

Technical Notice

TD 10432 / 2022

Dated: 23.12.2022

SUBJECT:

Regulations coming into force in January 2023

Amendments to the IMO Convention for the Control of Harmful Anti-fouling Systems on Ships (AFS Convention) – [MEPC.331\(76\)](#) – Ban on use of AFS containing cybutryne

These amendments mean that AFS containing cybutryne shall not be applied or reapplied to any ship on or after **1 January 2023**.

Ships bearing an AFS that contains cybutryne in the external coating layer of their hulls 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 AFS; no later than either 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.

The above requirement does not apply to following vessels:

1. fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in drydock on or after 1 January 2023;
2. ships not engaged in international voyages; and
3. ships of less than 400 gross tonnage engaged in international voyages, if accepted by the Coastal State(s).

Further, the amended Annex 4 of the AFS Convention provides a revised model form of the International Antifouling System (IAFS) Certificate. Based on verification of compliance to amended requirements, an updated IAFS Certificate will be issued reflecting the compliance options for controlled anti-fouling systems on the ship.

Following the adoption of the amendments to the AFS Convention to include controls on cybutryne, MEPC-78 adopted three revised guidelines concerning the sampling, inspection, and survey of anti-fouling systems:

- MEPC.356(78) - 2022 Guidelines for Brief Sampling of Anti-Fouling Systems on Ships
- MEPC.357(78) - 2022 Guidelines for Inspection of Anti-Fouling Systems on Ships
- MEPC.358(78) - 2022 Guidelines for Survey and Certification of Anti-Fouling Systems on Ships

Ship owners are advised to take note of above requirements and ensure that necessary planning is done while procuring anti-fouling paints so that it does not contain cybutryne. In the case of ships where anti-fouling system already contains cybutryne as on 1 January 2023, planning will be required for either the removal of such anti-fouling paint or for application of a sealing coating in consultation with the paint manufacturer in order to comply with the amended requirements.

Amendments to the 2011 Enhanced Survey Programme (ESP) code – [MSC.483\(103\)](#)

International code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code) establishes a survey standard for the regular and safe survey of the cargo and ballast areas of oil tankers and bulk carriers.

These amendments require that from 1 January 2023 onwards, thickness measurements will 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.

Amendments to the STCW Convention 1978 – [MSC.486\(103\)](#)

Amendment to Regulation I/1.1 of the 1978 STCW Convention includes a new definition for 'high-voltage', which means an alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts.

Ship owners are advised to take note of this amendment. In instances, where there is a minimum standard of competence using the terminology "high-voltage", the new definition will apply.

Amendments to Part A of the STCW Code – [MSC.487\(103\)](#)

This amendment includes electro-technical officers in the definition of 'operational level' and clarifies their responsibilities.

Ship owners are recommended to take note of the new requirements for certification of electro-technical officers and ensure compliance.

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

(Voluntary implementation from 1 January 2023 and mandatory compliance from 1 December 2023)

Updates to the International Maritime Solid Bulk Cargoes (IMSBC) Code include a change of the definition of group A cargoes, re-classification of ammonium nitrate-based fertilizer (non-hazardous), and new cargo schedules for clam shell and leach residue containing lead and granular triple superphosphate.

The amendments will enter into force on 1 December 2023, with voluntary early implementation from 1 January 2023.

Ship owners who are involved in the transport of solid bulk cargoes are recommended to pay due attention to their Flag State requirements for ships' compliance.

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

(Voluntary implementation from 1 January 2023 and mandatory compliance from 1 January 2024)

The IMDG code is regularly reviewed and updated every two years to take into account new requirements for existing dangerous goods or new substances.

This amendment is in line with the updates to the United Nations Recommendations on the Transport of Dangerous Goods, which set the recommendations for all transport modes.

These amendments will enter into force on 1 January 2024 but may be applied voluntarily by some contracting governments from 1 January 2023.

Ship owners who are involved in the transport of dangerous goods in packaged form are recommended to pay due attention to their Flag State requirements for ships' compliance.

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Responsible person(s) for this publication

P. Klavdianos _____

Ch. Efstathiou _____