

## Subject: Tech.inf 2019-03

### List of IMO Amendments Expected to Enter into Force During 2019 and 2020

Number: 32/98/0037

Date: 14.09.2019

موضوع: اطلاعیه فنی ۲۰۱۹-۰۳

فهرست اصلاحات لازم الاجرای IMO در سال ۲۰۱۹ و ۲۰۲۰

شماره: ۳۲/۹۸/۰۰۳۷

تاریخ: ۱۳۹۸/۰۶/۲۳



### All respectful ICS customers/ surveyors

List of IMO amendments expected to enter into force in 2019 and 2020 is as follows:

- 1 January 2019 - MARPOL amendments Annex VI NECAS, bunker delivery note.
- 1 January 2019 - IMSBC Code.
- 8 April 2019 - electronic data exchange under FAL Convention.
- 1 September 2019 MARPOL Annex VI amendments (regulation 13).
- 13 October 2019 Amendments to the BWM Convention.
- 1 January 2020 - MARPOL Annex VI 0.50% sulphur limit.
- 1 January 2020 - SOLAS amendments, amendments to Codes.
- 1 March 2020 - MARPOL Annex VI amendments - carriage ban on non-compliant fuel oil.
- 1 October 2020 MARPOL amendments – use of electronic record books.
- 1 October 2020 - MARPOL amendments - EEDI regulations for ice-strengthened ships.

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Also this Electronic File will be sent via email to all respectful ICS Customers/Surveyors.

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### کلیه مشتریان و بازرسان محترم ICS

با سلام و احترام

فهرست اصلاحات لازم الاجرای IMO در سال ۲۰۱۹ و ۲۰۲۰، به شرح زیر است:

- ۱ ژانویه ۲۰۱۹ - اصلاحات ضمیمه ششم مارپل در خصوص مناطق کنترل انتشار اکسیدهای نیتروژن (NECAS) و رسید تحویل سوخت (Bunker Delivery Note)
- ۱ ژانویه ۲۰۱۹ - اصلاحات IMSBC Code
- ۸ آوریل ۲۰۱۹ - اصلاحات مربوط به تبادل الکترونیکی داده تحت کنوانسیون FAL
- ۱ سپتامبر ۲۰۱۹ - اصلاحات مقرر ۱۳ ضمیمه ششم مارپل
- ۱۳ اکتبر ۲۰۱۹ - اصلاحات مربوط به کنوانسیون مدیریت آب توازن
- ۱ ژانویه ۲۰۲۰ - اصلاحات ضمیمه ششم مارپل در خصوص محدودیت سولفور نیم درصد
- ۱ ژانویه ۲۰۲۰ - اصلاحات به سولاس و کدهای مربوطه
- ۱ مارس ۲۰۲۰ - اصلاحات ضمیمه ششم مارپل در خصوص منع حمل سوخت نامنطبق
- ۱ اکتبر ۲۰۲۰ - اصلاحات مارپل در خصوص دفاتر ثبت الکترونیک
- ۱ اکتبر ۲۰۲۰ - اصلاحات مارپل در خصوص مقررات EEDI کشتی‌های ice class

نسخه الکترونیکی اطلاعیه فنی مذکور در شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می‌باشد:

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همچنین نسخه الکترونیکی این سند از طریق پست الکترونیکی به کلیه مشتریان و بازرسان محترم موسسه ارسال می‌گردد.

**رضوان پناه**

**مدیر واحد کنوانسیون ها، قوانین و مقررات**

موسسه رده بندی ایرانیان  
*A.M. Rezvan Panah*

ترک دعوی: اگرچه در گردآوری کلیه راهنماهای فنی ارائه شده توسط موسسه رده بندی ایرانیان، تا حد ممکن تلاش در دقت و صحت محتوا صورت گرفته است، این موسسه متحمل مسئولیتی در قبال هرگونه اشتباهات، خسارت های احتمالی و جرانی که ممکن است در ارتباط با بکار گیری مفاهیم و مطالب ارائه شده رخ دهد، نمیباشد.

■ موسسه رده بندی ایرانیان



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## **1 January 2019 – MARPOL amendments Annex VI NECAS, bunker delivery note**

Adopted by MEPC 71:

- Amendments to MARPOL Annex VI to designate the North Sea and the Baltic Sea as emission control areas (ECAs) for nitrogen oxides (NOX) under regulation 13 of MARPOL Annex VI. Both ECAs will take effect on 1 January 2021, thereby considerably lowering emissions of NOx from international shipping in those areas.
- Amendments to the information to be included in the bunker delivery note relating to the supply of marine fuel oil to ships which have fitted alternative mechanisms to address sulphur emission requirements.

## **1 January 2019 - IMSBC Code**

The 2017 set of draft amendments (04-17) to the International Maritime Solid Bulk Cargoes Code (IMSBC Code), to update requirements for a number of cargoes. The amendments also included those relating to paragraphs 4.5.1 and 4.5.2, highlighting the responsibility of the shipper for ensuring that a test to determine the transportable moisture limit (TML) of a solid bulk cargo is conducted. Also included were amendments related to substances which are harmful to marine environment, to require the shipper to declare whether or not a solid bulk cargo, other than grain, is harmful to the marine environment.

## **8 April 2019 - electronic data exchange under FAL Convention**

Under the revised Annex to the Convention on Facilitation of International Maritime Traffic (FAL), from 8 April 2019, it becomes mandatory for ships and ports to exchange FAL data electronically. The revised Convention also encourages use of the so-called "single window" concept in which all the many

agencies and authorities involved exchange data via a single point of contact.

## **1 September 2019 MARPOL Annex VI amendments**

Amendment to Regulation 13 – Nitrogen oxides (NOX) to make clearer emission control areas for NOx, by replacing the words "an emission control area designated under paragraph 6 of this regulation" with the words "a NOX Tier III emission control area";

Amendments to Regulation 21 – Required EEDI to update the reference values for Ro-ro cargo ship and Ro-ro passenger ship.

## **13 October 2019 Amendments to the BWM Convention**

The amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) relate to the implementation of the treaty, including the schedule for ships to comply with the requirement to meet the so-called D-2 standard (amendments to section B).

Other amendments (to sections A and D) make mandatory the Code for approval of ballast water management systems, which was also adopted at the session. Further amendments relate to section E on survey and certification.

## **1 January 2020 - MARPOL Annex VI 0.50% sulphur limit**

The global limit for sulphur in fuel oil used on board ships of 0.50% m/m (mass by mass) enters into effect from 1 January 2020. This will significantly reduce the amount of sulphur oxide emanating from ships and should have major health and environmental benefits for the world, particularly for populations living close to ports and coasts.



Code: ICS32F016/2



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## **1 January 2020 - SOLAS amendments, amendments to Codes**

Amendments adopted by MSC 97:

- Amendments to SOLAS regulation II-1/3-12 on protection against noise, regulations II-2/1 and II-2/10 on firefighting and new regulation XI-1/2-1 on harmonization of survey periods of cargo ships not subject to the ESP Code.
- Amendments to the 2008 International code on Intact Stability (IS Code), relating to ships engaged in anchor handling operations and to ships engaged in lifting and towing operations, including escort towing. The amendments are expected to enter into force on 1 January 2020.
- Amendments to the International Code for Fire Safety Systems (FSS Code), clarifying the distribution of crew in public spaces for the calculation of stairways width. The amendments are expected to enter into force on 1 January 2020.
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), aligning the wheelhouse window fire-rating requirements in the IGC Code with those in SOLAS chapter II-2. The amendments are expected to enter into force on 1 January 2020.

Amendments adopted by MSC 98:

- A set of amendments to SOLAS chapter II-1 relating to subdivision and damage stability. The amendments were developed following a substantive review of SOLAS chapter II-1, focusing in particular on new passenger ships. The review has taken into account recommendations arising from the investigation into the 2012 Costa Concordia incident. In conjunction with the adoption of the aforementioned amendments, the MSC adopted the Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations. The MSC also approved the Revised guidance for

watertight doors on passenger ships which may be opened during navigation.

- Amendments to SOLAS regulation II-2/3.56, relating to the definition of vehicle carrier and draft new SOLAS regulation II-2/20.2 on fire safety requirements for cargo spaces containing vehicles with fuel in their tanks for their own propulsion, specifically vehicles which do not use their own propulsion within the cargo space.
- Amendments to SOLAS regulation II-2/9.4.1.3 to clarify the requirements for fire integrity of windows on passenger ships carrying not more than 36 passengers and on special purpose ships with more than 60 (but no more than 240) persons on board.
- Amendments to SOLAS regulations III/1.4, III/30 and III/37 on damage control drills for passenger ships, to require damage control drills to take place on all passenger ships from 2020.

Amendments adopted by MSC 99:

- Amendments to SOLAS regulations II-1/1 and II-1/8-1, concerning computerized stability support for the master in case of flooding for existing passenger ships.
- Amendments to chapter IV of SOLAS, and the appendix to the annex to the 1974 SOLAS Convention, replacing all references to "Inmarsat" with references to a "recognized mobile satellite service" and consequential amendments to the International Code of Safety for High speed Craft, 1994 (1994 HSC Code), the International Code of Safety for High-speed Craft, 2000 (2000 HSC Code) and the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code).
- Amendments to update the IMDG Code (Amendment 39-18) in line with the latest recommendations from the United Nations Recommendations on the Transport of Dangerous Goods, including new provisions regarding IMO type 9 tank, a set of new abbreviations for segregation groups and special provisions for carriage of lithium

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batteries and of vehicles powered by flammable liquid or gas.

- Amendments to annex 3 to the International Code for the Application of Fire Test Procedures, 2010 (2010 FTP Code), concerning fire protection materials and required approval test methods for passenger ships and high speed craft.
- Amendments to the model forms of the Certificates of Fitness, clarifying the requirement for an approved loading and stability manual/booklet to be supplied to the ship, under the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code), Code for Existing Ships Carrying Liquefied Gases in Bulk (EGC Code), and the Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (GC Code).

### **1 March 2020 - MARPOL Annex VI amendments - carriage ban on non-compliant fuel oil**

Adopted by MEPC 73: The amendment will prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship - unless the ship has an exhaust gas cleaning system ("scrubber") fitted, if accepted by the flag State as an alternative means to meet the sulphur limit requirement.

The amendment supports consistent implementation of the 0.50% limit on sulphur in ships fuel oil. The 0.50% limit on sulphur in ships' fuel oil is in force from 1 January 2020, with benefits for the environment and human health.

### **1 October 2020 MARPOL amendments – use of electronic record books**

Adopted by MEPC 73: MARPOL Amendments to allow for electronic record books to be used were adopted, for Annex I - Oil Record Book Part I – Machinery space operations and Oil Record Book Part II – Cargo/ballast operations; Annex II - Cargo Record Book; and Annex V - Garbage Record Book; and Annex VI for records relating to Regulation 12 – Ozone-depleting substances, Regulation 13 – Nitrogen oxides (NOX) and Regulation 14 – Sulphur oxides (SOX) and particulate matter. Guidelines for the use of electronic record books under MARPOL have been adopted.

### **1 October 2020 - MARPOL amendments - EEDI regulations for ice-strengthened ships**

Adopted by MEPC 73: Amendments to MARPOL Annex VI, relating to the Energy Efficiency Design Index (EEDI) regulations for ice-strengthened ships, replacing the words "cargo ships having ice-breaking capability" with "category A ships as defined in the Polar Code".



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