



FORTHCOMING & PLANNED LEGISLATION

DATE IN FORCE, OR EXPECTED INTO FORCE	REGULATIONS AND REFERENCES	REMARKS
<p>THE SHORE AND SEA STAFF ARE REMINDED THAT COMPANY (INCLUDING ALL MANAGED VESSELS) SUBSCRIBES TO : REGS4SHIPS – ELECTRONIC MEAN OF RECEIVING OF UPDATES RELATED TO MANDATORY RULES AND REGULATIONS. ALL CREW IS TO BE MADE AND KEPT AWARE THAT THIS TOOL IS AVAILABLE FOR ALL – ON THE BRIDGE (DVD latest issue ONLY , INSTRUCTIONS & TSO 66- Regs4Ships-Approved Digital Maritime Publication)</p>		
06 TH APRIL 2017 ISSUE DATE	MEPC.1/Circ.778/Rev.2	LIST OF SPECIAL AREAS, EMISSION CONTROL AREAS (ECAs) AND PARTICULARLY SENSITIVE SEA AREAS (PSSAs) – COPIES TO BE KEPT WITH GARBAGE RECORD BOOK AND ECA MANUAL.
31 August 2017	European Union -CO2 monitoring, reporting and verification regulation (regulation enters in force on 1 st July 2015)	<p>Applicability: All vessels over 5,000gt trading in EU ports*</p> <p>From 31 August, 2017, all vessels over 5,000gt trading to, from and between ports in the jurisdiction of EU member states will be required to carry on board a CO2 monitoring plan that has been reviewed by a third party verifier.</p> <p>Timeline :</p> <ul style="list-style-type: none"> • 31 August 2017 – Companies are to submit ship-specific monitoring plans to verifiers for approval- <u>PLANS HAVE BEEN SUBMITTED FOR APPROVAL FOR ALL MANAGED VESSELS</u> • <u>CS LTD VESSELS WILL RECEIVE IN THE NEAR FUTURE SOFTWARE FOR TESTING AND REPORTING ANY ISSUES/PROBLEMS MUST BE REPORTED TO VERIFIERS & COMPANY</u> • <u>1 January 2018 – Per-voyage monitoring to start MANDATORY AND OFFICIAL</u> • 30 April 2019 – Verified annual emission reports submitted to the EC • 30 June 2019 – Emission data made publicly available by the EC <p>This cycle will then repeat for subsequent years.</p> <p>Monitoring and reporting -Ship owners will have to monitor the following parameters on a per-voyage basis:</p> <ul style="list-style-type: none"> • Port of departure and port of arrival, including the date and hour of departure and arrival • Amount and emission factor for each type of fuel consumed in total • CO2 emitted



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		<ul style="list-style-type: none"> • Distance travelled • Time spent at sea • Cargo carried • Transport work <p>Reporting: From 2019, verified annual reports must be submitted to the EU Commission and the flag authority for each vessel by 30 April each year. These reports will consist of:</p> <ul style="list-style-type: none"> • Vessel and company details • EEDI or EIV** information (as applicable) • the monitoring methods used • the results of the annual monitoring. <p>**EEDI is the Energy Efficiency Design Index. EIV is the Estimated Index Value (for ships for which the EEDI is not mandatory).</p> <p>This ship specific plan must contain:</p> <ul style="list-style-type: none"> • vessel and company details • details of emission sources • procedures for plan updates • procedures for monitoring voyage times and distances • procedures for monitoring time spent in port/at anchor



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		<ul style="list-style-type: none"> procedures for monitoring fuel consumption, including: the monitoring method used; details of measuring instruments and data management; and the density calculation method the emissions factors used for each type of fuel procedures for monitoring and recording cargo and passenger levels for each voyage. <p>Monitoring will be on a per-voyage basis, and data will be aggregated into an annual emissions report.</p> <p>The first reporting period requiring monitoring will be 1 January, 2018, to 31 December, 2018.</p> <p>The basis for the calculation of CO2 emissions will be the fuel consumption for voyages starting or terminating at any EU port.</p> <p>Fuel consumption shall be determined and calculated using one of the following methods:</p> <ul style="list-style-type: none"> Bunker Delivery Note (BDN) and periodic stock takes of fuel tanks Bunker fuel tank monitoring on board Flow meters for applicable combustion processes Direct CO2 emission measurements



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		<p>Verification Once monitoring is completed, data collected in accordance with the monitoring plan will require verification by an approved third party.</p> <p>Accredited verifiers will have three key tasks:</p> <ol style="list-style-type: none"> 1. To verify ship-specific monitoring plans (completeness, accuracy, relevance and conformity) 2. To verify that the annual ship-specific emission reports comply with the monitoring plans 3. To verify that the figures contained in the annual ship-specific emission reports are accurate <p>Presently, no companies have been granted accreditation, as criteria remain under development by the EC. IACS MEMBERS ARE in the process of becoming an accredited verifier for the EU MRV regulation.</p> <p>Once the verification process is successfully completed, the vessel will be issued a Document of Compliance which will need to be kept on board for inspection.</p> <p>The penalties for failing to carry a Document of Compliance include vessel detention and the issue of an Expulsion Order that prohibits entry into EU ports.</p> <p>Recommended actions :</p> <p>The practical impact of the MRV regulation on owners and operators is becoming clearer with the publication of the EU legal documents. However, some issues are not yet fully clear and will likely</p>



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		not be so before summer 2017. Nevertheless, it would be advisable for ship owners and operators to prepare for MRV ahead of time and start considering how to best fulfil the forthcoming monitoring and reporting obligations for their own ship as well as their shore systems and routines. Steps such as developing the mandated monitoring plan (due at the end of August 2017), as well as examining how to best collect, aggregate and report fuel consumption and transport work data, are particularly important.						
01 st September 2017	Paris MoU, Tokyo MoU, Black Sea MoU, Indian Ocean MoU and Vina del Mar MOU	<p>Concentrated Inspection Campaign (CIC) on Safety of Navigation- for 3three months.</p> <p>Checklist sent already to all vessels.</p>						
01 st September 2017	Caribbean MOU	<p>Concentrated Inspection Campaign (CIC) on Life Saving Appliances- for 3three months.</p> <p>From 2016 CIC the following main deficiencies found during detentions:</p> <ul style="list-style-type: none"> • Lifeboats: Engine could not be started / On/off load release system defective • Rescue boat: Engine cannot be started or inoperative • Launching and embarkation arrangement for survival craft and rescue boat • Operational readiness of life saving appliances 						
01 ST SEPTEMBER 2017	Revised IHO Standards related to existing ECDIS	<p>As agreed by the IMO Sub-Committee NCSR 3 (29 Feb- 4 Mar 2016), the following editions remain valid until 31 August 2017 for existing ECDIS systems type-approved with an edition of IEC61174 previous to the 4th edition:</p> <table border="1"> <thead> <tr> <th>Standards</th><th>Current Edition</th><th>Revised Edition</th></tr> </thead> <tbody> <tr> <td> </td><td> </td><td> </td></tr> </tbody> </table>	Standards	Current Edition	Revised Edition			
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		Chart Content & Display Aspects of ECDIS	S-52 Edition 6.0	S-52 Edition 6.1(.1) – October 2014 – with <u>clarifications</u> up to June 2015
		Presentation Library for ECDIS	PresLib Edition 3.4 (Annex A to s-52)	PresLib Edition 4.0(.1)- October 2014 – with <u>clarifications</u> up to June 2015
		Test Sets for ECDIS	S-64 Edition 2.0.0	S-64 Edition 3.0.1 (June 2015)
		Note : An up-to-date list of all the relevant IHO standards relating to ECDIS equipment can be accessed from the IHO website http://www.iho.int		
8 th September 2017	Ballast Water Management Convention	<p>52 countries, representing 35.1441% of the world’s gross tonnage, have ratified the convention. The overall purpose of the BWM Convention is to prevent the transport of invasive species from port/area A to port/area B and thus prevent the destruction of marine habitats.</p> <p>The BWMC requires each relevant vessel to carry an International BWM Certificate, issued by the flag state. For a majority of flags, IACS MEMBERS ARE delegated to issue such a certificate on their behalf.</p> <p>Eventually all relevant vessels shall have installed a Ballast Water Treatment System (BWTS), whereby ballast water discharged is made harmless related to invasive species.</p> <p>The IMO implementation schedule was amended at IMO 71st session in July 2017 and principally relate to the implementation dates of Regulation D-2 of the BWM Convention which in most cases involve the installation of a ballast water treatment system.</p> <p>A brief summary of the new dates for when Regulation D-2 must be met is as follows:</p> <p>New ships</p>		



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		<p>A ship constructed (keel laid date) on/after 8th September 2017 must comply with the D-2 standard on delivery.</p> <p>Existing ships (constructed prior to 8th September 2017)</p> <p>From 8th September 2017, a ship has between two and seven years before the D-2 standard must be met. The date on which a ship must comply is dependent on the IOPP Certificate’s renewal survey date as shown in the table below.</p> <table><tr><td>Date of first IOPP renewal survey after Entry Into Force (EIF)</td><td>Date of first IOPP renewal survey after Entry Into Force (EIF)</td></tr><tr><td>8th September 2017 to 8th September 2019</td><td>Second IOPP Renewal After EIF*</td></tr><tr><td>on/after 8th September 2019</td><td>First IOPP Renewal After EIF</td></tr></table> <p>*For clarity this is only permitted if the previous renewal survey was completed before 08 September 2014.</p> <p>Please be aware that ships may comply with either Regulation D-1 (ballast water exchange) or Regulation D-2 until they are required to comply with Regulation D-2.</p> <p>In all cases, ships should be aware of and observe any local port requirements relating to the treatment of ballast water prior to discharge.</p>	Date of first IOPP renewal survey after Entry Into Force (EIF)	Date of first IOPP renewal survey after Entry Into Force (EIF)	8th September 2017 to 8th September 2019	Second IOPP Renewal After EIF*	on/after 8th September 2019	First IOPP Renewal After EIF
Date of first IOPP renewal survey after Entry Into Force (EIF)	Date of first IOPP renewal survey after Entry Into Force (EIF)							
8th September 2017 to 8th September 2019	Second IOPP Renewal After EIF*							
on/after 8th September 2019	First IOPP Renewal After EIF							
01 ST January 2018	Part I-A of the Polar Code	<p>The SOLAS-related provisions found in Part I-A of the Polar Code become effective for all newly constructed ships built on or after January 1, 2017, and include requirements such as a Polar Ship Certificate and Operations Manual.</p> <p>The MARPOL related provisions found in Part II-A of the Polar Code will also become effective on January 1, 2017 for all applicable vessels.</p> <p>Part II-A of the Polar Code applies to ships operating in Polar Waters under the following MARPOL Annexes:</p> <ul style="list-style-type: none">Annex I: Oil Tankers of 150 GT ITC and above and all other ships of 400 GT ITC and above						



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		<ul style="list-style-type: none"> Annex II: All ships certified to carry noxious liquid substances in bulk. Annex IV: Ships 400 GT ITC and above and all ships certified to carry more than 15 persons. Annex V: All ships. <p>For vessels constructed before January 1, 2017, Part I-A of the Polar Code will become effective on January 1, 2018 and will need to be implemented after the first renewal or intermediate survey of their Ships Safety Construction Certificate or Passenger Ship Safety Certificate.</p>
01 st January 2018	IMDG Code, 2016 edition- Amendments 38-16	Applied voluntary from 01 st January 2017, mandatory from 01st January 2018 (Supplement still amendment 37-14)
01 ST of March 2018	MARPOL ANNEX V	<p>Amendments to the format of the Garbage Record Book, aimed to simplify the recording process, enter into force internationally on 1 March 2018. From this date, the format will be specified in Appendix II of MARPOL Annex V.</p> <p>The main change is that the Record of Garbage Discharges will be divided into Part I and Part II. Amendments have also been made to align the terminology in the Format of the Garbage Record Book and the Record of Garbage Discharges.</p> <p>Part I of the Record of Garbage Discharges will be for the use of all ships. Part II will be only required for ships that carry solid bulk cargoes. Part I and Part II will be produced as two separate record books (similar to Part I and Part II of the Oil Record Book, required Under MARPOL Annex I).</p> <p>The following categories of garbage discharge will need to be recorded under Part I:</p> <ul style="list-style-type: none"> A. Plastics B. Food wastes C. Domestic wastes D. Cooking oil E. Incinerator ashes F. Operational wastes G. Animal carcass(es) H. Fishing gear



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		<p>I. E-waste The following categories of garbage discharge will need to be recorded under Part II:</p> <p>J. Cargo residues (non-Harmful to the Marine Environment) K. Cargo residues (Harmful to the Marine Environment).</p>
01 st July 2018	SOLAS CHAPTER II-2	New Subparagraph 10.4- Fire-fighter's communication – TWO portable radiotelephone apparatus of an explosion proof intrinsically safe type have to be provided for each fire parties (as in Reg. III/37) – NOT LATER THAN FIRST SURVEY AFTER 01ST JULY 2018
31 December 2018	EU Ship Recycling Regulation (EU SRR)	<p>Inventory of Hazardous Materials (IHM) requirements:</p> <ul style="list-style-type: none"> ■ EU-flagged newbuildings are required to have on board a verified IHM with a Statement of Compliance at the earliest by 31 December 2015 and at the latest by 31 December 2018. ■ Existing EU-flagged vessels are required to have on board a verified IHM with a Statement of Compliance at the latest by 31 December 2020 (or if the ship is to be recycled, the IHM should be on board from the date when the European list of ship recycling facilities is published, expected to be by the end of 2016). ■ Non-EU-flagged vessels calling at EU ports are also required to have on board a verified IHM with a Statement of Compliance at the earliest by 31 December 2020.
01 st January 2019	Chinese Ministry of Transportation- not linked to MARPOL's ECA requirements; it is strictly a Chinese regulation	<p>New regulations designating parts of its coastal waters as emission control areas (ECA). Due to the growing recognition of how shipping contributes to air pollution along the coast, ships, including ocean-going vessels, which operate in areas near the Pearl River Delta, Yangtze River Delta and the Bohai Sea will be obliged to use fuel containing less than 0.5% sulphur from January 1st 2019.</p>

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01 st July 2019	SOLAS CHAPTER II-2	-REGULATION 10.10- Fire fighting / Para 10- Fire-fighters outfit has been amended with reference to the FSS Code requirements for breathing apparatus latest by 01st July 2019, and applies to all ships.
01 st January 2020	MARPOL	The global 0.5% sulphur limit was confirmed to apply.
2021	MARPOL	The Baltic Sea, English Channel and North Sea are approved as NOx emission control areas from 2021

Sources:

Regs4Ships: www.regs4ships.com ;

Veristar – www.veristar.com

GL Rules Pilot Basic - www.gl-group.com/RulesPilot ;

Lloyds Register: www.lr.org/rulefinder

Witt I O'Briens – Client Alerts

Pandl Clubs