



TECHNICAL CIRCULAR

TC No: 014/2021
17 December 2021

TO SHIP OWNER/SHIP MANAGER/INTERESTED PARTIES

Amendment Entering Into Force in 2022

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 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> <ul style="list-style-type: none"> • MARPOL Annex VI, Reg.2 – a new definition in regulation 2 on low flash point 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	MARPOL Annex VI	MEPC.324 (75)	Container ships, Gas carriers, General Cargo ships, LNG carriers and Cruise Passenger ships	400GT and over	Ships contracted for construction on or after 01 April 2022	-	-	-	<p>Strengthening of EEDI phase 3 requirements and Reference line for large bulk carriers:</p> <p>A. Amendments to MARPOL Annex VI to strengthen the EEDI phase 3 requirements were adopted as follows:</p> <ul style="list-style-type: none"> For general cargo ships, LNG carriers and cruise passenger ships, the effective date is moved forward from 2025 to 2022 with the reduction rate of 30%; For container ships, the effective date is moved forward from 2025 to 2022 and the reduction rate is strengthened based on the ship sizes; For gas carriers (e.g. LPG carriers) with 15,000DWT and above, the effective date is moved forward from 2025 to 2022 with the reduction rate of 30%. For gas carriers (e.g. LPG carriers) below 15,000DWT, the current effective date of 2025 and the reduction rate are retained; For ship types other than the above, the current effective date of 2025 and the reduction rate are retained. <p>B. Adjustment of the reference line for very large bulk carriers - Recognizing that EEDI requirements for very large bulk carriers as being too stringent, the amendments to MARPOL Annex VI to adjust the reference line for very large bulk carriers more than 279,000DWT were adopted.</p>
3	IMDG Code	MSC.477 (102)	Ships carrying IMDG cargo	All	01 June 2022 Administrations may apply it on a voluntary basis as from 01 January 2021.	Ships carrying IMDG cargo	All	01 June 2022 Administrations may apply it on a voluntary basis as from 01 January 2021.	<p>The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances.</p> <p>In addition to the regular updates to classification, segregation, packing and markings of dangerous goods, Amendment 40-20 includes;</p> <ul style="list-style-type: none"> Segregation requirements for alcoholises Amendments to SG 53 and SG 48 regarding liquid organic substances Amendments to UN 1362 PG II and UN 1362 to clarify the differences between carbon-related substances particularly with regard to charcoal A new special provision and handling code for medical waste <p>Amendments have also been made to the footnotes in the IMDG Code. Several footnotes in the IMDG Code were found to use mandatory language. These have now been included in the main body of the Code.</p>
4	BWM Convention	MEPC.325 (75)	All	All ship carrying IBWM certificate	01 June 2022	All	All ship carrying IBWM certificate	01 June 2022	<p>Sampling and Analysis at Commissioning of Ballast Water Management System (BWMS):</p> <p>MEPC 75 adopted amendments to BWMC regarding commissioning testing of ballast water management systems (Regulation E-1) and the form of the International Ballast Water Management Certificate. Consequently, revised Guidance for the commissioning testing of ballast water management systems was approved and available as BMW.2/Circ.70/Rev.1</p> <p>The commissioning testing is carried out to confirm that the system's method of treatment is effective in the installed configuration and 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.</p> <p>Although mandatory commissioning testing of BWMS during installation surveys comes into force from 01 June 2022, individual flag Administrations may enforce early implementation.</p>

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5	Amendments to the IAMSAR MANUAL	CIRCULAR MSC.1/Circ.1640	All ship which requires to carry radio installation.	All	01 June 2022	All ship which requires to carry radio installation.	All	01 June 2022	MSC approved (MSC.1/Circ.1640) on amendments to the IAMSAR Manual finalized by the ICAO/IMO Joint working group.
6	Amendments to the performance standards for (SVDRs) and (VDRs)	Res.MSC.493(104)	All Passenger ship, ro-ro passenger ship, Ships other than passenger ship.	All Passenger ship, ro-ro passenger ship. Other than passenger >3000GT	01 July 2022	Passenger and ro-ro ship, Ships other than passenger ship.	All Passenger ship, ro-ro passenger ship. Other than passenger >3000GT	01 July 2022	The float-free type protective capsule for S-VDR installed on or after 01 July 2022 should be constructed as per the latest performance standards (Res.MSC.471 (101)) for float-free EPIRB.
7	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 400GT and over	01 November 2022	<p>Application : All ships to which MARPOL Annex VI applies</p> <p>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 November 2022	Apply to the ship types to which required EEDI applies	All ship to which MARPOL Annex VI applies. 5,000 GT and above	01 November 2022	

8	<p>III 7 finalized the 2021 HSSC survey guidelines with the inclusion of new requirements that have been adopted since III 6 and that are due to enter into force up to and including 31 December 2021. The revised guidelines include amendments to SOLAS which entered into force 01 January 2020, including (but not limited to);</p> <ul style="list-style-type: none"> a) Operational readiness, maintenance and inspections for lifeboats and rescue boats, launching appliances and release gear; means of escape (requirements for evacuation analysis for passenger ships; helicopter facilities (MSC404 (96)). b) Harmonization of survey periods of cargo ships not subjected to the ESP Code (MSC. 409 (97)). c) Intact stability (MSC. 421 (98)). d) Flooding detection systems for passenger ships carrying 36 or more persons constructed on or after 01 July 2010 (MSC. 421(98)). e) Requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo (MSC. 421 (98)). <p>The revised HSSC Survey Guidelines will go to IMO Assembly 32 (December 21) for adoption and are expected to enter into force 01 January 2022.</p>
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