



TECHNICAL CIRCULAR

TC No: 012/2022
30 December 2022

TO SHIP OWNER/SHIP MANAGER/INTERESTED PARTIES

Amendment Entering Into Force in 2023

No	Convention/Regulation	Resolution	New Ship			Existing Ship			Subject
			Ship type	Size	Compliance date	Ship type	Size	Compliance Date	
1	MARPOL Annex VI	MEPC.324(75)	All	All	01 April 2022	All	All	The first renewal survey on or after 01 April 2023	<p>Sampling of fuel oil used onboard: The amendment introduced two new fuel oil samples for confirming compliance with MARPOL Annex VI 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.</p> <p>The amendments consist of the following:</p> <ol style="list-style-type: none"> MARPOL Annex VI, Reg.2 – a new definition in regulation 2 on low flashpoint fuel, for which sampling points will be exempted. MARPOL Annex VI, Reg.14 – Requirements on sampling points. This applies to both new ships (constructed after entry into force) and existing ships (first renewal survey 12 months or later, after entry into force). Amendments to Regulation 14 to add new paragraphs related to in-use and onboard fuel oil sampling and testing, to add new paragraphs to require one or more sampling points to be fitted or designated for the purpose of taking representative samples of the fuel oil being used or carried for use on board the ship. The representative samples of the fuel oil being used on board are to be taken in order to verify the fuel oil complies with the regulation. Reference is made to the Guidelines for onboard sampling for the verification of the sulphur content of the fuel oil used on board ships (Circular MEPC.1/Circ.864). Supplement to the International Air Pollution Prevention (IAPP) certificate is also amended to add a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel. Appendix VI Verification procedures for a MARPOL Annex VI fuel oil sample revised analysis approach for both the MARPOL delivered sample and the on-board and in-use samples were introduced. The amendments include revised fuel verification procedure for MARPOL Annex VI fuel oil samples. The verification procedure part 1 is for MARPOL delivered sample, and 100% confidence for the test result will be allowed. Part 2 is for in-use and on-board sample, and 95% confidence for the test result will be allowed (limit X + 0.59R). In the latter case, the acceptable sulphur limits are extended to 0.11% for 0.10% and 0.53% for 0.50%

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2	AFS Convention Annexes 1 and 4	MEPC 331 (76)	All	All	Ships contracted for construction on or after 01 April 2022	All	All	01 January 2023	<p>Draft amendments to AFS Convention containing the control mechanisms for the ships bearing anti-fouling system containing Cybutryne in their external coating layer of the hull</p> <p>MEPC 76 adopted Res. MEPC 331(76) containing draft amendments to AFS Convention containing the control mechanisms for the ships bearing anti-fouling system containing Cybutryne in their external coating layer of the hull, and these amendments will enter into force on 01 January 2023.</p> <ol style="list-style-type: none"> 1. These amendments are also requiring ships to stop using anti-fouling system containing Cybutryne as of 01 January 2023, and to remove or apply sealer coating such system for existing ships by the next renewal of the system after 01 January 2023, but no later than 60 months following the last application in accordance with current Article 4.2 of the Convention; 2. Fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 01 January 2023 and that have not been in dry-dock on or after 01 January 2023; ships not engaged in international voyages; and ships of less than 400 GT engaged in international voyages if accepted by the coastal State(s) could be excepted from the application of control measure for Anti-fouling system containing Cybutryne; 3. The amendment to the model form of the IAFS Certificate for adding a new column to identify the ships that has applied an anti-fouling system containing Cybutryne previously, but not currently contained in the external coating layer of their hull was also introduced. 4. Considerations for ship owners, builders and related stakeholders; <ul style="list-style-type: none"> - Taking into account that ships shall not apply or re-apply anti-fouling system containing Cybutryne as of 01 January 2023 and the ships bearing anti-fouling system containing Cybutryne applied before 01 January 2023 are required to remove the system or apply sealer coating no later than 60 months following the last application of the system, ship owners, builders and related stakeholders are recommended to scrutinize whether an anti-fouling system applied previously to the ships are containing Cybutryne or not, contacting to the anti-fouling system manufacturers, etc. <p>According to paragraph 4.2 of 2010 <i>Guidelines for survey and certification of anti-fouling systems on ships</i> (Res. MEPC 195(61)), it is noted that surveys for Cybutryne may also be complemented by a declaration and supporting information from the anti-fouling system manufacturer, confirming that the anti-fouling system applied, or intended to be applied to the ship is in compliance with the requirements of the Convention.</p>

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3	Draft amendments to MARPOL Annex VI to reduce the carbon intensity of existing ships	Res.MEPC.328(76)	-	-	-	Apply to the ship types to which required EEDI applies	All ship to which MARPOL Annex VI applies ⁴ 00GT and over	01 January 2023	<p>Application : All ships to which MARPOL Annex VI applies MEPC 76 adopted Res.MEPC.328(76) containing draft amendments to MARPOL Annex VI to reduce the carbon intensity of existing ships as follows, and these amendments will enter into force on 01 November 2022:</p> <p>1 Requirements on EEXI (Energy Efficiency Existing Index)</p> <ul style="list-style-type: none"> New regulations on the attained and required EEXI will require existing ships to improve their technical efficiency, and shall apply to the ship types to which required EEDI applies (excludes Passenger ship, but applies to Ro-Ro Passenger ship). The initial verification of ships individual attained EEXI shall take place at the first IAPP annual, intermediate or renewal survey, or IEE initial survey whichever is the first, on or after 01 January 2023. <p>2 Requirements on CII (Carbon Intensity Indicator)</p> <ul style="list-style-type: none"> New regulations on the operational carbon intensity require a non-linear reduction consisting of three consecutive phases in the carbon intensity of ships between 2023 and 2030, for ensuring that the global fleet achieves an average reduction of at least 40% by 2030, relative to 2008. (Ex: 1.0% for 2020-2022, 2.0% for 2023-2026, blank for 2026~2030 (subject to Review in 2026)) After the end of each calendar year, each ship of 5,000 GT and above as per ship types to which required EEDI applies (excludes Passenger ship, but applies to Ro-Ro Passenger ship) shall calculate the attained annual operational CII over a 12-month period from 01 January to 31 December in that calendar year. Attained CII shall be calculated by using the data submitted under regulation 22A (Collection and reporting of ship fuel oil consumption data), and after verification against the required annual operational CII to determine the rating from A to E, corrective actions will be required for ships which are rated D for three consecutive years, or E. On or before 01 January 2023, SEEMP(Ship Energy Efficiency Management Plan) shall include a description of the methodology that will be used to calculate the ship's attained annual operational CII and the processes that will be used to report this value to the ship's Administration; the required annual operational CII for next 3 years; an implementation plan documenting how the required annual operational CII will be achieved during the next 3 years and a procedure for self-evaluation and improvement.
			Apply to the ship types to which required EEDI applies	All ship to which MARPOL Annex VI applies. 5,000 GT and above	01 January 2023	Apply to the ship types to which required EEDI applies	All ship to which MARPOL Annex VI applies. 5,000 GT and above	01 January 2023	
4	ESP Code	Res.MSC.483(103)	Oil Tankers	All	01 January 2023	Oil Tankers	All	01 January 2023.	<p>Amendments to ESP CODE Annex B, Part A, Annex 2 Minimum Requirements for Thickness Measurements at Renewal Surveys of Double-Hull Oil Tankers In Annex 2 in the table for "Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers", the column for "Renewal Survey No.1" is replaced by the following: "</p> <p>1. Suspect areas"</p>
5	STCW	Res.MSC.486(103)	All	All	01 January 2023	All	All.	01 January 2023.	<p>Amendments to STCW Ch.1, I/1.1</p> <p>The following new definition is added: ".44 High-voltage means an alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts."</p>

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6	STCW	Res.MSC.48 6(103)	All	All	01 January 2023	All	All	01 January 2023.	Amendments to STCW Ch.1, A-I/1 The definition for “operational level” is amended, as follows: “.3 Operational level means the level of responsibility associated with : .3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as electro-technical officer or as radio operator on board a seagoing ship.
7	MARPOL Annex II	MEPC.344(78)	Chemical Tanker	All	01 November 2023	Chemical Tanker	All	01 November 2023	GESAMP Hazard Evaluation Procedure MARPOL Annex II, updating the abbreviated legend to the revised GESAMP Hazard Evaluation Procedure.
8	IMDG Code	Res.MSC.50 1(105)	General Cargo ships (Container ship, Ro-ro ships and others)	All	01 December 2023	General Cargo ships (Container ship, Ro-ro ships and others)	All	01 December 2023	Amendments to The International Maritime Dangerous Goods (IMDG) Code 1. Requirement for design, structure, survey and test of portable tank with shell made of FRP materials was newly established. 2. SGG 1a was deleted among SGG in 3.1.4 because it is not necessary to separate SGG 1a corresponding strong acid and from SGG 1 corresponding acid.
9	IMSBC Code	Res.MSC.50 0(105)	Ships carrying IMSBC Cargo	All	01 December 2023. Administrati ons may apply it on a voluntary basis as from 01 January 2023.	Ships carrying IMSBC Cargo	All	01 December 2023 Administrati ons may apply it on a voluntary basis as from 01 January 2023.	Amendments to The International Maritime Solid Bulk Cargoes (IMSBC) Code Updates to the International Maritime Solid Bulk Cargoes (IMSBC) Code, to include new definitions (including an updated definition for group A cargoes), references and requirements for cargoes which may undergo dynamic separation. Section 7 will be amended to cover cargoes which may liquefy or undergo dynamic separation. The section aims to bring attention to the risks associated with liquefaction or dynamic separation and the precautions to minimize the risk. This follows research by the Global Bauxite Working Group, which identified a new phenomenon affecting some bauxite cargoes, known as dynamic separation, which can cause instability of cargo and ship. Other IMSBC Code amendments relate to updates to individual schedules and new individual schedules. Contracting Governments to the SOLAS Convention are invited to apply them from 01 January 2023 on a voluntary basis.

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