

Technical Notice

TD 10298 / 2021

Dated: 10.11.2021

SUBJECT:

Amendments expected to enter into 2022 and in the coming years

1 April 2022

Adopted by MEPC.324(75)

Amendments to MARPOL Annex VI on sulphur content definition and sampling

Ship type: **All**

Compliance date

New Ship: **1 April 2022**

Existing Ship: **The first renewal survey on or after 1 April 2023**

- Amendments to Regulation 2 'Definitions', to include new definitions for "Sulphur content of fuel oil" - meaning the concentration of sulphur in any fuel oil, measured in % m/m as tested in accordance with standard acceptable to the Organization; "Low-flashpoint fuel", to mean gaseous or liquid fuel having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of SOLAS regulation II-2/4; "MARPOL delivered sample", to mean the sample of fuel oil delivered in accordance with regulation 18.8.1 of MARPOL Annex VI; "In-use sample", to mean the sample of fuel oil in use on a ship; and "On board sample", to mean the sample of fuel oil intended to be used or carried for use on board that ship.
- Fuel oil sampling and testing - amendments to Regulation 14 'Sulphur oxides (SOX) and particulate matter', 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.
- Appendix I amendments to the International Air Pollution Prevention (IAPP) certificate - Consequential amendments to update the IAPP certificate 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 on the Fuel verification procedure for MARPOL Annex VI fuel oil samples consequential amendments to verification procedures, to cover verification of the representative samples of in-use fuel oil and on board fuel oil.

1 June 2022

Adopted by MEPC 75:

Amendments to BWM Convention

Ship type: **All**
Compliance date
New Ship: **1 June 2022**
Existing Ship:

Sampling and Analysis at Commissioning of Ballast Water Management System (BWMS):

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 (Appendix I).

Consequently, revised Guidance for the commissioning testing of ballast water management systems was approved and available as BMW.2/Circ.70/Rev.1

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.

Although mandatory commissioning testing of BWMS during installation surveys comes into force from 1 June 2022, individual flag Administrations may enforce early implementation.

1 June 2022

Adopted by MSC.477(102)

IMDG Code 40-20 - Amendments to IMDG Code

Ship type: **Ships carrying IMDG cargo**
Compliance date
New Ship: **1 June 2022 Administration s may apply it on a voluntary basis**
Existing Ship: **as from 1 January 2021**

The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances.

In addition to the regular updates to classification, segregation, packing and markings of dangerous goods, Amendment 40-20 includes;

- Segregation requirements for alcoholates
- 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

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.

1 January 2024

Adopted by MSC 101 and MSC 102

SOLAS records of equipment, FSS code, IGF code, LSA code

Adopted by MSC 101:

- Amendments to the appendix to the annex to the 1974 SOLAS, concerning the addition of a footnote to Forms C, E and P in the Records of Equipment.
- Amendments to chapter 15 of the International Code for Fire Safety Systems (FSS Code), relating to inert gas systems.
- Amendments to parts A and A-1 of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), including those relating to regulations on loading limit for liquefied gas fuel tanks, regulations for fuel distribution outside of machinery space, regulations for internal combustion engines of piston type and fire protection for fuel storage hold space; and amendments relating to the protection of the fuel supply for liquefied gas fuel tanks, aimed at preventing explosions.
- Amendments to chapters IV and VI of the International Life-Saving Appliance Code (LSA Code), relating to general requirements for lifeboats and launching and embarkation appliances.

Adopted by MSC 102: safe mooring

- Amendments to chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS), related to towing and mooring. The amendments to SOLAS regulation II-1/3-8 (Towing and mooring equipment), require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation. Related guidelines were also adopted, covering the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring; and inspection and maintenance of mooring

equipment including lines; as well as revised guidance on shipboard towing and mooring equipment.

- Amendments to parts B-1, B-2 and B-4 of SOLAS chapter II-1 related to watertight integrity requirements. The amendments are expected to enter into force on 1 January 2024.
- Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), related to the fuel containment systems, fire safety, welding of metallic materials and non-destructive testing.
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), related to welding procedure tests for cargo tanks and process pressure vessels.