

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|---------------------------|--------------|-----------------------------|------------------|-----------------|-----------------------------|------------------|-----------------|---|--|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 1 | SOLAS XI-1/2 | MSC. 405(96) | Oil tanker and Bulk carrier | 500 GT and above | 01/01/2018 | Oil tanker and Bulk carrier | 500 GT and above | 01/01/2018 | <p>Amendment to 2011 ESP code MSC 96 adopted amendments to 2011 ESP Code incorporating the revised IMO recommendations for entering enclosed spaces aboard ships.</p> <p>IMO Recommendations for entering enclosed spaces aboard ships as adopted by Resolution A.1050 (27) is to be followed in order to enable the attending surveyors to carry out the survey involving enclosed spaces.</p> <p>Also during the surveys, surveyor(s) should always be accompanied by at least one responsible person, assigned by the owner, experienced in tank and enclosed space inspection.</p> | <p>Applicable for Bulk carrier and oil tanker 500 GT and Above with ESP class notation.</p> <p>Owners/ ship managers are required to bring the new requirements to the notice of ship's staff and technical staff for compliance.</p> |
| 2 | IMDG code | MSC 406(96) | Ship carrying IMDG cargo | All | 01/01/2018 | Ship carrying IMDG cargo | All | 01/01/2018 | <p>Amendment to IMDG code Amendments (38-16) to IMDG Code corresponding to the revision of UN Model Regulation (Orange Book) were adopted by MSC 96. Salient points as below: New special provision for the marine transport of vehicle, engine and machinery fitted lithium batteries. Revision of the requirement for placarding containers to ensure durability for marine voyage. New criteria and documentation requirement for assigning fireworks to hazard division.</p> <p>The complete text of the IMDG Code is replaced.</p> <p>These amendments will enter into force from 01 January 2018. Contracting government may apply the amendments in whole or in part on a voluntary basis from 01 January 2017.</p> | <p>Owners/ ship managers are required to bring the new requirements to the notice of ship's staff and technical staff for compliance.</p> |
| 3 | MARPOL NOX Technical code | MEPC.272(69) | All | All | 01/09/2017 | | | | <p>Amendments to the NOx Technical Code related to the requirements of the testing of gas-fuelled engines and dual fuel engines were adopted.</p> <p>The following chapter of Nox code has been amended. 1. Approval of serially manufactured engine: engine family and engine group. 2. Procedure of Nox emission measurement on a test bed 3. Procedure for demonstrating compliance with Nox</p> | <p>The Owners/ ship managers and builders to familiarize with the new requirements.</p> <p>Applicable related to testing for gas fuelled engine and dual fuel engines, with a power output of more than 130 kW installed, or designed and intended</p> |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|-------------------------------|--------------|-----------------|------|-----------------|-----------------|------|-----------------|--|---|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| | | | | | | | | | emission limits on board. 4. Appendix III,IV,V,VI, VII and VIII These amendments apply to each marine diesel engine with a power output of more than 130 kW installed, or designed and intended for installation, on a ship subject to regulation 13 of MARPOL Annex VI, on or after 1 September 2017. | for installation, on a ship subject to regulation 13 of MARPOL Annex VI, on or after 1 September 2017 |
| 4 | MARPOL Annex VI regulation 13 | MEPC 271(69) | All | All | 01/09/2017 | All | All | 01/09/2017 | <p>Operational compliance with NOx Tier III emission control area</p> <p>The amendment require, the tier and on/off status of marine diesel engines installed on board a ship to which Nox Tier III emission limit applies, which are certified to both Tier II and Tier III or which are certified to Tier II are required to be recorded in logbook as prescribed by the Administration at entry into and exit from an ECA, or when on/off status changes within an ECA together with the date, time and position of the ship."</p> <ul style="list-style-type: none"> • | <p>Owners/ ship managers are required to bring the new requirements to the notice of ship's staff and technical staff for compliance.</p> <p>Applicable to vessels operating in ECA in America (North America and US Caribbean sea) and are constructed on or after 1 January 2016.</p> <p>Marine diesel engine certified as Tier II and Tier III or Tier II only to be switched off while entering emission controlled area and switched on while exit.</p> <p>The log of above operation and on/off mode operation within ECA, along with time, date and position of ship to be recorded in log book, format specified by administration.</p> |
| 5 | MARPOL Annex II/Appendix 1 | MEPC 270(69) | Chemical Tanker | All | 01/09/2017 | Chemical Tanker | All | 01/09/2017 | <p>Guideline for the categorization of Noxious liquid substance</p> <p>In line with the revised GESAMP Hazard Evaluation Procedure, amendments to MARPOL Annex II Appendix I "guidelines for the categorization of noxious liquid substances" were adopted.</p> <p>Appendix I of the of MARPOL annex II is replaced with the revised GESAMP hazard evaluation procedure.</p> | For information. |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/ Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|------------------------|----------------------------|--|--|---|--|--|---|---|---|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 6 | STCW I, V STCW CODE | MSC.396(95) MSC.397(95) | Ships using gases or other low-flash point fuels | All | 1. Ships contracted for construction on or after 1 January 2017 2. Ships keel laid on or after 1 July 2017, in the absence of a building contract 3. Ships delivered on or after 1 January 2021 | Ships using gases or other low-flash point fuels | All | Ships converted to use gases or other low-flashpoint fuels on or after 1 January 2017 | <p>Qualification and Training requirement for crew IGF code certified vessel</p> <p>Amendments to chapters I & V of STCW Code were adopted to specify the special training and qualification requirements for crews.</p> <p>Seafarers responsible for designated safety duties associated with the care, use or in emergency response to the fuel on board ships subject to the IGF Code shall hold a certificate in basic training for service on ships subject to the IGF Code.</p> <p>Masters, engineer officers and all personnel with immediate responsibility for the care and use of fuels and fuel systems on ships subject to the IGF Code shall hold a certificate in advanced training for service on ships subject to the IGF Code.</p> | Owners/ ship managers to note the new STCW requirements and implement accordingly. |
| 7 | SOLAS / XIV | MSC.385(94) MSC.386(94) | Ships operating in Polar Waters | Passenger Ships, Cargo ships of 500 GT and above | 01/01/2017 | Ships operating in Polar Waters | Passenger Ships, Cargo ships of 500 GT and above | By the first intermediate or renewal survey, whichever occurs first, after 1 January 2018 | <p>Polar code and polar safety certificate</p> <p>New code introduce for the operation of vessel in polar water. The polar code covers safety and pollution measures. Salient features as below:</p> <p>Vessel operating in Polar water for safety measure to comply with part I-A.</p> <p>Each vessel operating in polar water to have Polar water operational manual.</p> <p>An assessment of the ship and its equipment shall be carried out in accordance Polar code part 1-A for operational limitation.</p> <p>Manning and crew training on board a ship operating in polar water must be qualified in accordance with Chapter V/4 of STCW , and meet the standard of basic training and advanced training as per STCW code , for ship type and ice condition as per part I-A , Chapter 12 of polar code .</p> | <p>Applicable to new and existing ship operating in polar water.</p> <p>The Owners/ ship managers and builders to familiarize with the new requirements.</p> <p>Vessel will be required to have a Polar Safety Certificate.</p> <p>Vessel to comply with polar code Part I-A for safety measure.</p> <p>Vessel will be required to have Polar water operational manual (PWOM) prepared in accordance of chapter 2, part I-A of code and same will be reviewed.</p> <p>Operational assessment of the vessel will be carried out for operational limitation (operation in low air temperature, operation in Ice, operation in high latitude etc.).</p> <p>Vessel to be manned as per STCW Code requirements for Polar waters.</p> |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|------------------------------|--------------|-----------|------|-----------------|---------------|------|-----------------|---|--|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 8 | MARPOL/Annex I Regulation 12 | MEPC 266(68) | All | All | 01/01/2017 | All | All | 01/01/2017 | <p>Amendment to Regulation 12 of MARPOL Annex I ,concerning Oil residue (sludge) tank</p> <p>MEPC has adopted amendments to regulation 12 of MARPOL Annex 1.</p> <p>1.Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) to reception facilities through the standard discharge connection as per regulation 13, or to any other approved means of disposal of oil residue (sludge), such as an incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which shall be annotated in item 3.2 of the Supplement to IOPP Certificate Form A or B.</p> <p>2.Oil residue (sludge) tank(s) shall be of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) .</p> <p>3.Oil residue (sludge) tank(s) shall be provided with a designated pump that is capable of taking suction from the oil residue (sludge) tank(s) for disposal of oil residue (sludge) by means as described in para 1</p> <p>4.Oil residue (sludge) tank(s) shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators, except that: the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge discharge piping system; and</p> <p>5.Oil residue (sludge) tank(s) discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection as per regulation 13; the connection of both systems to the possible common shall not allow for the transfer of sludge to the bilge system;</p> <p>6. Sludge tank(s) shall not be arranged with any piping that has direct connection overboard, other than the standard discharge connection referred to in regulation 13.</p> <p>7. Sludge tank(s) shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities (ships delivered before 31 December</p> | <p>Owners/ ship managers are required to bring the new requirements to the notice of ship's staff and technical staff for compliance.</p> <p>Exiting vessel to comply above arrangement not later than 1 st IOPP renewal survey.</p> <p>Plan to be submitted in case of noncompliance and required modification.</p> <p>Compliance will be verified during plan approval stage and confirmed through on board survey for new construction vessel.</p> <p>Please note common pump connected to bilge holding tank and sludge tank is acceptable, provided no discharge of sludge to bilge system, bilge holding tank, or to oily bilge separator.</p> |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|-----------------------|-------------|----------------------------|------|-----------------|----------------------------|------|-----------------|---|--|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| | | | | | | | | | 1979 may comply with this requirement as far as practicable). | |
| 9 | IMSBC code | MSC.393(95) | Ships carrying IMSBC cargo | All | 01/01/2017 | Ships carrying IMSBC cargo | All | 01/01/2017 | <p>Amendment to IMSBC code</p> <p>The new set of amendments (03-15) to the International Maritime Solid Bulk Cargoes (IMSBC) Code was adopted by Resolution MSC.393 (95).</p> <p>The amendments include a new schedule for Iron Ore fines Group A (cargo that may liquefy) and new test procedure for determining the TML (Transportable Moisture Limit) of the Iron Ore fines.</p> <p>An addition has been made to Section 3. The Section now requires the ship's crew to conduct regular on-board operational fire safety assessment of cargo handling areas on self-unloading bulk carriers installed with internal conveyor systems.</p> <p>A new section 14 – Prevention of pollution by cargo residues from ships is included in the amendments. This section addresses the classification of solid bulk cargoes as harmful to the marine environment (HME) and the prohibition of their discharge at sea. Furthermore, it assigns the shipper as responsible to classify and declare whether a solid bulk cargo is an HME or non-HME</p> <p>New cargo has been included and some of the existing cargo deleted from code , e.g Cargo Wood pellets now deleted , and instead of that following cargo added Wood pellets containing and /or binders' additive. Wood pellets Not containing and /or binders additive</p> <p>MSC.1/Circ.1395/Rev.1 has been revised and replaced by MSC.1/Circ.1395/Rev.2 – Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective</p> | <p>The Owners/ ship managers to familiarize with the requirements</p> <p>Ship owners and operators are advised to ensure their vessels comply with the amended IMSBC Code requirements from 1 January 2017.</p> <p>For Ships which are issued with Exemption certificate for fixed gas fire extinguishing system, if the mentioned cargoes are carried or intended to be carried, exemption certificate will need to be replaced due to change to addendum i.e. MSC.1/Circ.1395/Rev.2. Certificate to be also replaced during the process.</p> |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|----------------------------|--|---|--|---|---|--|---|--|--|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| | | | | | | | | | Following new cargoes have been added in MSC.1/Circ.1395/Rev.2 <ul style="list-style-type: none"> • Amorphous Sodium Silicate Lumps • Boric Acid • Clinker Ash • Wood pellets not containing any additives and/or binders | |
| 10 | SOLAS II-1, II-2, IGF Code | Msc.391(95) MSC.392(95) MSC.394(95) MSC.395(95) | Ships using gases or other low-flashpoint fuels | Passenger Ships, Cargo ships of 500 GT and above | 1. Ship contracted for construction on or after 01/01/2017. 2. Ship keel laid on or after 1/07/2017, in the absence of building contract 3. Ship delivered on or after 01/01/2017 | Ships using gases or other low-flashpoint fuels | Passenger Ships, Cargo ships of 500 GT and above | Ships converted to use gases or other low-flashpoint fuels on or after 1/1/2017 | <p>IGF code New code introduced for design and operation of ships using gases or other low flashpoints fuels.</p> <p>The IGF Code does not apply to gas carriers certified to the IGC Code which use their cargoes as fuel or use other low-flashpoint gaseous fuels provided that the fuel storage and distribution systems design and arrangements for such gaseous fuels comply with the requirements of the IGC Code for gas as a cargo.</p> <p>The ship to be design and constructed in accordance to IGF code.</p> <p>Vessel to have maintenance procedure for gas related installation, fuel handling manual, emergency procedure. Vessel to have maintenance and repair procedure, inspection/survey plan for liquefied fuel containment system and maintenance plan for electrical equipment fitted in Hazardous area.</p> <p>Vessel to have bunkering operation procedure, checklist, instruction and Notices.</p> <p>Vessel to have procedure for enclosed entry, inerting and purging.</p> <p>Crew on board to be qualified and trained and to have certification as per STCW for IGF code.</p> | <p>Applicable to new construction vessel of 500 GT and above and existing vessel.</p> <p>The Owners/ ship managers and builders to familiarize with the new requirements.</p> <p>Compliance will be verified during plan approval stage for design and confirmed through on board survey for construction requirement.</p> |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|-----------------------|-------------|--|--|--------------------------------------|--|--|-----------------|--|--|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 11 | SOLAS II-2/4 & 11 | MSC.392(95) | Tanker | 500 GT and above | Ships keel laid on or after 1/1/2017 | - | - | - | <p>Installation of P/V valves</p> <p>Amendments to SOLAS Regulation II-2/4 and II-2/11 requires new tankers to install full flow P/V valves on each cargo tank in order to ensure adequate safety against over and under pressure in the event a cargo tank isolation valve is damaged or inadvertently closed.</p> <p>Each cargo tank will need independent secondary means of venting of full flow P/V valves.</p> | <p>The requirement is applicable to new ships.</p> <p>The Owners/ ship managers and builders to familiarize with the requirements while designing and installing such systems.</p> |
| 12 | SOLAS II-2/20 | MSC.392(95) | Ships fitted with vehicle, special category and ro-ro spaces | Passenger Ships, Cargo ships of 500 GT and above | 01/01/2017 | Ships fitted with vehicle, special category and ro-ro spaces | Passenger Ships, Cargo ships of 500 GT and above | 01/01/2017 | <p>Air quality system in ventilation system</p> <p>Amendments to SOLAS Regulation II-2/20 were adopted to accept a decreased number of air changes and/or a decreased amount of ventilation in ro-ro or vehicle spaces where an air quality control system is provided.</p> <p>The ventilation system fitted on such area may be operated at decreased number of air change and /or decreased amount of ventilation, if ship is fitted with air quality control system based on the guideline as per MSC.1/ Circ. 1515.</p> <p>The air quality system is based on the measurement of CO,NO2 and LEL values ,based on measured values air regulated by changing the number of revolution of supply and /or discharge ventilators.</p> <p>The control system to be checked for automatic and manual mode, override operation, alarm and monitoring.</p> <p>Any failure in the system including power failure of the control system, the ventilators should switch to the capacity as required by without air control system”.</p> <p>The manufacturer’s instruction manual to be available and must include the maintenance provisions, indicating at least frequency of testing and adjustment of the sensors.</p> <p>The calibration, maintenance and testing of the system is to be carried out as per the instruction manual.</p> <p>All test results verifying the adequacy of the ventilation system should be documented and kept with the ship’s records.</p> | <p>Applicable to cargo ship and passenger ship power ventilation system fitted with vehicle, special category space and ro-ro space.</p> <p>The Owners/ ship managers and builders to familiarize with the requirements while designing and installing such systems.</p> |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|-----------------------|------------------------------|----------------|------|---|----------------|------|--|---|--|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 13 | MARPOL Annex IV | MEPC 274(69) MEPC 275(69) | Passenger ship | All | 1. Ships contracted for construction on or after 1 June 2019 2. Ships keel laid on or after 1 June 2019, in the absence of a building contract 3. Ships delivered on or after 1 June 2021 | Passenger ship | All | 1 June 2021 other than those specified in below; 1 June 2023 for existing passenger ships en route directly to or from a port located outside the special area and to or from a port located east of longitude 28°10' E within the special area that do not make any other port calls within the special area | <p>Discharge requirement of sewage in special area for passenger vessel.</p> <p>IMO resolution MEPC 274(69) and 275(69) adopted amendment to MARPOL annex IV for the discharge of sewage in special area from new and existing passenger ship.</p> <p>Applicability is for the application of Regulation of 11.3 (discharge of sewage in special area).</p> <p>Salient points as below:</p> <p>Applicable only for passenger ship operating in the Baltic Sea. The discharge of sewage from such ship is prohibited;</p> <p>a) For new passenger ships on or after 1 June 2019 and b) for existing passenger ships on or after 1 June 2021, and c) Existing passenger ships en route directly to or from a port located outside the special area and to or from a port located east of longitude 28° 10' E within the special area that do not make any other port calls within the special area on or after 1 June 2023.</p> <p>However the discharge from such ship is allowed when the ship has in operation an approved sewage treatment plant Which has been certified by the Administration to meet the operational requirements as stated in resolution MEPC.227(64) and the effluent shall not Produce visible floating solids nor cause discoloration of the surrounding water.</p> <p>New certificate format will applicable from 01/09/2017</p> | The Owners/ ship managers and builders to familiarize with the requirements while designing and installing such systems. |

Annex-1: Summary of new IMO requirements from 1 January 2017

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|------------------------------|------------------------------|---------------------------------|------|-----------------|---------------------------------|------|-----------------|--|---|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 14 | MARPOL Annex I, II, IV And V | MEPC 264(68) MEPC.265(68) | Ships operating in Polar Waters | All | 01/01/2017 | Ships operating in Polar Waters | All | 01/01/2017 | <p>Operational and structural requirement in Polar water for MARPOL Annexes.</p> <p>MEPC.265 (68) adopted amendments to MARPOL Annexes I, II, IV and V to make use of the environment-related provisions of the International Code for Ships Operating in Polar Waters (Polar Code) mandatory.</p> <p>All vessel operating in polar water to comply with part II-A of polar code in accordance to relevant MARPOL Annexes.</p> <p>Annex I : All ship Annex II: All ship certified to carry noxious liquid substance (NLS) in bulk. Annex IV: Ship engaged in international voyage of 400 GT and Above and ship less than 400 GT and carrying more than 15 person. Annex V: All ship</p> <p>Vessel operating in polar water must comply with operational and structural requirement.</p> <p>Oil record book, cargo record book, SOPEP/SMPEP and Procedure and arrangement manual for MARPOL Annex 1 and Annex II are prepared, taking into account of operation in Polar water.</p> <p>Garbage record book, garbage management plan and placard are prepared, taking into account of operation in Polar water.</p> <p>Vessel to comply with chapter 4 of part II- A for requirement of discharge of sewage in polar water.</p> | <p>Applicable to new and existing ship operating in polar water</p> <p>The Owners/ ship managers and builders to familiarize with the new requirements.</p> <p>On completion of Initial survey and completion of assessment and inspection for MARPOL Annex I, vessel will be issued Revised FORM A/B</p> <p>Compliance will be verified during plan approval stage and confirmed through on board survey for new construction.</p> |