



TECHNICAL CIRCULAR

Our Ref: - 1/2019

Date: - 02/01/2019

Subject: - New Requirements for the year 2019

IMO Requirements

Following are the IMO requirements for the year 2019: -

1. Amendments to Marpol Annex VI

- ✓ Designation of Baltic Sea and the North Sea Emission Control Areas as NOx emission Control Areas (Tier III Control).
- ✓ Information to be included in the bunker delivery note.

The amendments adopted by Resolution MEPC.286(71) on 7 July 2017 establish North Sea area and the Baltic Sea area as new NOx Tier III Emission Control Areas (ECAs) and modify the information to be included in the bunker delivery note.

1.1 Amendments to Regulation 13 – (NOx)

- Amendments to regulation 13.6 of MARPOL Annex VI to designate the Baltic Sea and the North Sea as NOx emission control area.
- Amendments to regulation 13.5 of MARPOL Annex VI to temporarily exempt ships equipped with dual fuel engines or Tier II NOx compliant engines from compliance with the NOx Tier III emission limits, when they navigate immediately following building in a NOx ECA or are repaired or maintained at the shipyard located inside NOx ECA.

1.2 Amendments to Appendix V, Regulation 18.5 "Information to be included in Bunker Delivery Note"

- Information to be included in the bunker delivery note, including entries to specify the limit of the Sulphur content of the fuel oil for all ships.

For more information MEPC.286(71) enclosed.



MEPC 286.(71).pdf



2. Amendments to International Maritime Solid Bulk Cargoes (IMSBC) Code

The amendments adopted by Resolution MSC.426(98) on 15 June 2017.

- ✓ Section 4 – Assessment of acceptability of consignments for safe shipment
- ✓ Section 9 - Materials possessing chemical hazards
- ✓ Section 14 – Prevention of pollution by cargo residues from Ships – Deleted
- ✓ Appendix 1 – Individual schedules of solid bulk cargoes
- ✓ Appendix 2 – Laboratory test procedures, associate apparatus and standards
- ✓ Appendix 3 – Properties of solid bulk cargoes
- ✓ Appendix 4 – Index
- ✓ Appendix 5 – Bulk Cargoes Shipping Name (BCSN)

2.1 Section 4 – Assessment of acceptability of consignments for safe shipment Delivery Note

➤ Section 4.1 – Identification and classification

Bulk Cargo Shipping Name: -

- Each solid bulk cargo in this Code has been assigned a Bulk Cargo Shipping Name (BCSN). When a solid bulk cargo is carried by sea it shall be identified in the transport documentation by the BCSN.
- Where the cargo is dangerous goods and not identified with a generic Proper Shipping Name, or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of the Proper Shipping Name followed by the UN number.
- Except for RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile – excepted UN 2912 and RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile – excepted UN 2913, where the cargo is dangerous goods identified with a generic Proper Shipping Name and/or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of, in the following order:
 - a) a chemical or technical name of the material;
 - b) a specific description to identify the properties of the material; and
 - c) the UN number.

➤ Section 4.2 – Provision of Information

Whether or not the cargo is classified as harmful to the marine environment in accordance with Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended;



- Section 4.5 – Interval between sampling/testing and loading for TML and moisture content determination
 - The shipper shall be responsible for ensuring that a test to determine the TML of a solid bulk cargo is conducted within six months to the date of loading the cargo. Notwithstanding this provision, where the composition or characteristics of the cargo are variable for any reason, the shipper shall be responsible for ensuring that a test to determine the TML is conducted again after it is reasonably assumed that such variation has taken place.
 - The shipper shall be responsible for ensuring that sampling and testing for moisture content is conducted as near as practicable to the date of commencement of loading. The interval between sampling/testing and the date of commencement of loading shall never be more than seven days. If the cargo has been exposed to significant rain or snow between the time of testing and the date of completion of loading, the shipper shall be responsible for ensuring that the moisture content of the cargo is still less than its TML, and evidence of this is provided to the master as soon as practicable."

2.2 [Appendix 1 – Individual schedules of solid bulk cargoes](#)

- Amendments to existing individual schedules
- New Individual Schemes i.e. Foam Glass Gravel, Iron Smelting by-products etc.

2.3 [Appendix 2 – Laboratory test procedures, associate apparatus and standards](#)

- Test procedures for materials which may liquefy and associated apparatus
 - Modified Proctor/Fagerberg test procedure for Coal and
 - Modified Proctor/Fagerberg test procedure for Iron Ore Fines.

2.4 [Appendix 3 – Properties of solid bulk cargoes](#)

- New entries for Non- Cohesive Cargoes when dry.

2.5 [Appendix 4 – Index; Appendix 5 – Bulk Cargoes Shipping Name \(BCSN\)](#)

- New entries

For more information MSC.426(98) enclosed.



MSC 426.(98).pdf



3. IMO DCS Implementation

- SEEMP including Ship Fuel Oil Consumption Data Collection Plan (DCP) with a description of methodology used to collect the data required by MARPOL Annex VI Regulation 22A should have been approved by 31st December 2018 by Flag Administration or RO and issuance of confirmation of compliance.
- Data Collection on or after 1st January 2019.

Information as per Appendix IX of MEPC.278(70) to be submitted to IMO Ship Fuel Oil Consumption Database for all ships of 5000 GT and above.



MEPC.282(70).pdf

4. Escape Route Signs and Equipment Location Markings

IMO Assembly Resolution A.1116(30) adopted on 5 December 2017, escape route signs and equipment location markings should take effect on ships constructed on or after 1 January 2019 or ships which undergo repairs, alterations, modifications and outfitting within the scope of SOLAS chapters II-2 and/or III, as applicable, on or after 1 January 2019, and that they should be used, as appropriate, in combination with resolution A.952(23) for the preparation of the shipboard fire control plans required by SOLAS regulation II-2/15.2.4.

ISO 24409-2:2014 This Ships and marine technology - Design, location and use of shipboard safety signs, safety-related signs, safety notices and safety markings has been incorporated in this resolution.



A.1116(30).pdf

5. Amendments to Marpol Annex IV – Regulation 11.3 – Discharge of Sewage from a Passenger Ship within a Special Area (The Baltic Sea Special Area)

MEPC 275.(69) established the date: - 01st June 2019 on which Marpol Annex IV Regulation 11.3 (Discharge of Sewage from a Passenger Ship within a Special Area) takes effect in respect of the Baltic Sea Special Area.

As per this regulation, new (contracted or constructed) passenger ships on or after 01st June 2019 shall meet Marpol Annex IV regulation 11.3 for the Baltic Sea Special Area.



MEPC.275(69).pdf

6. Amendments to SOLAS – Ch III (Life–Saving Appliances and Arrangements)

MSC.317(89) adopted: -

Lifeboat on-load release mechanism not complying with newly amended paragraphs 4.4.7.6.4 to 4.4.7.6.6 of LSA code for all ships shall be replaced by first scheduled dry-docking after 01 July 2014 but not later than 01 July 2019.

Refer to the Guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/Circ.1392) as amended by (MSC.1/Circ.1584).



MSC.317(89).pdf



MSC.1 Circ 1392.pdf



MSC.1 Circ.1
1584.pdf

7. Amendments to SOLAS Ch II-2, Part C Suppression of Fire, Regulation 10 – Fire Fighting

MSC.338(91) adopted on 30 November 2012; Self-contained compressed air breathing apparatus of fire-fighter's outfits for all ships –

Compressed air breathing apparatus shall be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 / by 1 July 2019.

Unified Interpretation of Ch 3 of FSS Code, MSC.1/Circ.1499 dated 12 January 2015 is also attached for further information.



MSC.338(91)
extract.pdf



MSC.339(91)
extract.pdf



MSC.1 Circ.1499.pdf

8. Amendments to Marpol Annex VI

- ✓ Regulation 20 (Attained EEDI)
- ✓ Regulation 21 (Required EEDI)

8.1 MEPC.251(66) adopted on 4 April 2014; Cruise Passenger Ships having non-conventional propulsion and LNG carrier having conventional or non-conventional



propulsion delivered on or after 01st September 2019 shall comply with Marpol Annex VI Regulation 20 (Attained EEDI) & Regulation 21 (Required EEDI).

8.2 LNG Carrier, Ro-Ro cargo ship (vehicle carrier), Ro-ro Cargo Ship, Ro-ro Passenger Ship, Cruise passenger ship having non-conventional propulsion delivered on or after 01 September 2019 reduction factor to be applied.



MEPC.251(66)
extract.pdf

8.3 ECAs and required EEDI for ro-ro cargo ships and ro-ro passenger ships

MEPC.301(72) adopted on 13 April 2018 Marpol Annex VI, Regulation 21 (Required EEDI), Table 2 (Parameters for determination of reference values for the different ship types) for ro-ro cargo ships and ro-ro passenger ships are replaced and shall enter into force from 01 September 2019.



MEPC.301(72).pdf

9. Amendments to Ballast Water Management (BWM)

9.1 MEPC.296(72) adopted on 13 April 2018; Amendments to regulations A-1 and D-3 of BWMS Code: -

- Ballast water management systems used to comply with this Convention shall be approved by the Administration as follows: -
- Ballast water management systems installed on or after 28 October 2020 shall be approved in accordance with the BWMS Code, as may be amended; and
- Ballast water management systems installed before 28 October 2020 shall be approved taking into account the guidelines developed by the Organization or the BWMS Code, as may be amended.

The term “installed” has been interpreted as “the contractual date of delivery of the ballast water management system to the ship. In the absence of such a date, the word ‘installed’ means the actual date of delivery of the ballast water management system to the ship” (refer to BWM.2/Circ.66, issued on 20 April 2018).



The requirement to be applied from 13 October 2019 for approval of BWMS and effective date as detailed above.



MEPC.296(72).pdf



BWM.2 Circ.66.pdf

9.2 MEPC.297(72) adopted on 13 April 2018; Amendments to regulation B-3 (Implementation schedule of ballast water management for ships) will enter in force from 13 October 2019: -

- Existing ships (i.e. constructed before 8 September 2019) shall be fitted with a ballast water management system (BWMS) to comply with D-2 standard according to the following schedule:

At the first IOPP renewal survey following 8 September 2017:

- if the survey is completed on or after 8 September 2019; or
- if the previous renewal survey is completed on or after 8 September 2014 but prior to 8 September 2017;

At the second IOPP renewal survey following 8 September 2017:

- if the first renewal survey is completed prior to 8 September 2019 and a renewal IOPP survey has not been completed between 8 September 2014 and 8 September 2017;



MEPC.297(72).pdf

9.3 MEPC.299(72) adopted on 13 April 2018; Amendments to regulations E-1 and E-5 (Endorsements of additional surveys on the International Ballast Water Management Certificate) for all ships will enter in force from 13 October 2019: -

- Regulation E-1 Surveys 1.5; MEPC.299(72) deleted the obligation to endorse the BWM Certificate subsequent to an additional survey either general or partial, according to the circumstances, shall be made after a change, replacement, or significant repair of the structure, equipment, systems, fittings, arrangements and material necessary to achieve full compliance with this Convention.
- Regulation E-5 Duration and validity of the Certificate; clarifying that the schedule for annual surveys is applicable also to intermediate ones.



MEPC.299(72).pdf



ILO Requirements

1. Amendments to Maritime Labour Convention

- ✓ Standard A4.3 – Health and safety protection and accident prevention
- ✓ Regulation 5.1 – Flag State responsibilities

1.1 Standard A4.3 – Health and safety protection and accident prevention

- Guideline B4.3.1 – Provisions on occupational accidents, injuries and diseases
 - Account should also be taken of the latest version of the Guidance on eliminating shipboard harassment and bullying jointly published by the International Chamber of Shipping and the International Transport Workers' Federation.
 - The competent authority should ensure that the implications for health and safety are taken into account for harassment and bullying.

1.2 Regulation 5.1 – Flag State responsibilities

After a renewal inspection completed prior to the expiry of a maritime labour certificate, the ship is found to continue to meet national laws and regulations or other measures implementing the requirements of this Convention, but a new certificate cannot immediately be issued to and made available on board that ship, the competent authority, or the recognized organization duly authorized for this purpose, may extend the validity of the certificate for a further period not exceeding five months from the expiry date of the existing certificate, and endorse the certificate accordingly.



2016
amendments.pdf

Amendments of 2016 to Maritime Labour Convention 2006, will enter into force from 08th Jan 2019.