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IMO Regulations that entered into force in 2015

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REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
MARPOL Annex VI and the NOX Technical Code 2008	MEPC.251(66)	All ships	01/09/2015

SUMMARY

MARPOL Annex VI:

Regulation 13 has been amended so that Tier III limits apply to ships operating in NOx ECAs that were constructed on or after the date of adoption of that ECA, with the exception of those operating in the North American and Caribbean Sea ECAs, where Tier III limits apply to ships constructed on or after 1 January 2016. Exemptions are set out for recreational vessels of length <24 m, ships with propulsion power <750 kW and ships <500 gross tonnage subject to certain conditions. Minor updates are made to regulations 19 to 21, including application of the EEDI to ship types not previously covered specifically (LNG carriers, Ro-Ro cargo ships, Ro-Ro passenger ships and cruise passenger ships having non-conventional propulsion). Definitions have also been updated (regulation 2) and minor clarifications made to regulation 5 and the IAPP certificate (Appendix I).

NOx Technical Code:

Definitions and tables of symbols have been updated and amendments have been made to Chapters 5 and 6, procedures for measuring NOx emissions on a test bed and on board. Appendix VI has also been updated to include factors for calculations related to dual fuel engines operating in gas mode.

[http://www.shippingregs.org/refdocs/MEPC_251\(66\).pdf](http://www.shippingregs.org/refdocs/MEPC_251(66).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
SOLAS CH V, Reg 19, para 2.10	MSC.282(86)	Tankers ≥3,000 gt	01/07/2015

SUMMARY

This resolution requires that “tankers of 3,000 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey on or after 1 July 2015” must be fitted with ECDIS if they are engaged on international voyages.

http://www.shippingregs.org/refdocs/MSC_Res282.pdf

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
Mandatory ship reporting system "Off Chegshan Jiao Promontory"	MSC.389(94)	All ships	01/06/2015

SUMMARY

Amendments to the mandatory ship reporting system "Off Chengshan Jiao Promontory", including procedures, details of alternative communications, rules and regulations in force in the area and geographical boundary.

http://www.shippingregs.org/refdocs/MSC_Res389.pdf

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
2015 GUIDELINES FOR EXHAUST GAS CLEANING SYSTEMS	RESOLUTION MEPC.259(68)	All ships	15/05/2015

SUMMARY

New 2015 Guidelines for Exhaust Gas Cleaning Systems as contained in the Annex.

<http://shippingregs.org/LinkClick.aspx?fileticket=qg5oQ2NbNqc%3d&portalid=2>

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
Amendments to 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims	Adopted by IMO Legal Committee 99th session	All ships	19/04/2015

SUMMARY

The limits of liability in the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims have been increased as follows. Loss of life or personal injury: the maximum liability for claims is 3.02 million Special Drawing Rights (SDR) for ships with up to 2,000 gross tonnage. Additional amounts are calculated per ton with 1,208 SDR per ton for 2,001–30,000 tons, 906 per ton SDR for 30,001–70,000 tons and 604 SDR for each ton in excess of 70,000. Property claims: the maximum liability is 1.51 million SDR for ships up to 2,000 gross tonnage with an additional 604 SDR per ton for 2,001–30,000 tons, 453 SDR per ton for 30,001–70,000 and 302 SDR for each ton in excess of 70,000. The new limits are expected to enter into force 36 months from the date of adoption, on 8th June 2015, under the tacit acceptance procedure.

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
MARPOL Annex VI - Reduction in sulphur limits in fuel oils for ECAs	MEPC.190(60)	All ships	01/01/2015
SUMMARY			
<p>On 1st January 2015, the 0.1% m/m sulphur emissions limit defined in MARPOL Annex VI came into force within the Baltic Sea, North Sea and North American emissions control areas (ECAs) as defined by this resolution.</p>			
<p>http://www.shippingregs.org/refdocs/MEPC_Res190.pdf</p>			
REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
MARPOL Annex VI - Reduction in sulphur limits in fuel oils for ECAs	MEPC.190(60)	All ships	01/01/2015
SUMMARY			
<p>On 1st January 2015, the 0.1% m/m sulphur emissions limit defined in MARPOL Annex VI came into force within the Baltic Sea, North Sea and North American emissions control areas (ECAs) as defined by this resolution.</p>			
<p>http://www.shippingregs.org/refdocs/MEPC_Res190.pdf</p>			
REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
Code for Recognized Organizations (RO Code)	MSC.349(92)	Organisations recognised by flag states/flag states	01/01/2015
SUMMARY			
<p>The Code serves as the international standard and consolidated instrument containing minimum criteria against which organisations are assessed towards recognition and authorisation and the guidelines for the oversight by flag States.</p> <p>It comprises three parts:</p> <ol style="list-style-type: none"> 1) General – including communication of information, scope of the Code and delegation of authority. 2) Recognition and authorisation requirements for organisations – including management, resources, performance measurement and quality management systems. 3) Oversight of recognised organisations – including principles of auditing and how to establish and manage an oversight programme. 			
<p>http://www.shippingregs.org/refdocs/MSC.349(92).pdf</p>			

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
SOLAS Ch III, Regulation 19 – Emergency training and drills	MSC.350(92)	Ships carrying passengers	01/01/2015

SUMMARY

Ships carrying passengers that are to be on board for more than 24 hours must take musters of newly-embarked passengers “prior to or immediately upon departure”. Passengers must be instructed in the use of life-jackets and on what action to take in the event of an emergency. Passenger safety briefings must also be given prior to or immediately after departure. This must be made by announcement on the ship’s public address system or equivalent means and may be supplemented by information cards, posters or video programmes. Additionally, “crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months.” These must include the following:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques.”

[http://www.shippingregs.org/refdocs/MSC.350\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.350(92).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
SOLAS Ch III, Regulation 19 – Emergency training and drills	MSC.350(92)	All ships	01/01/2015

SUMMARY

Crew members with enclosed space entry or rescue responsibilities shall participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. These must include the following:

- .1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques.”

[http://www.shippingregs.org/refdocs/MSC.350\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.350(92).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
International Convention on Load Lines	MSC.350(92)	All ships	01/01/2015

SUMMARY

SOLAS Chapter XI-1 has been updated to make the newly adopted Code for Recognized Organizations mandatory. All amendments adopted to the RO Code will also be deemed mandatory.

[http://www.shippingregs.org/refdocs/MSC.350\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.350(92).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
HSC Code	MSC.351(92), MSC.352(92)	High speed craft subject to HSC Code	01/01/2015

SUMMARY

Chapter 18 of the HSC Code (1994 and 2000) is updated to include the requirement for crew members with responsibility for enclosed space entry and rescue to participate in drills at least once every two months. Each drill should include:

- “.1 checking and use of personal protective equipment required for entry;
- .2 checking and use of communication equipment and procedures;
- .3 checking and use of instruments for measuring the atmosphere in enclosed spaces;
- .4 checking and use of rescue equipment and procedures; and
- .5 instructions in first aid and resuscitation techniques.”

[http://www.shippingregs.org/refdocs/MSC.351\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.351(92).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
ISM Code	MSC.353(92)	All ships	01/01/2015

SUMMARY

Paragraph 6.2 of the ISM Code has been replaced with the following: “6.2 The Company should ensure that each ship is:

- .1 manned with qualified, certificated and medically fit seafarers in accordance with national and international requirements; and
- .2 appropriately manned in order to encompass all aspects of maintaining safe operations on board.”

Paragraph 12.2 is also updated to read “the Company should periodically verify whether all those undertaking delegated ISM-related tasks are acting in conformity with the Company's responsibilities under the Code.”

Footnotes referring to external documents have also been amended.

[http://www.shippingregs.org/refdocs/MSC.353\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.353(92).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
IMSBC Code	MSC.354(92)	Bulk carriers	01/01/2015

SUMMARY

This resolution updates the IMSBC Code including complete replacement of the text of paragraph 9.2.3, materials hazardous only in bulk (MHB). A new nickel ore schedule is also provided along with changes to a number of other cargo schedules including, among others, ammonium nitrate based fertiliser, seed cake, granulated gypsum and solidified fuels recycled from paper and plastic.

[http://www.shippingregs.org/refdocs/MSC.354\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.354(92).pdf)

REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
International Convention on Load Lines	MSC.356(92)	All ships	01/01/2015

SUMMARY

The Protocol of 1988 relating to the International Convention on Load Lines has been updated to make the newly adopted Code for Recognized Organizations mandatory. All amendments adopted to the RO Code will also be deemed mandatory.

[http://www.shippingregs.org/refdocs/MSC.357\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.357(92).pdf)

[http://www.shippingregs.org/refdocs/MSC.358\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.358(92).pdf)

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REGULATION	REFERENCE DOCUMENT	SHIP TYPE	ENTRY INTO FORCE
DSC Code	MSC.360(92)	Dynamically supported craft	01/01/2015

SUMMARY

The DSC Code is updated to include the following paragraph:
 “17.5.4 Personnel with enclosed space entry or rescue responsibilities should participate in an enclosed space entry and rescue drill, to be held on board the craft, at least once every two months. Enclosed space entry and rescue drills should be planned and conducted in a safe manner, taking into account, as appropriate, the guidance provided in the recommendations developed by the Organization.”

[http://www.shippingregs.org/refdocs/MSC.360\(92\).pdf](http://www.shippingregs.org/refdocs/MSC.360(92).pdf)