

To Shipbuilders
/
Manufacturers

Ship builders shall ensure that EEXI values and operational Carbon Intensity Index of the contracted vessels under construction shall comply with new amended Regulations of Marpol Annex VI

Convention / Regulation

Amendments to MARPOL Annex VI - Regulation 26.3 (SEEMP Part III) and Regulation 28 (Operational Carbon Intensity)

Application

This applies to bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ship and tankers (oil and chemical) of 5000GT and above

Entry into Force / Applicable From

01 January 2023

Reference

IMO Resolution MEPC.346(78);
MEPC.352(78);
MEPC.353(78);
MEPC.328(76)

SUMMARY

The amendments to MARPOL Annex VI introduce a goal based short-term measure in which an Energy Efficiency Existing Ship Index (EEXI). The new MARPOL Regulation 23 (attained EEXI) and Regulation 25 (required EEXI) require existing ships to improve their technical efficiency, so they are comparable to an equivalent new ship of the same type and deadweight which would be required to comply with the applicable EEDI Phase.

IMPLICATIONS

To Ship Owners /
Ship Managers

Required EEXI shall be calculated in accordance with Regulation 25. Prepare the EEXI Technical File in accordance with MEPC.351 (78), which shall contain the information necessary for the calculation of the attained EEXI and which shows the process of the calculation for each ship. The EEXI Guidelines (MEPC.350 (78)) are to be followed. When Engine Power Limitation (EPL) or Shaft Power Limitation (ShaPoLi) is used, an Onboard Management Manual (OMM) shall be provided and an onboard verification shall also be required as per the guidelines MEPC.335 (76).

To Flags & RO

Attained EEXI shall to be verified on the basis of the Technical File. Ensure that Attained EEXI \leq Required EEXI. Ships will be issued with a revised IEEC on annual, intermediate or renewal survey of IAPP, whichever comes first after 01 January 2023 and shall include a new section on EEXI. This is a one-time survey requirement to demonstrate the efficiency of the ship.

To Shipbuilders /
Manufacturers

Ship Builders shall ensure that their vessels shall comply with the new EEXI Regulations by January 1st, 2023 and make necessary modifications to their vessels to reduce their attained EEXI and ensure that EEXI values are below the vessel's required EEXI. Vessels will need to meet these standards to obtain their International Energy Efficiency Certificate.

Convention / Regulation

Amendments to MARPOL
Annex VI- Regulation 23
(Attained EEXI) and
Regulation 25 (Required
EEXI)

Application

Bulk carriers, combination
carriers, container ships,
cruise passenger ships,
gas carriers, general
cargo ships, LNG carriers,
refrigerated cargo
carriers, ro-ro cargo ships,
ro-ro cargo ships (vehicle
carrier), ro-ro passenger
ship and tankers (oil and
chemical) of 400GT and
above

Entry into Force / Applicable From

1 January 2023

Reference

IMO Resolutions
MEPC.350(78);
MEPC.351 (78); Circulars
MEPC.1/Circ.896;
MEPC.1/Circ.901

SUMMARY

The amendments to AFS Convention adopted through Resolution MEPC.331 (76) introduces a ban of an anti-fouling system containing Cybutryne (CAS No. 28159-98-0). 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.

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	ROs shall ensure that the AFS certificate is issued in the latest template as mentioned in MEPC.331 (76), with the revised text at Appendix 1 to Annex 4 of the certificate.
To Shipbuilders/ Manufacturers	Ships under construction, which will be delivered after 1 January 2023, will need to be applied with Anti Fouling Systems free of both Tributyltin (TBT) and cybutryne paints.

Convention / Regulation

Amendment to the AFS Convention – Control of AFS containing Cybutryne

Application

All ships of 400 GT and above with Anti-Fouling Systems containing cybutryne

Entry into Force / Applicable From

01 January 2023

Reference

IMO Resolutions MEPC.331 (76)

SUMMARY

Amendments to the 2011 ESP Code so that thickness measurements only need to be taken of “suspect areas” at the first renewal survey of double-hull oil tankers. This will align the thickness measurement requirements for oil tankers with those for bulk carriers. The amendments were adopted to evaluate the actual wastage while undertaking thickness measurements of the areas identified in annex B, Part A, Annex 2 of the 2011 ESP Code, as amended by resolution MSC.461(101) at the first renewal survey; extensive data collection from oil tankers was undertaken by the industry and presented to the IMO for consideration. 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. The amendment deems it sufficient to consider only suspect areas for thickness measurements of the areas identified, at the first renewal survey of double hull oil tankers.

IMPLICATIONS

To Ship Owners / Ship Managers	The new amendments to ESP Code allows it sufficient to consider only suspect areas for thickness measurements of the areas identified, at the first renewal survey of double hull oil tankers.
To Flags & RO	Ensure Compliance of the new amendment to the 2011 ESP Code during renewal inspection and surveys.
To Shipbuilders / Manufacturers	N.A.

Convention / Regulation

Amendments to the 2011 ESP Code

Application

Applies to double hull oil tankers during the first renewal surveys

Entry into Force / Applicable From

1 January 2023

Reference

IMO Resolution MSC.483 (103)



SUMMARY

The Seafarers' Training, Certification and Watchkeeping Convention (STCW Convention) have references to "high-voltage" in the without a specific definition for the term. The amendments to STCW Convention introduces a new IMO resolution (MSC.486 (103), which includes a new definition for "high-voltage": "High-voltage means an alternating current (AC) or direct current (DC)

IMPLICATIONS

To Ship Owners / Ship Managers	In each instance in the STCW Convention where there is a minimum standard of competence using the terminology "high-voltage" the new definition will apply.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to the STCW Convention 1978

Application

All vessel for which STCW Code applies

Entry into Force / Applicable From

1 January 2023

Reference

IMO Resolution MSC.486 (103)

SUMMARY

The existing STCW Code provides the functions in the standards of competence for electro-technical officers are provided at operational level, but the definition of the term operational level did not include electro-technical officers. The new amendments to Part A of the STCW Code includes electro-technical officers in the definition of “operational level” and clarifies their responsibilities.

IMPLICATIONS

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

Convention / Regulation

Amendments to Part A of the STCW Code

Application

Applies to all ships carrying electro-technical officers

Entry into Force / Applicable From

1 January 2023

Reference

IMO Resolution MSC.487 (103)

SUMMARY

The IMO's Marine Environment Protection Committee adopted Resolution MEPC.344 (78) containing amendments to Appendix I of MARPOL Annex II, Guidelines for the categorization of noxious liquid substances, in order to reflect updates to the GESAMP Hazard Profile table. As a result, the current tables under the title "Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure" have been replaced with four new ones.

IMPLICATIONS

To Ship Owners / Ship Managers	Under MARPOL Annex II, Regulation 6, where it is proposed to carry a liquid substance in bulk which has not been categorised under paragraph 1, the Governments involved in the proposed operation shall establish and agree on a provisional assessment for the proposed operation on the basis of the Guidelines for use in the categorization of Noxious Liquid Substances.
To Flags & RO	ROs are recommended to take note of these amendments and be guided accordingly.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to MARPOL Annex II Appendix I, Guidelines for use in the categorization of Noxious Liquid Substances

Application

All ships carrying noxious liquid substances in bulk

Entry into Force / Applicable From

1 November 2023

Reference

IMO Resolution MEPC.344 (78)

SUMMARY

The International Maritime Solid Bulk Cargoes (IMSBC) Code is subject to updates every two years to reflect the changes in the nature and variety of solid bulk cargoes presented for shipment. In April 2022, IMO's Maritime Safety Committee adopted Resolution MSC.500 (105) specifying forthcoming amendments (06-21) to the IMSBC Code.

06-21 Amendment to IMSBC Code includes the following:

- a) A revised definition of Group A – "Group A consists of cargoes which possess a hazard due to moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit."
- b) Reclassification of ammonium nitrate-based fertiliser (non-hazardous) and new individual schedules and clarification of the term 'intrinsically safe' for the same.
- c) Replacement of the text in section 7 to read "Cargoes which may liquefy or undergo dynamic separation".
- d) New individual schedules for lead concentrate and Leach Residue Containing Lead.
- e) New draft individual schedule for Nitrogen-Phosphorus fertiliser with Sulphur and micronutrients (Boron and Zinc).

IMPLICATIONS

To Ship Owners / Ship Managers	Ship owners and managers shall be guided by the carriage requirements for existing and additional new substances subject to the requirements of 06-21 amendments to IMSBC Code.
To Flags & RO	ROs shall be guided by requirements of 06-21 amendments to IMSBC Code and Flag State requirements for ships' compliance during inspections.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to the International Maritime Solid Bulk Cargoes (06-21 Amendments to IMSBC)

Application

All ships carrying cargoes subject to the requirements of IMSBC Code

Entry into Force / Applicable From

1 December 2023

Reference

IMO Resolution MSC.500 (105)

SUMMARY

Amendments to 1988 LL Protocol regulation 27(13)(a) with the relevant parts of IGC Code were adopted, in order to clarify the condition of watertight doors on cargo ships to be considered for stability criteria at any stage of flooding.

ILLC amendment: MSC. 491(104)

1. Regulation 22/1/g was amended to correct the inclusion of inlet arrangement in table 22.1 Annex I of ILLC
2. Regulation 27/13/a was amended to consider hinged watertight access doors
 - a. with open/closed indication locally and at the navigation bridge,
 - b. of the quick-acting or single-action type that are normally closed at sea,
 - c. that are permanently closed at sea, for the equilibrium condition after flooding.

IGC Code amendment: MSC. 492(104)

1. Section 2.7.1.1 of Chapter 2 of the IGC code was amended to consider hinged watertight access doors
 - a. with open/closed indication locally and at the navigation bridge,
 - b. of the quick-acting or single-action type that are normally closed at sea,
 - c. that are permanently closed at sea, for the equilibrium condition after flooding.

IMPLICATIONS

To Ship Owners / Ship Managers	The amendments to be reflected in stability booklet, where damage stability criteria is applicable.
To Flags & RO	The above amendments to be taken care during stability approval.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to 1988 LL Protocol and IGC Code

Application

All vessels ILLC is applicable

Entry into Force / Applicable From

1 January 2024

Reference

1988 LL Protocol and IGC Code,
MSC.491(104),
MSC.492(104)

SUMMARY

The Committee adopted Resolution MEPC.343 (78) containing amendments to Regulation 28 of MARPOL Annex I relating to watertight doors. The amendments are intended to address inconsistencies in several IMO instruments with respect to doors in watertight bulkheads. The Convention requires that the final waterline after flooding shall not be above the lower edge of any opening through which progressive downflooding may take place, however in accordance with the amended text, this waterline may exceed the lower edge of :

- 1) Remotely operated sliding watertight doors,
- 2) Hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge that are normally closed at sea, and
- 3) Hinged watertight doors that are permanently closed at sea.

IMPLICATIONS

To Ship Owners / Ship Managers	Ship Owners shall be guided by the above amendments
To Flags & RO	These amendments shall be read in correlation with similar amendments to the Load Lines Convention.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Watertight doors on Cargo Ships

Application

All vessels for which Marpol Annex I apply

Entry into Force / Applicable From

1 January 2024

Reference

MARPOL Annex I,
MEPC.343(78)

SUMMARY

The amendments to SOLAS chapter II-1 part B and B-1 (MSC.216 (82) and MSC.421 (98)) introduced inconsistencies with parts B-2 to B-4. These arose from the different philosophies behind the probabilistic damage stability assessment and the assumptions made for the regulations in parts B-2 to B-4. The probabilistic method does not rely on a single deck (the bulkhead deck) to provide the uppermost watertight boundary, instead the upper boundary of the buoyant volume may be used. In theory this does not need to be a single horizontal surface. The watertight integrity requirements contained in parts B-2 to B-4, however, continue to make reference to the bulkhead deck.

Amendments to the following regulations are agreed:

- 7-2.5 to remove the inconsistency with regulation 17 regarding the treatment of doors in watertight bulkheads.
- 12.6.1 to simplify the requirements for any valve which is installed at the collision bulkhead. The draft amendment does not specify the type of valve (e.g. screw-down or butterfly) but instead provides a number of functional requirements:

"The valve shall be a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships."

- 13 to restructure and clarify the requirements particularly with regard to the safety centre and location of the central operating console on passenger ships.
- Various regulations regarding doors and hatches above the bulkhead deck that might be allowed to be open during navigation have been changed to standardise requirements.

IMPLICATIONS

To Ship Owners / Ship Managers

Provision for a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.

To Flags & RO

Ensure compliance of these amendments

To Shipbuilders / Manufacturers

There will be more choice available for valve type at the collision bulkhead and other requirements will be clear.

Convention / Regulation

Amendments to Part B-1 to B-4 of SOLAS chapter II-1 to ensure consistency with regard to watertight integrity

Application

All SOLAS applicable vessels

Entry into Force / Applicable From

1 January 2024

Reference

SOLAS II-1, Part B-1 to B-4; MSC.474(102), MSC.429(98)/REV.1, MSC.429(98)/REV.2)

SUMMARY

SOLAS regulation II-1/25 currently requires single hold cargo ships of less than 80 metres (100 metres if constructed before 1 July 1998) to have a water level detection alarm. These ships are not required to undertake a damage stability assessment which means that there is no requirement to assess the effect of flooding of the cargo hold. Should damage occur and water start to enter the hold, there is a need for the crew to be aware of the situation so that appropriate mitigation actions can be taken. A new regulation II-1/25-1 was drafted with the intent to capture all ships – except for bulk carriers – which are currently not required to have a water level detection alarm. The requirement applies to the ships irrespective of length, presence of wing tanks or applied damage stability standard.

IMPLICATIONS

To Ship Owners / Ship Managers

Bilge alarms, which are commonly installed on cargo ships that do not carry bulk cargoes, will no longer exclusively fulfil the requirements of the proposed new regulation, and additional detectors will be required to do so. As this is not retrospectively applied, this gives owners and builders time to gain awareness and understand the commercial ramifications of this proposal.

Proposed SOLAS regulation II-1/25-1 deviates from SOLAS II-1/25, in that, the latter is dependent on the ship's length which is not the case for the newly proposed regulation. Therefore, a review of SOLAS II-1/25 could be expected in the future to maintain consistency.

To Flags & RO

Ensure the water level detection alarm working as per SOLAS regulation II-1/25

To Shipbuilders / Manufacturers

The new regulation new regulation II-1/25-1 shall be implemented

Convention / Regulation

Amendments to SOLAS to require water level detectors on multiple hold cargo ships

Application

All cargo ships with more than one cargo hold, excepting tankers and those carrying cargo in bulk, constructed on or after 1 January 2024

Entry into Force / Applicable From

1 January 2024

Reference

SOLAS II-1, Part B-1 to B-4; MSC.474(102), MSC.429(98)/REV.1, MSC.429(98)/REV.2

SUMMARY

While the original intention of revising the IGF Code was to consider the use of low-flashpoint fuels other than LNG, matters related to LNG where there are opportunities to reflect lessons learned and make necessary improvements and additions have also considered

Summary: The amendments to parts A and A-1 of the IGF Code amend:

- the definition of the probability index f_v in order to align it with SOLAS;
- the conditions for allowing fuel tank loading limits higher than calculated based on the tank insulation and the probability of an external fire heating the tank contents up;
- requirements for fuel distribution outside of machinery spaces including secondary enclosures for gas fuel pipes;
- explosion relief systems and designed accommodation of overpressure for internal combustion engines; and
- fire protection requirements for the separation of fuel containment systems from other spaces, and for type C fuel storage hold spaces;

IMPLICATIONS

To Ship Owners / Ship Managers	These amendments improve the application of the IGF Code by taking account of lessons learned so far. Design requirements will not be applied retrospectively to existing ships.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to IGF Code

Application

Applicable to ships constructed or converted to use gas as fuel on or after 1 January 2024.

Entry into Force / Applicable From

1 January 2024

Reference

IGF Code; MSC.458(101)

SUMMARY

New Guidelines on the design of mooring arrangements, selection, inspection and maintenance of appropriate mooring equipment and fittings for safe mooring as a result of a number of incidents on board ships involving the failure of mooring lines causing serious injury or death, the IMO has developed new requirements covering the provision and maintenance of mooring lines.

Four new paragraphs will be added to the current regulation II-1/3-8, to address:

- **Design requirements:** New ships will have to be designed, and their mooring equipment (including ropes/wire) selected to ensure occupational safety and safe mooring of ships. Ship specific information will need to be included in the Towing and Mooring Arrangement Plan described in the new design guidelines given below. Approval of the plan by the flag Administration is not required.
- **Inspection and maintenance:** For all ships, regardless of size and date of construction, mooring equipment including lines will be subject to inspection and maintenance requirements.

Three sets of supporting guidance covering design, maintenance and the strength of mooring equipment have also been produced.

IMPLICATIONS

To Ship Owners / Ship Managers	Maintenance and inspection requirements will be given retroactive application for all ships
To Flags & RO	N/A
To Shipbuilders / Manufacturers	The design of mooring arrangements may have to change significantly to demonstrate compliance with the new requirements. Reasons for non-compliance will have to be documented.

Convention / Regulation

Amendments to SOLAS regulation II-1/3-8 relevant to Mooring Equipment

Application

The new requirements that affect the design of ships and apply only to new ships of 3000 GT

Entry into Force / Applicable From

1 January 2024

Reference

SOLAS II-1/3-8;
MSC.474(102)

SUMMARY

Three (3) amendments to the IGF Code as listed below were adopted.

- a. In paragraph 6.7.1.1, to remove tank cofferdams from the scope of requirement of pressure relief system.
- b. To add new paragraph 11.8, in order to require fixed fire-extinguishing system for fuel preparation rooms.
- c. To modify paragraph 16.3.3.5.1 concerning tensile tests for under-matched welds to include materials other than Aluminium alloys.

All fuel storage tanks shall be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carried. Fuel storage hold spaces, interbarrier spaces and tank connection spaces, which may be subject to pressures beyond their design capabilities, shall also be provided with a suitable pressure relief system. Pressure control systems specified in 6.9 shall be independent of the pressure relief systems.

IMPLICATIONS

To Ship Owners / Ship Managers	Ensure that all fuel storage tanks shall be provided with a pressure relief system
To Flags & RO	Inspections shall be carried out considering the new amendment IGF Code; MSC.475 (102)
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to the International Code of Safety for Ships using gases or other low-flashpoint fuels (IGF Code)

Application

All vessels using gases or other low-flashpoint fuels

Entry into Force / Applicable From

1 January 2024

Reference

IGF Code; MSC.475 (102)

SUMMARY

The term 'forward of' is used in paragraphs 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 of chapter 15 of the FSS Code. IMO was concerned that there was a risk of misinterpretation and contradiction with MSC.1/Circ.1582 (Unified interpretations of chapter 15 of the FSS Code).

It was agreed that in the identified paragraphs the term 'forward of' should read 'downstream of' considering that normally the inert gas generator is located in the aft part of the ship; the cargo tanks are located in the forward part of the ship; and the inert gas flows from the inert gas generator to the cargo tanks.

IMPLICATIONS

To Ship Owners / Ship Managers	This amendment stems from the unified interpretation and has not changed the regulation but instead it clarifies the text.
To Flags & RO	Amendments to MSC.1/Circ.1582 Unified interpretations of chapter 15 of the FSS Code
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to FSS Code

Application

All ships which have inert gas systems

Entry into Force / Applicable From

1 January 2024

Reference

FSS Code Chapter 15;
MSC.457 (101)

SUMMARY

Paragraph 6.1.1.3 of the LSA Code requires that a launching appliance 'shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat'.

IMO has considered amendments to this paragraph to allow hand-operated mechanisms for launching rescue boats. It has been suggested that the use of hand-operated mechanisms simplifies davit construction and improves the reliability substantially but concerns over potential safety hazards have also been expressed.

The amendments allow hand-operated mechanisms for launching rescue boats and includes the means of embarkation for the crew and an additional requirement for means to bring the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.

IMPLICATIONS

To Ship Owners / Ship Managers	This amendment will only be applicable to rescue boats that are not one of the ship's survival craft. It should be noted that SOLAS Chapter III has different requirements for cargo and passenger ships in this respect.
To Flags & RO	The amendment enters into force 1 January 2024 and will apply to rescue boats installed on board cargo ships on or after 1 January 2024.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to LSA Code

Application

All SOLAS applicable vessels

Entry into Force / Applicable From

1 January 2024

Reference

LSA Code 4.4.8.1, 6.1.1.3; MSC.459(101)

SUMMARY

Paragraph 4.4.8.1 of the LSA Code provides that "except for free-fall lifeboats, sufficient buoyant oars to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar provided. Thole pins or crutches shall be attached to the boat by lanyards or chains." The requirements of paragraph 4.4.8.1 of the LSA Code were originally intended for standard lifeboats with single engine only rather than lifeboats with two independent propulsion systems. Summary: This amendment incorporates the UI contained in MSC.1/Circ.1597 and replaces the paragraph quoted above with the following text: ".1 except for a lifeboat equipped with two independent propulsion systems, where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries, and for a free fall lifeboat, sufficient buoyant oars to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar provided. Thole pins or crutches shall be attached to the boat by lanyards or chains."

IMPLICATIONS

To Ship Owners / Ship Managers	Check the possibility in case of both propulsion systems will fail at the same time so for lifeboats with two independent propulsion systems there is now no requirement for buoyant oars.
To Flags & RO	This amendment is only applicable to lifeboats with two independent propulsion systems and revokes MSC.1/Circ.1597.
To Shipbuilders / Manufacturers	The new amendments as per SOLAS III/33, LSA Code; MSC.482(103), MSC.485(103), MSC.488(103) shall be incorporated in new build vessels.

Convention / Regulation

Amendments to SOLAS regulation III/33, LSA Code and the Resolution MSC.81 (70), to clarify application of the requirements to launch lifeboats making headway at speeds up to 5 knots in calm water.

Application

Entry into Force / Applicable From

1 January 2024

Reference

SOLAS III/33, LSA Code; MSC.482(103), MSC.485(103), MSC.488(103)

SUMMARY

Amendments to Chapter 9 of the FSS Code for fixed fire detection and fire alarm systems were adopted to clarify the fault isolation requirements for individually identifiable fire detector systems. New paragraph 2.18 was inserted to address systems installed on cargo ships and passenger ship cabin balconies. Where an individually identifiable system is fitted, isolator modules need not be provided at each fire detector if the system is arranged so that the number and location of fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.

IMPLICATIONS

To Ship Owners / Ship Managers	The new system of fire detector as per FSS Code Chapter 9; MSC.484(103) shall be implemented
To Flags & RO	The amendments to Chapter 9 of FSS Code shall be verified during safety construction surveys.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to the International Code for Fire Safety Systems (FSS CODE)

Application

All SOLAS applicable vessels

Entry into Force / Applicable From

1 January 2024

Reference

FSS Code Chapter 9; MSC.484(103)

SUMMARY

The MSC adopted updates to the International Maritime Dangerous Goods (IMDG) Code, in line with the updates to the United Nations Recommendations on the Transport of Dangerous Goods, which set the recommendations for all transport modes. The Committee adopted Resolution MSC.501 (105) containing several amendments to the International Maritime Dangerous Goods (IMDG) Code. This set of amendments (41-22 Amendments) is intended to align with the amendments to the UN Recommendations on the Transport of Dangerous Goods, 21st Revised Edition. In addition to the regular review of new and existing substances, these amendments include the following:

- 1) New definition for "pressure receptacle shell" in 1.2.1 of the IMDG Code;
- 2) Guidance on marking of refillable UN pressure receptacles; and
- 3) Guidance on portable tanks with shells made of fiber-reinforced plastic (FRP) materials.

The 41st amendments to IMDG Code were adopted, to reflect the biennial amendments to "United Nations Recommendations on the Transport of Dangerous Goods". The amendments will enter into force on 01 January 2024. Administrations may apply it on a voluntary basis as from 01 January 2023.

IMPLICATIONS

To Ship Owners / Ship Managers	Owners and operators of ships intending to carry packaged dangerous goods cargoes are advised to be guided by above amendments.
To Flags & RO	The (41-22) amendments shall be verified during the IMDG surveys.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments (41-22) to International Maritime Dangerous Goods Code (IMDG Code)

Application

All Ships carrying IMDG Cargo

Entry into Force / Applicable From

1 January 2024

Reference

IMDG Code; MSC.501 (105)

SUMMARY

The current SOLAS chapter IV (GMDSS) requirements were adopted in 1988 based upon technologies developed in the 1970s. Noting development in technologies and changes in the status of INMARSAT, a comprehensive review of the requirements is under way.

Summary: As well as amendments to SOLAS Chapters III and IV and related and consequential amendments to other IMO instruments, it should be noted that:

- 1) The carriage requirements for ships subject to the GMDSS will not change.
- 2) Although the Iridium satellite system provides coverage in the Polar Regions, in order to comply with the requirements of the GMDSS, ships are still required to carry HF communications equipment when transiting the Polar Regions.
- 3) The scope of application for the text moving from Chapter III to Chapter IV will not change and the text of SOLAS regulation IV/1.1 should remain unaltered.
- 4) With regard to SOLAS regulation III/6.2 (which will be relocated to SOLAS Chapter IV) the application is currently the same as that of SOLAS Chapter IV, so no changes are needed.

The relevant SOLAS related certificates and Records of Equipment will be included as part of the consequential amendments.

IMPLICATIONS

To Ship Owners / Ship Managers

It should be noted that the carriage requirements are not expected to change. The intention at this time is that most equipment will remain valid in order to reduce necessary additional investment in both ship equipment and shore side services.

To Flags & RO

The GMDSS revision has been aimed at enabling the use of modern communication systems, while removing requirements to carry obsolete systems.

To Shipbuilders / Manufacturers

The new requirements of SOLAS chapter IV (GMDSS) shall be incorporated in new build vessels.

Convention / Regulation

Amendments to SOLAS due to modernization of the Global Maritime Distress and Safety System (GMDSS)

Application

All ships of 300 GT and above to which the requirements of the GMDSS apply

Entry into Force / Applicable From

1 January 2024

Reference

SOLAS; MSC.496(105)

SUMMARY

IMO noted some inconsistency in how administrations and classification societies interpreted item 8.1 on "Rudder, propeller, thrust, pitch and operational mode indicator" in the Records of Equipment, Forms C, E and P contained in the appendix to SOLAS. A footnote will be added to item 8.1 which directs the person completing the form to delete the equipment not provided on the ship as appropriate.

IMPLICATIONS

To Ship Owners / Ship Managers	The addition of this footnote clarifies what should be recorded in this part of the form. There are no changes to the requirements.
To Flags & RO	This amendment applies to the Records of Equipment (Forms E, C and P) 'Details of navigational systems and equipment'.
To Shipbuilders / Manufacturers	N/A

Convention / Regulation

Amendments to Forms C, E and P in the appendix to SOLAS certificates

Application

All SOLAS applicable vessels

Entry into Force / Applicable From

1 January 2024

Reference

SOLAS; MSC.456(101)

SUMMARY

The resolution adopts amendments to chapter 6 (Materials of construction and quality control) of the IGC Code, concerning welding procedure tests for cargo tanks and process pressure vessels. Resolution MSC.476 (102) amending chapter 6 (Materials of construction and quality control) of the IGC Code, concerning welding procedure tests for cargo tanks and process pressure vessels ; Welding procedure tests for cargo tanks and process pressure vessels includes tensile tests and cross-weld tensile strength shall not be less than the specified minimum tensile strength for the appropriate parent materials. For materials such as Aluminium alloys, reference shall be made to 4.18.1.3 with regard to the requirements for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture shall be recorded for information;"

IMPLICATIONS

To Ship Owners / Ship Managers	N/A
To Flags & RO	N/A
To Shipbuilders / Manufacturers	The amendments through Resolution MSC.476 (102) shall be considered during the welding procedure tests for cargo tanks and process pressure vessels.

Convention / Regulation

Amendments to the International Code for Construction and Equipment of Ships carrying liquefied gases in bulk (IGC CODE)

Application

All ships which are subjected to the IGC Code

Entry into Force / Applicable From

1 January 2024

Reference

IGC Code;
MSC.476(102)

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