

Annex-1: Summary of new IMO requirements coming into force from 01 September 2017 until 2018

| Sr. No | Convention/Regulation | Resolution | New Ship | | | Existing Ship | | | Subject | Remarks |
|--------|------------------------------|--------------|-----------------------------|----------------|-----------------|-----------------------------|----------------|-----------------|--|---|
| | | | Ship type | Size | Compliance date | Ship type | Size | Compliance date | | |
| 1 | MARPOL Annex VI | MEPC.271(69) | All | All | 1/9/2017 | All | All | 1/9/2017 | <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> | <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 is to be recorded in logbook, format specified by administration.</p> |
| 2 | MARPOL Annex II / Appendix I | MEPC.270(69) | Chemical Tanker | All | 1/9/2017 | Chemical Tanker | All | 1/9/2017 | <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. |
| 3 | SOLAS XI-1/2 | MSC.405(96) | Oil Tanker and Bulk Carrier | 500 GT or over | 1/1/2018 | Oil Tanker and Bulk Carrier | 500 GT or over | 1/1/2018 | <p>The Enhanced Survey Program Code was amended by resolution MSC.405 (96) to refer to recommendations for entering enclosed spaces aboard ships set forth under resolution A.1050 (27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.</p> <p>➤ Provisions for proper and safe access should be agreed between the owner and the Administration, based on recommendations developed by the Organization i.e. A.1050 (27) for carrying out survey.</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> |

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| | | | | | | | | | <ul style="list-style-type: none"> ➤ The surveyor(s) should always be accompanied by at least one responsible person, assigned by the owner, experienced in tank and enclosed space inspection. | |
| 4 | SOLAS IMDG Code | MSC.406(96) | Ship carrying IMDG cargo | All | 1/1/2018 | Ship carrying IMDG cargo | All | 1/1/2018 | <p>Amendments (38-16) to IMDG Code corresponding to the revision of UN Model Regulation (Orange Book) were adopted by MSC 96. The complete text of the IMDG Code is replaced. Some of the amended items are:</p> <ul style="list-style-type: none"> ➤ New special provisions for the marine transport of vehicles fitted with lithium batteries; ➤ Revision of the requirements for placarding containers to ensure durability for three months marine voyage; ➤ Changes to some of the codes to introduce consistency of requirements for similar cargoes; and ➤ Corrections where errors have been identified. <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>Ship owners and managers of ships carrying dangerous goods must be familiar with the developments on the IMDG Code.</p> <p>Attention is to be paid to the new special provisions for the marine transport of vehicles fitted with lithium batteries.</p> |
| 5 | MARPOL NOx Technical Code | MEPC. 272(69) | All | All | Marine diesel engines installed on or after 1 September 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. The following chapter of Nox code has been amended</p> <ol style="list-style-type: none"> 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 emission limits on board. 4. Appendix III,IV,V,VI, VII and VIII <p>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.</p> <p>Definition of marine diesel has been revised - gas-fuelled engine installed on a ship constructed on or after 1 March 2016 or a gas -fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine.</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 for installation, on a ship subject to regulation 13 of MARPOL Annex VI, on or after 1 September 2017</p> |

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| 6 | MARPOL ANNEX IV | MEPC.274 (69), MEPC.275 (69) | Passenger Ship | All | - Ships contracted for construction on or after 1 June 2019 - Ships keel laid on or after 1 June 2019, in the absence of a building contract - 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 | <ul style="list-style-type: none"> • 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. • For the application of Regulation of 11.3 (discharge of sewage in special area) following have been defined : <ul style="list-style-type: none"> ➤ New passenger ship is a passenger for which the building contract is placed , or in the absence of a building contract, the keel of which is laid, or which is in similar stage of construction, on or after 1 June 2019; or The delivery of which is on or after 1 June 2021. ➤ An existing passenger ship is a passenger ship which is not a new passenger ship. • Discharge of sewage from passenger ships operating in Baltic Sea is prohibited. <ul style="list-style-type: none"> 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>Except 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> <ul style="list-style-type: none"> • 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</p> <p>Major impact for passenger ship owners as they will have to optimize black and grey water discharge arrangements inside and outside the Special Areas.</p> |
| 7 | SOLAS XI-1/2 | MSC.412(97) | Oil tankers and Bulk carriers | 500 GT or over | 1 July 2018 | Oil tankers and Bulk carriers | 500 GT or over | 1 July 2018 | <p>Resolution MSC.412 (97) revised the 2011 Enhanced Survey Program (ESP) Code.</p> <p>Salient changes are:</p> <p>A) FOR BULK CARRIER HAVING SINGLE –SIDE SKIN CONSTRUCTION AND DOUBLE –SIDE SKIN</p> | <p>For information only.</p> <p>For Double hull and other than double hull tanker, Where crew is allowed to carry out cargo tank testing during renewal survey, the Cargo Tank testing procedure is to</p> |

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| | | | | | | | | | <p style="text-align: center;">CONSTRUCTION INCLUDING ORE CARRIER.</p> <p>Cargo holds hatch covers and coamings. For cargo hold hatch covers of approved design which structurally have no access to the internals, close-up survey/thickness measurement shall be done of accessible parts of hatch covers' structures.</p> <p>B) THICKNESS MEASUREMNT REQUIREMENT OF CLOSE UP SUREVY AT RENEWAL SURVEY OF DOUBLE SIDE SKIN BULK CARRIER EXCLUDING ORE CARRIER</p> <p>25% of longitudinal for longitudinal framing system on side shell and inner side plating at forward, middle and aft parts in the foremost double –side tanks “ is included in close up survey requirement during 2nd renewal survey onwards.</p> <p>C) FOR OIL TANKER DOUBLE HULL AND OTHER THAN DOUBLE HUL CONSTRUCTION</p> <p>Tank testing procedure, specifying fill heights, tanks being filled and bulkheads being tested, to be submitted by the owner for reviewing by the Administration or recognized organization prior to the testing being carried out.</p> <p>D) FOR OIL TANKER (DOUBLE HULL & OTHER THAN DOUBLE HULL) AND BULK CARRIER (SINGLE SIDE SKIN & DOUBLE SIDE SKIN)</p> <p>In any kind of survey, i.e. renewal, intermediate, annual or other surveys having the scope of the foregoing ones, for structures in areas where close-up surveys are required, thickness measurements, when required by annex 2, should be carried out simultaneously with close-up surveys.</p> | <p>be submitted to RO or administration for approval and to include the details of filling height, tanks detail and bulkhead being tested.</p> |
| 8 | MARPOL Annex VI | MEPC.278(70) , MEPC.282(70) | All | 5000 GT or over | 1 March 2018 | All | 5000 GT or over | 1 March 2018 | <p>Data collection system for fuel oil consumption of ships:</p> <ul style="list-style-type: none"> The Marine Environment Protection Committee (MEPC) at its 70th session adopted amendments to MARPOL Annex VI vide MEPC Resolution 278(70), regarding a data collection system for fuel consumption of ships. A new regulation 22A is inserted in MARPOL Annex VI Ch.4 on “Collection and reporting of ship fuel oil consumption data”. and The Guidelines for developing SEEMP have been revised | <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>SEEMPs is to be updated and approved by 31st December , by including the description of methodology used by the company for collecting data and processing .</p> |

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| | | | | | | | | | <p>and the new "2016 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) were adopted vide resolution MEPC 282(70).</p> <ul style="list-style-type: none"> • The amended to Annex V I shall enter into force on 1st march 2018. The data collection system for fuel consumption is applicable from 1st January 2019 for ship of 5000GT and above. • The ship's Ship Energy Efficiency Management Plan (SEEMP) will have to be updated by 31st December 2018 to include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship's Administration. • The SEEMP to be approved/reviewed by RO or administration to ensure that each ship SEEMP complies to regulation 22.2 • The aggregated value of above data for each calendar year will have to be reported within three months after the end of each calendar year, to ship's Administration or RO. This reporting would be via electronic communication and using a standardized format. Upon receipt of reported data, the Administration or RO will verify that it is in compliance with regulation 22A and issue a Statement of Compliance (SoC). • This SoC is to be issued within five months from the beginning of the calendar year. Normally, the SoC will be valid for the calendar year in which it is issued and for the first five months of the following calendar year. It is to be kept on board for at least the period of its validity. • Administration will be required to subsequently transfer this data to the IMO Ship Fuel Consumption Database within one month of issuance of SoC, via electronic communication and using a standardized format. • In case of vessel changing company/flag in that condition reporting of data will be as follows <ul style="list-style-type: none"> a) Transfer of a ship from one Administration to another. The ship shall on the day of completion of the transfer or as close as practical thereto, report to the losing | <p>The aggregated value of data collected for each calendar year to be reported within end of three month of each calendar year to RO OR administration.</p> <p>Statement of compliance issued by RO or Administration after verifying the data to be available on board.</p> |

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| | | | | | | | | | <p>Administration or its RO, the aggregated data (and upon prior request of that Administration, the disaggregated data) for the period of the calendar year corresponding to that Administration.</p> <p>b) Change from one Company to another. The ship shall on the day of completion of the change or as close as practical thereto report to its Administration or its RO the aggregated data (and upon prior request of that Administration, the disaggregated data) for the portion of the calendar year corresponding to the Company.</p> <p>c) Change from one Administration to another and from one Company to another concurrently The ship shall on the day of completion of the transfer or as close as practical thereto report to the losing Administration or its RO, the aggregated data (and upon prior request of that Administration, the disaggregated data) for the period of the calendar year corresponding to that Administration.</p> | |
| 9 | MARPOL Annex V | MEPC.277(70) | All | All | 1 March 2018 | All | All | 1 March 2018 | <p>Resolution MEPC 277(70) adopted amendment to MARPOL Annex V for the discharge of cargo residue containing substance that are harmful to marine environment and Format of Garbage record book.</p> <p>Criteria of discharging of cargo residue contained in wash water and cargo residue not contained in wash water within special area or outside special area is based on whether the cargo residue contain any substance that is harmful to the marine environment.</p> <p>Format of Garbage record book have been revised, and divided into two part: PART I – For all garbage other than cargo residues PART II- For all cargo residues.</p> <p>As per the revised MARPOL Annex V, the discharge of cargo residue is as follows:</p> <ul style="list-style-type: none"> • Discharge outside special area : <ul style="list-style-type: none"> ➤ Cargo residue not contained in wash water ,if substance not harmful to marine environment – 12 NM, en route from nearest land. ➤ Cargo residue contained in wash water (cannot be recovered using commonly available method for | <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>Document provided by shipper for cargo stating whether cargo is HME or NON – HME is to be maintained onboard.</p> <p>New Format of Garbage Record Book (Part I and Part II), as applicable is to be placed on board and to be filled accordingly.</p> <p>Garbage Record Book, Part I is applicable to all ships whereas Part II is applicable only to ships carrying solid bulk cargoes.</p> |

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| | | | | | | | | | <p>unloading), if substance not harmful to marine environment – 12 NM, en route from nearest land.</p> <ul style="list-style-type: none"> • Discharge within special area: <ul style="list-style-type: none"> ➤ Cargo residue not contained in wash water, if substance not harmful to marine environment –Prohibited. ➤ Cargo residue contained in wash water (cannot be recovered using commonly available method for unloading), if substance not harmful to marine environment – 12 NM, en route from nearest land or nearest ice shelf. Subject to following <ul style="list-style-type: none"> ▪ Caro reside , cleaning agent or additive containing in hold washing water do not include any substance classified as harmful to the marine environment. ▪ Both port of departure and the next port of destination are within the special area and the ship will not transit outside the special area between ports , and ▪ No adequate reception facility is available at those ports. • Discharge of cargo residue containing substance harmful to marine environment is prohibited and same to be discharge to reception facility. • The format of cargo record book has been revised, record book is divided in to two parts. <ul style="list-style-type: none"> ➤ PART I – For all garbage other than cargo residues as defined regulation 1.2 ➤ PART II- For all cargo residues as defined regulation 1.2 • For filling part I- date, time, position of the ship (latitude and longitude), category of the garbage and estimated amount discharged to be recorded. • For filling part II, discharge start and stop position to be recorded along with data written in part I | |

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| 10 | MARPOL Annex I | MEPC.276(70) | Oil Tanker, Oil/Chemical Tanker | 150 GT or over | 1 March 2018 | Oil Tanker, Oil/Chemical Tanker | 150 GT or over | 1 March 2018 | <p>Resolution MEPC 276(70) adopted amendment to MARPOL Annex I, appendix II concerning supplement to International oil pollution prevention certificate.</p> <p>Revised format of the Supplement to the IOPP certificate, adopted through IMO Res. MEPC. 276(70) is to be issued to the vessel at the first IOPP survey on or after 1 March 2018.</p> | Revised format of the Supplement to the IOPP certificate, adopted through IMO Res. MEPC. 276(70) will be issued to the vessel at the first IOPP survey on or after 1 March 2018. |
| 11 | BWM Convention | MEPC. 279 (70) | All | All | <ul style="list-style-type: none"> ▪ Ballast water management systems type approved on or after 28 October 2018. ▪ Ballast water management systems installed on or after 28 October 2020. | All | All | <ul style="list-style-type: none"> ▪ Ballast water management systems type approved on or after 28 October 2018. ▪ Ballast water management systems installed on or after 28 October 2020. | <p>2016 Guidelines for Approval of Ballast Water Management System (G8):</p> <ul style="list-style-type: none"> • MEPC.279 (70) adopted the 2016 Guidelines (G8) for Approval of Ballast Water Management Systems. • Ballast water management systems to be type approved as per 2016 Guidelines (G8) on or after 28 October 2018. • Ballast water management systems installed on ships on or after 28 October 2020 should be type approved as per 2016 Guidelines (G8). • Ballast water management systems installed prior to 28 October 2020 should be approved taking into account either the Guidelines for approval of BWMS adopted by resolution MEPC.174 (58) or preferably the 2016 Guidelines (G8). | Owners/ ship managers to note the new requirements for planning and compliance. |
| 12 | STCW Convention and STCW Code | MSC.416 (97), MSC.417 (97) | Ships operating in polar waters | All | 1/7/2018 | Ships operating in polar waters | All | 1/7/2018 | <p>Amendments to chapter of STCW I, V and STCW Code were adopted to specify the special training and qualification requirements for master , chief mates and officer in charge of navigational watch ,for vessel operating in polar water.</p> <ul style="list-style-type: none"> • The amendment requires: <ul style="list-style-type: none"> ➢ Masters, chief mates and officers in charge of a navigational watch on ships operating in “open waters” in Arctic waters and/or the Antarctic area (i.e. Polar Waters) to hold a certificate in basic training for ships operating in Polar Waters. ➢ Masters and chief mates on ships operating in Polar Waters, to hold a certificate in advanced training for | Owners/ ship managers to note the new requirements for planning and compliance. |

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| | | | | | | | | | ships operating in Polar Waters, other than "open waters". ➤ Provide for transitional provisions which allow seafarers, who commenced approved seagoing service in Polar Waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020. | |