

Circular 49 / 2012

To: Shipowners, Vessel Managers, Masters, Officers, Deputy Registrars, Surveyors and Other Interested Parties

Subject: List of Amendments expected to come into force in the next 6 months

Date: 20 September 2012

Summary

29 September 2012: Entry into force of STCW-F Convention

The Convention will apply to crews of seagoing fishing vessels generally of 24 metres in length and above. The Convention is the first attempt to make standards of safety for crews of fishing vessels mandatory internationally.

The STCW-F Convention consists of 15 Articles and an annex containing technical regulations. Chapter I contains General Provisions and Chapter II deals with Certification of Skippers, Officers, Engineer Officers and Radio Operators.

1 January 2013: Entry into force of May 2011 SOLAS amendments

A new paragraph 5 of SOLAS regulation III/1 is added to require lifeboat on-load release mechanisms not complying with new International Life-Saving Appliances (LSA) Code requirements to be replaced no later than the first scheduled dry-docking of the ship after 1 July 2014 but, in any case, not later than 1 July 2019.

The SOLAS amendment is intended to establish new, stricter, safety standards for lifeboat release and retrieval systems, aimed at preventing accidents during lifeboat launching, and will require the assessment and possible replacement of a large number of lifeboat release hooks.

1 January 2013: entry into force of July 2011 amendments to MARPOL

Annex VI energy efficiency

Amendments to MARPOL Annex VI Regulations for the prevention of air pollution from ships, add a new chapter 4 to make mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships. Other amendments to Annex VI add new definitions and the requirements for survey and certification, including the format for the International Energy Efficiency Certificate.

The regulations apply to all ships of 400 gross tonnage and above. However, under regulation 19, the Administration may waive the requirement for new ships of 400 gross tonnage and above from complying with the EEDI requirements. This waiver may not be applied to ships above 400 gross tonnage for which the building contract is placed four years after the entry into force date of chapter 4; the keel of which is laid or which is at a similar stage of construction four years and six months after the entry into force; the delivery of which is after six years and six months after the entry into force; or in cases of the major conversion of a new or existing ship, four years after the entry into force date.

The EEDI is a non-prescriptive, performance-based mechanism that leaves the choice of technologies to use in a specific ship design to the industry. As long as the required energy-efficiency level is attained, ship designers and builders would be free to use the most cost-efficient solutions for the ship to comply with the regulations.

The SEEMP establishes a mechanism for operators to improve the energy efficiency of ships.

Annex VI emissions

Amendments to MARPOL Annex VI Regulations for the prevention of air pollution from ships to designate certain waters adjacent to the coasts of Puerto Rico (United States) and the Virgin Islands (United States) as an ECA for the control of emissions of nitrogen oxides (NOX), sulphur oxides (SOX), and particulate matter under. Another amendment makes old steamships exempt from the requirements on sulphur relating to both the North American and United States Caribbean Sea ECAs. The new ECA takes effect 12 months after entry into force.

Annex IV sewage

Amendments to MARPOL Annex IV Prevention of pollution by sewage from ships to include the possibility of establishing "Special Areas" for the prevention of such pollution from passenger ships and to designate the Baltic Sea as a Special Area under this Annex.

Annex V garbage

Revised MARPOL Annex V Regulations for the prevention of pollution by garbage from ships, developed following a comprehensive review to bring the Annex up to date.

The main changes include the updating of definitions; the inclusion of a new requirement specifying that discharge of all garbage into the sea is prohibited, except as expressly provided otherwise (the discharges permitted in certain circumstances include food wastes, cargo residues and water used for washing deck and external surfaces containing cleaning agents or additives which are not harmful to the marine environment); expansion of the requirements for placards and garbage management plans to fixed and floating platforms engaged in exploration and exploitation of the sea-bed; and the addition of discharge requirements covering animal carcasses.

For additional amendments coming into force after 1 January 2013 please go to [International Maritime Organization](#) or got to <http://www.imo.org/about/conventions/pages/action-dates.aspx>

For further information or clarification please contact the Registrar of Ships, a Deputy Registrar or Fleet Manager at Maritime Cook Islands; alternatively you may contact Maritime Cook Islands Head Office at +682 23848 Phone, +682 23846 Fax, fleet@maritimecookislands.com

Please ensure this has been forwarded to interested parties.