



REPUBLIKA HRVATSKA  
Ministarstvo mora, prometa  
i infrastrukture  
Uprava sigurnosti plovidbe



KLASA: 342-21/22-01/68  
URBROJ: 530-04-1-22-3  
Zagreb, 25. listopada 2022. godine

- Oznaka:** CIRC-MMPI-002/2022
- Naslov:** Izmjene odredbi Međunarodne konvencije o zaštiti života na moru (SOLAS), Međunarodne konvencije o sprječavanju onečišćenja s brodova (MARPOL), Međunarodne konvencije o kontroli štetnih sustava protiv obrastanja na brodovima (AFS) i Međunarodne konvencije za kontrolu i upravljanje brodskim balastnim vodama i sedimentima (BWM) koje stupaju na snagu u vremenu do 1. siječnja 2023. godine
- Na snazi od:** 1. studenog 2022. godine
- Veza:** Rezolucije Međunarodne pomorske organizacije (IMO) kako su navedene u Prilogu ove okružnice
- Primjena:** Ovu okružnicu trebaju primjenjivati kompanije, brodari i vlasnici brodova hrvatske državne pripadnosti u međunarodnoj plovidbi, te priznate organizacije ovlaštene za statutarnu certifikaciju tih brodova

Slijedom rezolucija Međunarodne pomorske organizacije (IMO), koje stupaju na snagu u do 1. siječnja 2023. godine, temeljem kojih se mijenjaju odredbe Međunarodne konvencije o zaštiti života na moru (SOLAS), Međunarodne konvencije o sprječavanju onečišćenja s brodova (MARPOL), Međunarodne konvencije o kontroli štetnih sustava protiv obrastanja na brodovima (AFS) i Međunarodne konvencije za kontrolu i upravljanje brodskim balastnim vodama i sedimentima (BWM), u prilogu ove okružnice daje se referenca na navedene rezolucije sa datumom primjene i kratkim opisom opsega promjena konvencija.

Sve navedene rezolucije primjenjive su na brodove hrvatske zastave u međunarodnoj plovidbi i treba ih primjenjivati zajedno s odredbama zahtjeva odnosnih dijelova Pravila za statutarnu certifikaciju pomorskih brodova, a što se posebno odnosi na Pravila za statutarnu certifikaciju pomorskih brodova, Sprječavanje onečišćenja („Narodne novine“, br. 109/2022), do objave Pravila za statutarnu certifikaciju pomorskih brodova u pročišćenom izdanju.



Prilog: Popis rezolucija Međunarodne pomorske organizacije (IMO), koje stupaju na snagu u do 1. siječnja 2023. godine i kojima se mijenjaju međunarodne konvencije

**PRILOG:** Popis rezolucija Međunarodne pomorske organizacije (IMO), koje stupaju na snagu u do 1. siječnja 2023. godine i kojima se mijenjaju međunarodne konvencije

Convention	Resolution	Date of entry into force	Application	Short description
SOLAS	A.1156(32)		New and existing ships to which HSSC applies	Survey Guidelines Under the Harmonized System of Survey and Certification (HSSC), 2021
SOLAS	MSC.477(102) Amendments to IMDG Code	1 June 2022	New and existing ships carrying dangerous goods under IMDG Code	Amendments to the International Maritime Dangerous Goods Code (IMDG Code) (amendment 40-20) related to segregation requirements for alcoholates; segregation in relation to liquid organic substances; classification and transport of carbon, following incidents involving the spontaneous ignition of charcoal; classification of UN portable tanks for multimodal transport; and provisions for labels
SOLAS	MSC.483(103) Amendments to ESP Code	1 January 2023	New and existing Bulk Carriers and Oil Tankers to which ESP Code applies	Amendments to the International Code on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) In the table for "Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers", the column for "Renewal Survey No.1" is replaced by the "1 Suspect areas".
MARPOL	MEPC.324(75) Amendments to MARPOL Annex VI	1 April 2022	For ships the keel of which is laid, or which is at a similar stage of construction on or after 1 April 2022, registration surveys during construction. For ships the keel of which is laid, or which is at a similar stage of construction before 1 April 2022, the first	This amendment adds the following new terms "In-use sample" and "On board sample". - In-use sample: A sample drawn from the fuel oil supply system downstream of the fuel oil service tanks, meaning a sample of fuel oil in use on the ship. - On board sample: A sample drawn from the fuel oil transfer system from the fuel oil storage tank to the fuel oil settling tank or from the fuel oil settling/service tank, etc.,

Convention	Resolution	Date of entry into force	Application	Short description
			IAPP renewal survey carried out on or after 1 April 2023.	<p>meaning a sample of fuel oil intended to be used or carried for use on board the ship.</p> <p>Technical information related to the fitting or designation of sampling points for in-use samples is as follows.</p> <p>1. Application</p> <p>Fuel oil supply systems (excluding low-flashpoint fuel oil supply systems) for all new and existing ships (including platforms and drilling rigs)</p> <p>2. Fitting or designating of fuel sampling points</p> <p>Fuel oil sampling points are required to be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board the ship, taking into account MEPC.1/Circ.864/Rev.1.</p> <p>The requirements for sampling points required by MEPC.1/Circ.864/Rev.1 are as follows:</p> <p>(1) be easily and safely accessible;</p> <p>(2) take into account different fuel oil grades being used for the fuel oil combustion machinery item;</p> <p>(3) be downstream of the in-use fuel oil service tank;</p> <p>(4) be as close to the fuel oil combustion machinery as safely feasible taking into account the type of fuel oil, flow-rate, temperature, and pressure behind the selected sampling point;</p> <p>(5) be clearly marked for easy identification and described in either the piping diagram or other relevant documents;</p> <p>(6) each sampling point should be located in a position shielded from any heated surface or electrical equipment and the shielding device or construction should be sturdy enough to endure leaks, splashes or spray</p>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>under design pressure of the fuel oil supply line so as to preclude impingement of fuel oil onto such surface or equipment; and (7) the sampling arrangement should be provided with suitable drainage to the drain tank or other safe location.</p> <p>As for onboard samples taking into account MEPC.1/Circ.889, the fitting and designating of sampling points are not required.</p> <p>For further details refer to MEPC.324(75), MEPC.1/Circ.864/Rev.1 and MEPC.1/Circ.889.</p> <p>An update to the supplement to International Air Pollution Prevention (IAPP) certificate is to be made (a reference to sampling points and also to note where there is an exemption to the provision for low-flashpoint fuel to be added).</p>
<p><b>BWM</b></p>	<p><b>MEPC.325(75)</b> Amendments to BWM Convention</p>	<p>1 June 2022</p>	<p>New and existing ships to which BWM applies</p> <p>Mandatory commissioning testing at the occasion of the initial survey comes into force 1 June 2022, but the Flag States may enforce an early implementation</p>	<p>Statutory surveys for BWMS are clarified with regard to the requirements for commissioning testing of ballast water management systems (Reg. E-1). This survey shall confirm that a commissioning testing has been conducted to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical, and biological processes are working properly, taking into account the guidelines.</p> <p>Revised Guidance for the commissioning testing of ballast water management systems is approved under BWM.2/Circ.70/Rev.1.</p> <p>The commissioning testing is to be conducted by the accredited firm, being different from the BWMS manufacturer or BWMS supplier, and being approved by the Flag State or the RO acting</p>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>on its behalf.</p> <p>The form of the International Ballast Water Management Certificate is to be updated.</p>
<p><b>MARPOL</b></p>	<p><b>MEPC.340(77)</b> Amendments to MARPOL, Annex VI</p>	<p>1 June 2022</p>	<p>New ships with exhaust gas cleaning system installed</p>	<p>2021 EGCS Guidelines are applicable to exhaust gas cleaning systems installed on ships the keels of which are laid or which are at a similar stage of construction on or after 1 June 2022; or exhaust gas cleaning systems installed on ships the keels of which are laid or which are at a similar stage of construction before 1 June 2022 which have a contractual delivery date of EGCS to the ship on or after 1 June 2022 or, in the absence of a contractual delivery date, the actual delivery of the exhaust gas cleaning system to the ship on or after 1 June 2022; or amendments, as those specified in paragraphs 4.2.2.4 or 5.6.3 of the 2021 EGCS Guidelines, to existing exhaust gas cleaning systems undertaken on or after 1 June 2022, when allowing the use of an exhaust gas cleaning system in accordance with regulation 4 of MARPOL Annex VI.</p>
<p><b>MARPOL</b></p>	<p><b>MEPC.329(76)</b> Amendments to MARPOL, Annex I</p>	<p>1 November 2022</p>	<p>New and existing ships when using and carrying oils as fuel in Arctic waters on or after 1 July 2024 (or on after 1 July 2029 (or ships to which regulation 12A of this Annex or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code applies)</p>	<p>Amendments to the Annex I of the International Convention for the Prevention of Pollution From Ships, 1973, as modified by the Protocol of 1978 relating thereto - Amendments to MARPOL Annex I (Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters).</p>
<p><b>MARPOL</b></p>	<p><b>MEPC.328(76)</b> Amendments to MARPOL, Annex VI - 2021 Revised MARPOL Annex VI</p>	<p>1 November 2022</p>	<p>New and existing ships</p>	<p>Amendments were adopted as a new consolidated MARPOL Annex VI, including re-structuring and re-numbering of existing Regulations, under Resolution MEPC.328(76) - Amendments to the Annex of</p>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL Annex VI).</p> <p>The short-term measures to reduce GHG emissions from ships have been adopted as amendments to MARPOL Annex VI. They include the following technical and operational requirements:</p> <ul style="list-style-type: none"> <li>- calculation and verification of the Energy Efficiency index for existing ships (EEXI);</li> <li>- the strengthen of Ship Energy Efficiency Management Plan (SEEMP); and</li> <li>- introduction of a rating mechanism linked to the operational carbon intensity indicators (CII)</li> </ul> <p>The form of the International Energy Efficiency Certificate (including Supplement) is to be updated.</p> <p>Requirements for Unmanned non-self-propelled (UNSP) barges have been introduced. Air Pollution Prevention Exemption Certificate for UNSP barges has been introduced.</p>
<p><b>MARPOL</b></p>	<p><b>MEPC.330(76)</b> Amendments to MARPOL, Annexes I and IV</p>	<p>1 November 2022</p>	<p>Unmanned non-self-propelled (UNSP) barges</p>	<p>Unmanned non-self-propelled (UNSP) barges, having no system, equipment and/or machinery fitted that may generate discharges or emissions regulated by Annex I and IV, may be exempted from survey and certification requirements under MARPOL Annexes I and IV for periods not exceeding 5 years. Exemption certificate valid for 5 years will be issued instead of relevant MARPOL certificate.</p> <p>The specific guidance for flag States, port States and interested parties, including shipowners and operators, on the application of such exemption for UNSP</p>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>barges (MEPC.1/Circ.892 as approved at MEPC 76) clarifies:</p> <ul style="list-style-type: none"> <li>- the technical and operational requirements not applicable to UNSP barges;</li> <li>- procedures for granting exemptions;</li> <li>- maintenance of conditions after survey; and</li> <li>- pushing and towing.</li> </ul> <p>Resolution MEPC.MEPC.330(76) - Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto</p> <ul style="list-style-type: none"> <li>- Amendments to MARPOL Annexes I and IV (Exemption of unmanned non-self-propelled barges from survey and certification requirements) and circular MEPC.1/Circ.892 - Guidelines for exemption of unmanned non-self-propelled (UNSP) barges from the survey and certification requirements under the MARPOL Convention should be considered.</li> </ul> <p>Oil Pollution Prevention Exemption Certificate and Sewage Pollution Prevention Exemption Certificate for UNSP barges has been introduced.</p>
<p><b>MARPOL</b></p>	<p><b>MEPC 76 Guidelines</b> MEPC.332(76); MEPC.333(76); MEPC.334(76); MEPC.335(76); MEPC.336(76); MEPC.337(76); MEPC.338(76); MEPC.339(76)</p>	<p>1 November 2022</p>	<p>Ships to which certification under EEDI, EEXI and CII applies</p>	<p>MEPC.332(76) - Amendments to the 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships (resolution MEPC.308(73), as amended by resolution MEPC.322(74))</p> <p>MEPC.333(76) - 2021 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)</p> <p>MEPC.334(76) - 2021 Guidelines on survey and certification of the Energy Efficiency Existing Ship Index (EEXI)</p>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>MEPC.335(76) - 2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve</p> <p>MEPC.336(76) - 2021 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)</p> <p>MEPC.337(76) - 2021 Guidelines on the reference lines for use with operational carbon intensity indicators (CII Reference Lines Guidelines, G2)</p> <p>MEPC.338(76) - 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII Reduction Factor Guidelines, G3)</p> <p>MEPC.339(76) - 2021 Guidelines on the operational carbon intensity rating of ships (CII Rating Guidelines, G4).</p>
<p><b>MARPOL</b></p>	<p><b>MEPC.332(76)</b> <b>MEPC.333(76)</b> <b>MEPC.334(76)</b> Amendments to MARPOL Annex VI (EEXI index requirements)</p>	<p>1 January 2023</p>	<p>New and existing ships (bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, refrigerated cargo carriers, LNG carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers having GT ≥ 400 engaged in international voyages, for which the Attained EEXI is to be calculated)</p>	<p>New Regulations 23 and 25 to MARPOL Annex VI, applicable to bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, refrigerated cargo carriers, LNG carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers having GT ≥ 400 engaged in international voyages were adopted. For such ships types the Attained EEXI shall be calculated and this shall result equal or less than the Required EEXI calculated as <math>(1-Y/100) \times</math> EEDI Reference line value. The reduction factors Y are specific for each ship type.</p> <p>For those ships already having a verified attained EEDI, this value may be taken as the Attained EEXI if it is equal to or less than the required EEXI. In</p>



Convention	Resolution	Date of entry into force	Application	Short description
			<p>The verification of the Attained EEXI shall take place at the first annual, intermediate or renewal survey of the IAPP Certificate or the initial survey of the IEEC Certificate, whichever is the first, on or after 1 January 2023.</p>	<p>this case, the Attained EEXI shall be verified based on the EEDI Technical File.</p> <p>Amendments to the 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships were approved under Resolution MEPC.332(76) – Amendments to the 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships (Resolution MEPC.308(73), as amended by resolution MEPC.322(74). The Guidelines have been amended to reflect the mandatory requirements introduced in MARPOL Annex VI in relation to the obligation of the Administration/RO to report the Required and the Attained EEDI values and relevant information via electronic communication to IMO database.</p> <p>Guidelines on the method for the calculation of the Attained EEXI for existing ships were approved under Resolution MEPC.333(76) - 2021</p> <p>Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI).</p> <p>Guidelines on survey and certification of the EEXI were approved under Resolution MEPC.334(76) - 2021</p> <p>Guidelines on survey and certification of the Energy Efficiency Existing Ship Index (EEXI).</p>
<p><b>MARPOL</b></p>	<p><b>MEPC.328(76)</b> Amendments to MARPOL Annex VI (SEEMP requirements)</p>	<p>1 January 2023</p>	<p>New and existing ships having GT <math>\geq</math> 5.000 engaged in international voyages</p> <p>Confirmation of compliance shall be provided by the</p>	<p>New Regulation 26 to MARPOL Annex VI, applicable to ships having GT <math>\geq</math> 5.000 engaged in international voyages, has been adopted and shall include in the SEEMP: - a description of the methodology that will be used</p>

Convention	Resolution	Date of entry into force	Application	Short description
			Administration/RO and retained onboard prior to 1 January 2023	<p>to calculate the ship's Attained annual operational Carbon Intensity Indicator (CII) and the processes that will be used to report this value to the ship's flag Administration;</p> <ul style="list-style-type: none"> <li>- the Required annual operational CII for the next 3 years;</li> <li>- an implementation plan documenting how the Required annual operational CII will be achieved during the next 3 years; and</li> <li>- a procedure for self-evaluation and improvement.</li> </ul> <p>The SEEMP of these ships shall be subject to verification and Company audits taking into account the Guidelines which are still to be developed.</p> <p>Proposals for allowing fleet averaging of the CII were not agreed but may, in principle, be considered in future as an option under mid- and long-term measures.</p> <p>MEPC 76 agreed to make the regulatory text clear in that the verification and audit requirement for the SEEMP would only apply to ships above 5,000 GT subject to the CII requirements.</p>
MARPOL	MEPC.328(76) Amendments to MARPOL Annex VI (Operational carbon intensity-indicators (CII) and rating)	1 January 2023	New and existing ships having GT ≥ 5.000 engaged in international voyages	<p>New Regulation 28 to MARPOL Annex VI, applicable to ships of 5.000GT and above has been adopted and shall:</p> <ul style="list-style-type: none"> <li>- from 2023, after the end of each calendar year, calculate the Attained annual operational CII over a 12-month period from 1 January to 31 December in that calendar year and electronically report it to its Administration/RO within March of each calendar year; and</li> <li>- calculate the Required annual operational CII as <math>(1-Z/100) \times CIIR</math>, where the annual reduction factor Z is a flat rate</li> </ul>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>for all ship types (i.e. 5% for 2023; 7% for 2024; 9% for 2025; 11% for 2026 and % still to be decided for 2027-2030) and the reference values CIIR are calculated according to the IMO implementing Guidelines (see below).</p> <p>The Administration/RO shall verify the Attained annual operational CII against the Required annual operational CII to determine operational carbon intensity rating A, B, C, D or E. The middle point of rating level C shall be the value equivalent to the required annual operational CII.</p> <p>A ship rated D for 3 consecutive years or rated as E shall develop a corrective action plan to achieve the required annual operational CII.</p> <p>Such a plan shall be included in the SEEMP which shall be submitted to the Administration/RO for verification within 1 month after reporting the Attained annual operational.</p>
<p><b>AFS Convention</b></p>	<p><b>MEPC.331(76)</b> Amendments to AFS Convention</p>	<p>1 January 2023</p>	<p>New and existing ships to which AFS Convention applies</p>	<p>Amendments to AFS Convention introducing the ban of systems containing cybutryne has been adopted by the Resolution MEPC.331(76) - Amendments to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 - Amendments to Annexes 1 and 4 (Controls on cybutryne and form of the International Anti-Fouling System Certificate)</p> <p>The use of Anti-Fouling Systems containing cybutryne is prohibited as follows:</p> <ul style="list-style-type: none"> <li>- ships shall not apply or re-apply anti-fouling systems containing this substance from 1 January 2023; and</li> <li>- ships with an anti-fouling</li> </ul>

Convention	Resolution	Date of entry into force	Application	Short description
				<p>system that contains this substance in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either:</p> <ul style="list-style-type: none"> <li>- remove the anti-fouling system; or</li> <li>- apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system not later than 60 months following the last application to the ship of an antifouling system containing cyburtryne.</li> </ul> <p>The requirement to remove or seal does not apply to:</p> <ul style="list-style-type: none"> <li>- fixed and floating platforms, FSUs and FPSOs constructed prior to 1 January 2023 and not dry-docked on or after that date;</li> <li>- ships not engaged in international voyages; and</li> <li>- ships of less than 400 GT engaged in international voyages, if accepted by the coastal state.</li> </ul> <p>The Form of the International Anti-Fouling System Certificate has been amended to reflect the above and identify also the cases where ships that had applied an anti-fouling system containing cybutryne previously, but have such a system not currently contained in the external coating layer of their hulls or external parts or surfaces.</p>