

A QUICK GUIDE TO KEY SHIPPING REGULATIONS – 2017 AND ONWARDS

- Expansion of the 0.5% sulphur limit, which applies to all ships within three domestic emission control areas (ECAs)
- All vessels must change to low-sulphur fuel oil 1 hour after berthing to 1 hour before departure
- This limit is now extended to the 11 key ports in China (Shenzhen, Guangzhou, Zhuhai, Shanghai, Ningbo-Zhoushan, Suzhou, Nantong, Tianjin, Qinhuangdao, Tangshan and Huanghua)

1 January 2017

Mandatory at-berth sulphur limit of 0.5% applicable to all core ports (CHINA)

- To require ship's crew to conduct regular on board operational fire safety risk assessments of cargo handling areas with internally installed conveyor systems; timing to be defined by the Company in the SMS of the ship
- Provisions for concentrates and cargoes which may liquefy, for specifically constructed cargo ships for confining cargo shift, individual schedules such as iron ore fines etc.

1 January 2017

Amendments to IMSBC Code (International Maritime Solid Bulk Cargoes Code)

- All ships in international traffic are required to manage their ballast water and sediments to a certain curtailed, according to a ship-specific ballast water management plan
- All ships must carry a ballast water record book and an international ballast water management certificate
- The BWM is divided up into articles and an annex which contains technical standards and requirements in the Regulations for the control and management of ships' ballast water and sediments

8 September 2017

International Convention for the Control and Management of Ships' Ballast Water and Sediments ("BWM") enters into force

1 January 2017

The International Code for Ships Operating in Polar Waters (the "Polar Code") and amendments mandatory under SOLAS and MARPOL enters into force

- New regulation focused on ships navigating in polar waters
- Sets out mandatory standards that cover design, construction, equipment, operational and training and environmental protection matters that apply to ships operating in the polar waters. Certification required.
- Applies to new ships constructed after 1 January 2017
- Ships constructed before 1 January 2017 will be required to meet the relevant requirements by the first intermediate or renewal survey whichever occurs first, after 1 January 2018

18 January 2017

2014 Amendments to the Maritime Labour Convention 2006 enters into force

- Requires shipowners to have compulsory insurance to cover abandonment of seafarers as well as claims for death and long-term disability of seafarers
- Also requires that a certificate or other documentary evidence of financial security has to be issued by the financial security provider of the shipowner and must be carried on board

1 January 2018

Mandatory at-berth sulphur limit of 0.5% applicable to all ports in Pearl River Delta, Yangtze River and Bohai Seas (CHINA)

- The 0.5% sulphur limit at-berth requirement will extend to all ports located within the ECAs

- Mandatory Electronic Chart Display and Information (ECDIS) for different ship types and sized constructed in the period 2012 to 2018
- Gradual implementation for different ship types and sizes based on construction date
- New passenger dates under 500 gt before July 2012, existing cargo ships over 10,000 gt before July 2018

1 July 2012 – 1 July 2018

Gradual implementation of SOLAS V/19 – Safety of Navigation – ECDIS

1 March 2018

Amendments to Chapter 4 of Annex VI of MARPOL enters into force

- Adds a new Regulation 22A on the collection and reporting of ship fuel oil consumption data
- Ships of 5,000 gt and above will have to collect consumption data for each type of fuel oil they use as well as other data including proxies for transport work
- A new appendices is also provided to cover information submitted to the IMO Ship Fuel Oil Consumption database and form of the Statement of Compliance

- New cap decreases the original global limit from 3.5% m/m to 0.5% m/m
- Applies to all fuel used in main and auxiliary engines as well as boilers
- The new global cap will NOT affect the emission cap already in the SOx Emission Control Areas ("ECAs") such as the Baltic Sea and the North Sea areas (at 0.10%)

1 January 2020

Amendment to Annex VI of MARPOL – Global cap on sulphur content in shipping fuel from 3.5% mass/mass (m/m) to 0.5%

1 January 2019

Mandatory at-berth sulphur limit of 0.5% while operating within the ECAs (CHINA)

- Any fuel change over operation must be completed prior to entry into or commenced after exit from an ECA

1 January 2020

All amendments to the 1974 SOLAS Convention made from 1 January 2016 – 30 June 2018 will enter into force

1 January 2024

Amendments to the 1974 SOLAS Convention made after 1 July 2018 will enter into force

- Second four year cycle
- Amendments outside a four-year entry into force interval should only be allowed under exceptional circumstances
- Any amendment adopted in 2014 or 2015 enters into force on a date as may be agreed by MSC

- MSC adopted at its 93rd session Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instructions resulting in a four-year cycle for the entry into force of amendments to the 1974 SOLAS Convention and related mandatory instructions
- First four-year cycle (2016 – 2020)