RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER **No. 313-04-1811c** dated 29.08.2022

Re:

amendments to the Guidelines on the Application of Provisions of the International Convention MARPOL 73/78, 2022, ND No. 2-030101-049-E in connection with coming into force of IMO resolutions MEPC.328(76), MEPC.329(76), MEPC.330(76) and adoption by IMO of resolutions MEPC.346(78), MEPC.347(78), MEPC.348(78), MEPC.350(78), MEPC.351(78), MEPC.352(78), MEPC.353(78), MEPC.354(78), MEPC.355(78)

Item(s) of supervision:

ships under construction and in service, technical documentation

Entry-into-force date:
01.11.2022

~~Cancels / amends / adds Circular Letter No.~~ ~~dated~~

Number of pages: 1 + 15

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part I "Regulations for Technical Supervision", Part II "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Oil", Part IV "Ship's Equipment and Arrangements for the Prevention of Pollution by Sewage" and Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution"

Director General Konstantin G. Palnikov

Text of CL:

We hereby inform that in connection with entry into force on 1 November 2022 of IMO resolutions MEPC.328(76), MEPC.329(76), MEPC.330(76) and adoption by IMO of resolutions MEPC.346(78), MEPC.347(78), MEPC.348(78), MEPC.350(78), MEPC.351(78), MEPC.352(78), MEPC.353(78), MEPC.354(78), MEPC.355(78) as well as considering the experience of technical supervision, the Guidelines on the Application of Provisions of the International Convention MARPOL 73/78 shall be amended as specified in the Appendices to the Circular Letter.

It is necessary to do the following:

1. Bring the content of the Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.
2. Apply the provisions of the Circular Letter from 01.11.2022 during review and approval of the technical documentation on ships and during survey of ships under construction and in service taking into account the scope of the application specified in Appendix 2.

List of the amended and/or introduced paras/chapters/sections:

Part I: paras 1.1.2, 1.1.4, 1.2.1, 2.1.1, 2.1.3, 2.1.5, 2.1.7, 2.1.7.1 — 2.1.7.6 and 3.1.3;
Part II: paras 5.2.16, 10.2.2.1; 11.3.2.3, 11.3.3 and Section 17;
Part IV: para 3.5.1;
Part VI: paras 1.2.1 and 2.2.6, Chapter 2.6, paras 2.6.1 — 2.6.3 and 2.6.7 — 2.6.29

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Appendix 1 to Circular Letter
No. 313-04-1811c dated 29.08.2022

Information on amendments introduced by the Circular Letter
(for inclusion in the Revision History to the RS Publication)

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
1	Part I, para 1.1.2	Reference to IMO resolution MEPC.330(76) has been introduced	313-04-1811c of 29.08.2022	01.11.2022
2	Part I, para 1.1.4	Reference to IMO resolution MEPC.330(76) has been introduced	313-04-1811c of 29.08.2022	01.11.2022
3	Part I, para 1.2.1	New definition "Unmanned non-self-propelled (UNSP) barge" has been introduced considering IMO resolution MEPC.330(76)	313-04-1811c of 29.08.2022	01.11.2022
4	Part I, para 2.1.1	Para has been amended considering IMO resolution MEPC.330(76)	313-04-1811c of 29.08.2022	01.11.2022
5	Part I, para 2.1.3	Para has been amended considering IMO resolution MEPC.330(76)	313-04-1811c of 29.08.2022	01.11.2022
6	Part I, para 2.1.5	Para has been amended considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
7	Part I, para 2.1.7	Para has been amended considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
8	Part I, paras 2.1.7.1 — 2.1.7.3	References have been specified considering Annex VI to MARPOL 73/78	313-04-1811c of 29.08.2022	01.11.2022
9	Part I, paras 2.1.7.4 — 2.1.7.6	New paras have been introduced considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
10	Part I, para 3.1.3	New para has been introduced considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
11	Part II, para 5.2.16	Para has been amended considering experience of technical supervision	313-04-1811c of 29.08.2022	01.11.2022
12	Part II, para 10.2.2.1	Para has been amended considering experience of technical supervision	313-04-1811c of 29.08.2022	01.11.2022
13	Part II, para 11.3.2.3	Para has been amended considering IMO circular MEPC.1/Circ.867	313-04-1811c of 29.08.2022	01.11.2022
14	Part II, para 11.3.3	Para has been amended considering IMO circular MEPC.1/Circ.867	313-04-1811c of 29.08.2022	01.11.2022
15	Part II, Section 17	Section has been completely revised and renamed considering regulation 43 of Annex I to MARPOL 73/78	313-04-1811c of 29.08.2022	01.11.2022
16	Part II, Chapter 17.1	New chapter has been introduced considering regulation 43 of Annex I to MARPOL 73/78	313-04-1811c of 29.08.2022	01.11.2022

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
17	Part II, Chapter 17.2	New chapter has been introduced considering IMO resolution MEPC.329(76)	313-04-1811c of 29.08.2022	01.11.2022
18	Part IV, para 3.5.1	Para has been amended considering experience of technical supervision	313-04-1811c of 29.08.2022	01.11.2022
19	Part VI, para 1.2.1	Definition "Cargo ship having ice-breaking capability in relation to Chapter 4 of Annex VI to MARPOL 73/78" has been deleted. Definition "Major (substantial) conversion" has been specified. In the definition "Identical engine" the reference to IMO circular MEPC.1/Circ.795/Rev.5 has been replaced by the reference to IMO circular MEPC.1/Circ.795/Rev.6. Definitions "Attained Energy Efficiency Existing Ship Index (attained EEXI)", "Attained annual operational Carbon Intensity Indicator (attained CII)", "Operational carbon intensity rating", "Required Energy Efficiency Existing Ship Index (required EEXI)" and "Required annual operational Carbon Intensity Indicator (required CII)" have been introduced considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
20	Part VI, para 2.2.6	Reference to IMO circular MEPC.1/Circ.795/Rev.5 has been replaced by the reference to IMO circular MEPC.1/Circ.795/Rev.6	313-04-1811c of 29.08.2022	01.11.2022
21	Part VI, Chapter 2.6	Chapter has been renamed considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
22	Part VI, para 2.6.1	Para has been amended considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
23	Part VI, para 2.6.2	References have been specified considering Annex VI to MARPOL 73/78	313-04-1811c of 29.08.2022	01.11.2022
24	Part VI, para 2.6.3	Requirements have been specified	313-04-1811c of 29.08.2022	01.11.2022
25	Part VI, para 2.6.7	Reference has been specified considering Annex VI to MARPOL 73/78; new reference to IMO circular MEPC.1/Circ.850/Rev.3 has been introduced	313-04-1811c of 29.08.2022	01.11.2022

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
26	Part VI, paras 2.6.8 — 2.6.16	New paras 2.6.8 — 2.6.12 have been introduced considering IMO resolutions MEPC.328(76), MEPC.350(78) and MEPC.351(78), as well as IACS recommendation No. 172 (June 2022).	313-04-1811c of 29.08.2022	01.11.2022
		Existing paras 2.6.8 — 2.6.11 and references thereto have been renumbered 2.6.13 — 2.6.16 accordingly		
27	Part VI, para 2.6.8 (renumbered 2.6.13)	Requirements have been specified	313-04-1811c of 29.08.2022	01.11.2022
28	Part VI, para 2.6.9 (renumbered 2.6.14)	References have been specified considering Annex VI to MARPOL 73//78	313-04-1811c of 29.08.2022	01.11.2022
29	Part VI, para 2.6.10 (renumbered 2.6.15)	Reference to IMO resolution MEPC.282(70) has been replaced by the reference to IMO resolution MEPC.346(78)	313-04-1811c of 29.08.2022	01.11.2022
30	Part VI, paras 2.6.12 — 2.6.19	New para 2.6.17 has been introduced considering IMO resolution MEPC.328(76). Existing paras 2.6.12 and 2.6.13 have been renumbered 2.6.18 and 2.6.19 accordingly	313-04-1811c of 29.08.2022	01.11.2022
31	Part VI, para 2.6.12 (renumbered 2.6.18)	Requirements have been specified considering IMO resolution MEPC.330(76)	313-04-1811c of 29.08.2022	01.11.2022
32	Part VI, para 2.6.13 (renumbered 2.6.19)	Requirements have been specified considering IMO resolution MEPC.330(76)	313-04-1811c of 29.08.2022	01.11.2022
33	Part VI, paras 2.6.14 — 2.6.21	New para 2.6.20 has been introduced considering IMO resolutions MEPC.328(76) and MEPC.352(78). Existing para 2.6.14 has been renumbered 2.6.21	313-04-1811c of 29.08.2022	01.11.2022
34	Part VI, para 2.6.14 (renumbered 2.6.21)	Para has been amended considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
35	Part VI, paras 2.6.15 — 2.6.23	New para 2.6.22 has been introduced considering IMO resolution MEPC.328(76). Existing para 2.6.15 has been renumbered 2.6.23	313-04-1811c of 29.08.2022	01.11.2022
36	Part VI, para 2.6.15 (renumbered 2.6.23)	Para has been amended considering IMO resolution MEPC.328(76)	313-04-1811c of 29.08.2022	01.11.2022
37	Part VI, paras 2.6.16 — 2.6.29	New para 2.6.24 has been introduced. Existing paras 2.6.16 — 2.6.20 and references thereto have been renumbered 2.6.25 — 2.6.29 accordingly	313-04-1811c of 29.08.2022	01.11.2022

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
38	Part VI, para 2.6.18.2 (renumbered 2.6.27.2)	Para has been amended considering IMO circular MEPC.1/Circ.896	313-04-1811c of 29.08.2022	01.11.2022

GUIDELINES ON THE APPLICATION OF PROVISIONS OF THE INTERNATIONAL CONVENTION MARPOL 73/78, 2022

ND No. 2-030101-049-E

PART I. REGULATIONS FOR TECHNICAL SUPERVISION

1. GENERAL

1 **Para 1.1.2** is replaced by the following text:

"**1.1.2** The requirements of Annex I to MARPOL 73/78, as amended by IMO resolutions MEPC.265(68), MEPC.329(76) and MEPC.330(76) (Part II "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Oil") apply to all ships, unless expressly provided otherwise in regulations of Annex I to MARPOL 73/78.".

2 **Para 1.1.4**. The first paragraph is replaced by the following text:

"**1.1.4** The requirements of Annex IV to MARPOL 73/78, as amended by IMO resolutions MEPC.265(68) and MEPC.330(76) (Part IV "Ship's Equipment and Arrangements for the Prevention of Pollution by Sewage") apply to the following ships engaged in international voyages as specified in regulation 2 of Annex IV to MARPOL 73/78:".

3 **Para 1.2.1**. After the definition "Fixed offshore platform (FOP)" the definition "Unmanned non-self-propelled (UNSP) barge" is introduced reading as follows:

"Unmanned non-self-propelled (UNSP) barge means a ship that:
for the purpose of Part II "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Oil":
is not propelled by mechanical means;
carries no oil;
has no machinery fitted that may use oil or generate oil residue (sludge);
has no oil fuel tank, lubricating oil tank, oily bilge water holding tank and oil residue (sludge) tank; and
has neither persons nor living animals on board;
for the purpose of Part IV "Ship's Equipment and Arrangements for the Prevention of Pollution by Sewage":
is not propelled by mechanical means;
has neither persons nor living animals on board;
is not used for holding sewage during transport; and
has no arrangements that could produce sewage;
for the purpose of Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution":
is not propelled by mechanical means;
has no systems, equipment and/or machinery fitted that may generate emissions regulated by this Part; and
has neither persons nor living animals on board.".

2 SURVEYS

4 **Para 2.1.1** is supplemented with a paragraph reading as follows:

"Unmanned non-self-propelled barge may be exempted from initial and/or periodical surveys and issuance of the International Oil Pollution Prevention Certificate (IOPP Certificate) for the period not exceeding five years provided the survey is carried out in accordance with the procedures specified in IMO circular MEPC.1/Circ.892.".

5 **Para 2.1.3** is supplemented with a paragraph reading as follows:

"Unmanned non-self-propelled barge may be exempted from initial and/or periodical surveys and issuance of the International Sewage Pollution Prevention Certificate for the period not exceeding five years provided the survey is carried out in accordance with the procedures specified in IMO circular MEPC.1/Circ.892.".

6 **Para 2.1.5**. The first paragraph is replaced by the following text:

"**2.1.5** As to the prevention of air pollution in compliance with the requirements of Chapter 2 in Annex VI to MARPOL 73/78, every ship of 400 gross tonnage and above, as well as every MODU, FOP and any other platform shall be subject to the surveys specified below in accordance with regulation 5.1, Annex VI to MARPOL 73/78 and IMO resolution A.1140(31), in such cases, the unmanned non-self-propelled barge may be exempted from initial and/or periodical surveys and issuance of the International Air Pollution Prevention Certificate (IAPP Certificate) for the period not exceeding five years provided the survey is carried out in accordance with the procedures specified in IMO circular MEPC.1/Circ.892:".

7 **Para 2.1.7.** The first paragraph is replaced by the following text:

"**2.1.7** As to the energy efficiency of ships, every ship of 400 gross tonnage and above covered by Chapter 4 of Annex VI to MARPOL 73/78 shall be subject to the surveys listed below in accordance with regulation 5 of Annex VI to MARPOL 73/78 taking into account the 2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) given in IMO resolution MEPC.254(67), as amended by IMO resolutions MEPC.261(68) and MEPC.309(73):".

8 **Para 2.1.7.1.** Reference to regulation 22 is replaced by the reference reading as follows:

"26 (former regulation 22)".

9 **Para 2.1.7.2.** Reference to regulation 21 is replaced by the reference reading as follows:

"24 (former regulation 21)".

10 **Para 2.1.7.3.** References to regulations 21 and 22 are replaced by the references reading as follows:

"24 and 26 (former regulations 21 and 22)".

11 **Para 2.1.7.4** is replaced by the following text:

"**.4** for each ship of 5000 gross tonnage and above to which regulation 28 (former regulation 22B) of Annex VI to MARPOL 73/78 applies, the SEEMP shall comply with regulation 26.3.1 of Annex VI on or before 1 January 2023. Confirmation of Compliance shall be issued by the Administration or any organization duly authorized by it prior to 1 January 2023 and shall be retained on board the ship;".

12 **New paras 2.1.7.5 and 2.1.7.6** are introduced reading as follows:

"**.5** the survey of a ship to confirm that the attained energy efficiency existing ship index (attained EEXI) is in compliance with the requirements in regulations 23 and 25 (former regulations 20A and 21A) of Annex VI to MARPOL 73/78 shall be carried out at the first annual, intermediate or renewal survey in accordance with 2.1.5 or the initial survey in accordance with 2.1.7.1 and 2.1.7.3, whichever is the first, on or after 1 January 2023;

.6 in case of major conversion of a ship to which regulation 23 (former regulation 20A) of Annex VI to MARPOL 73/78 applies, occasional survey shall be carried out to verify that the attained EEXI is recalculated as necessary and meets the requirement of regulation 25 (former regulation 21A) of Annex VI.".

3 TECHNICAL DOCUMENTATION

13 **New para 3.1.3** is introduced reading as follows:

"**.3** the EEXI Technical File (if applicable in accordance with regulations 23 and 25 (former regulations 20A and 21A) of Annex VI to MARPOL 73/78).".

PART II. SHIP'S CONSTRUCTION, EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY OIL

5 THE 15 PPM BILGE SEPARATORS

14 **Para 5.2.16** is replaced by the following text:

"**5.2.16** The pipeline for discharge of purified water after the 15 ppm bilge separator shall not have connections with bilge (including oily bilge water pipeline system) and ballast system, except for the outlet referred to in 5.2.15 the re-circulation pipeline after automatic stopping device and emergency drainage pipeline for discharge overboard, where it is arranged separately from the bilge system and provided only for emergency situations. Re-circulating facilities for oily bilge water shall exclude any by-pass of the 15 ppm bilge separator.".

10 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS FOR OILY MIXTURE

15 **Para 10.2.2.1** is replaced by the following text:

"**10.2.2.1** In every ship provision shall be made for a pipeline to discharge oily bilge water of machinery spaces and oil residues (sludge) to reception facilities, the discharge connections of which shall have flanges of standard dimensions in accordance with regulation 13 of Annex I to MARPOL 73/78 (refer to Fig. 10.2.2.1). The discharge manifolds shall be located in places convenient for connection of hoses and shall have nameplates. The discharge manifolds shall be provided with blank flanges.".

Figure 10.2.2.1 remains unchanged.

11 HOLDING TANKS

16 **Para 11.3.2.3** is replaced by the following text:

"**.3** a heating system according to 11.3.3 and 11.3.6 if a ship operates with heavy fuel oil that needs to be purified for use;".

17 **Para 11.3.3.** The first sentence is replaced by the following text:

"**11.3.3** Oil residue (sludge) tanks in ships operating with heavy fuel oil, that needs to be purified for use, shall be equipped with tank heating systems.".

17 SPECIAL REQUIREMENTS FOR THE USE OF CARRIAGE OF OILS IN THE ANTARCTIC AREA

18 **Section 17** is replaced by the following text:

"17 SPECIAL REQUIREMENTS FOR THE USE OR CARRIAGE OF OILS IN POLAR WATERS

17.1 SPECIAL REQUIREMENTS FOR THE USE OR CARRIAGE OF OIL IN THE ANTARCTIC AREA

17.1.1 In accordance with regulation 43 of Annex I to MARPOL 73/78, for all ships with the exception of ships engaged in securing the safety of ships or in a search and rescue operation, the carriage in bulk as cargo or carriage and use as fuel (IMO resolution MEPC.189(60)), or use as ballast (IMO resolution MEPC.256(67)) of the following shall be prohibited in the Antarctic area:

crude oils having a density at 15 °C higher than 900 kg/m^3;

oils, other than crude oils, having a density at 15 °C higher than 900 kg/m^3 or a kinematic viscosity at 50 °C higher than 180 mm^2/s; or

bitumen, tar and their emulsions.

17.1.2 When prior operations have included the carriage or use of oils listed in 17.1.1, the cleaning or flushing of tanks or pipelines is not required.

17.2 SPECIAL REQUIREMENTS FOR THE USE OR CARRIAGE OF OILS IN ARCTIC WATERS

17.2.1 In accordance with regulation 43A of Annex I to MARPOL 73/78:

.1 with the exception of ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response, the use and carriage of oils, other than crude oils, having a density at 15 °C higher than 900 kg/m^3 or a kinematic viscosity at 50 °C higher than 180 mm^2/s as fuel by ships shall be prohibited on or after 1 July 2024;

.2 notwithstanding the provisions of 7.2.1.1, for ships to which regulation 12A of Annex I to MARPOL 73/78 or regulation 1.2.1 of Chapter 1 of Part II-A of the Polar Code applies, the use and carriage of oils, other than crude oils, having a density at 15 °C higher than 900 kg/m^3 or a kinematic viscosity at 50 °C higher than 180 mm^2/s as fuel by those ships shall be prohibited on or after 1 July 2029;

.3 when prior operations have included the use and carriage of oils, other than crude oils, having a density at 15 °C higher than 900 kg/m^3 or a kinematic viscosity at 50 °C higher than 180 mm^2/s as fuel, the cleaning or flushing of tanks or pipelines is not required;

.4 notwithstanding the provisions of 17.2.1.1 and 17.2.1.2, the Administration of a Party to MARPOL 73/78 the coastline of which borders on Arctic waters may temporarily waive the requirements of 17.2.1.1 for ships flying the flag of that Party while operating in waters subject to the sovereignty or jurisdiction of that Party. Granting of such waivers is permitted until 1 July 2029.".

PART IV. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY SEWAGE

3 EQUIPMENT FOR SEWAGE STORAGE, TREATMENT AND DISCHARGE

19 **Para 3.5.1** is replaced by the following text:

"**3.5.1** In every ship provision shall be made (irrespective of availability of sewage treatment plant or sewage holding tank) for a pipeline for discharge of sewage to reception facilities. The discharge manifolds shall be located in places convenient for connection of hoses; they shall be fitted with standard discharge connections with flanges according to regulation 10 of Annex IV to MARPOL 73/78 (refer to Fig. 3.5.1), as well as shall be provided with nameplates. The discharge manifolds shall be provided with blank flanges.".

Figure 3.5.1 remains unchanged.

PART VI. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF AIR POLLUTION

1 GENERAL

20 **Para 1.2.1**. The definition "Cargo ship having ice-breaking capability in relation to Chapter 4 of Annex VI to MARPOL 73/78" is deleted.

After the definition "Approved method" the definition "Attained annual operational Carbon Intensity Indicator (attained CII)" is introduced reading as follows:

"Attained annual operational Carbon Intensity Indicator (attained CII) means the operational carbon intensity indicator value achieved by an individual ship in accordance with regulations 26 and 28 (former regulations 22 and 22B) of Annex VI to MARPOL 73/78.".

After the definition "Attained Energy Efficiency Design Index (attained EEDI)" the definition "Attained Energy Efficiency Existing Ship Index (attained EEXI)" is introduced reading as follows:

Attained Energy Efficiency Existing Ship Index (attained EEXI) means the EEXI value achieved by an individual ship in accordance with regulation 23 (former regulation 20A) of Annex VI to MARPOL 73/78.".

In the definition " Identical engine" the reference to MEPC.1/Circ.795/Rev.5 is replaced by the following text:

" MEPC.1/Circ.795/Rev.6 as amended" .

The definition "Major (substantial) conversion" is replaced by the following text:

"Major (substantial) conversion means in relation to Chapter 4 of Annex VI to MARPOL 73/78 a conversion of a ship:

which substantially alters the dimensions, carrying capacity or engine power of the ship; or

which changes the type of the ship; or

the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or

which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of MARPOL 73/78 not applicable to it as an existing ship; or

which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI calculated in accordance with regulation 24 (former regulation 21) or the applicable required EEXI calculated in accordance with regulation 25 (former regulation 21A) of Annex VI to MARPOL 73/78.

Assuming no alteration to the ship structure, both decrease of assigned freeboard and temporary increase of assigned freeboard due to the limitation of deadweight or draught at calling port shall not be construed as a major conversion. However, an increase of assigned freeboard, except a temporary increase, shall be construed as a major conversion (IMO circular MEPC.1/Circ.795/Rev.6 as amended).

In any case, it is the Administration's authority to evaluate and decide whether an alteration shall be considered as major conversion in order to apply requirements for energy efficiency for ships. Terms "new/existing ship" specified in the definition "Major (substantial) convention" shall be applied in a manner consistent with regulation 1.9.1.4 of Annex I to MARPOL 73/78.".

After the definition "Onboard sample" the definition "Operational carbon intensity rating" is introduced reading as follows:

"Operational carbon intensity rating means the assignment of a rating level of A, B, C, D or E to the ship based on the attained annual operational carbon intensity indicator indicating a major superior, minor superior, moderate, minor inferior, or inferior performance level.".

After the definition "Polar Code" the definition "Required annual operational Carbon Intensity Indicator (required CII)" is introduced reading as follows:

"Required annual operational Carbon Intensity Indicator (required CII) means the target value of attained annual operational CII in accordance with regulations 26 and 28 (former regulations 22 and 22B) of Annex VI to MARPOL 73/78 for the specific ship type and size.".

After the definition "Required Energy Efficiency Design Index (required EEDI)" the definition "Required Energy Efficiency Existing Ship Index (required EEXI)" is introduced reading as follows:

"Required Energy Efficiency Existing Ship Index (required EEXI) means the maximum value of attained EEXI that is allowed by regulation 25 (former regulation 21A) of Annex VI to MARPOL 73/78 for the specific ship type and size.".

21 **Para 2.2.6**. In the second paragraph the reference to MEPC.1/Circ.795/Rev.5 is replaced by the following text:

"MEPC.1/Circ.795/Rev.6 as amended".

22 **Chapter 2.6**. Chapter is renamed as follows:

"**2.6 REQUIREMNTS FOR CARBON INTENSITY OF SHIPS**".

23 **Para 2.6.1** is replaced by the following text:

"**2.6.1** -Requirements for carbon intensity of ships introduced by revised Annex VI to MARPOL 73/78 given in IMO resolution MEPC.328(76), apply to all ships of 400 gross tonnage and above, except for ships not propelled by mechanical means, and platforms including FPU (FPSO, FSO(FSU)) and MODU, regardless of their propulsion.".

24 **Para 2.6.2** Reference to regulations 20 and 21 is replaced by the reference to regulations 22 and 24 accordingly.

25 **Para 2.6.3**. The Seventh, eleventh, fourteenth and fifteenth paragraphs are replaced by the following text:

"general cargo ship. Such ships exclude specialized dry cargo ships, namely livestock carrier, barge carrier, yacht carrier, nuclear fuel carrier, heavy load carrier (ships designed for the carriage of heavy/bulky cargoes that may have descriptive notation **Heavy cargo carrier**). When defining specialized heavy load carriers, IACS Recommendation No. 170 (May 2022) shall be followed;";

"cruise passenger ships having non-conventional propulsion, delivered on or after 1 September 2019. In addition, to cruise passenger ships having conventional propulsion delivered before this date, only the attained EEDI applies;";

"The above requirements for attained or required EEDI shall not apply to cargo ships having non-conventional propulsion, except for cruise passenger ships and LNG carriers as specified above.

From 1 October 2020, the above requirements for EEDI shall not apply to category A ships as defined in the Polar Code.".

26 **Para 2.6.7** is replaced by the following text:

"**2.6.7** For each ship to which regulation 24 (former regulation 21) of Annex VI to MARPOL 73/78 applies, the installed propulsion power shall not be less than the propulsion power needed to maintain the manoeuvrability of the ship under adverse conditions. The minimum propulsion power shall be determined in accordance with the Interim Guidelines for Determining Minimum Propulsion Power to Maintain the Manoeuvrability of Ships in Adverse Conditions given in IMO resolution MEPC.262(68) and considering IMO circular MEPC.1/Circ.850, as amended.".

27 **New paras 2.6.8 — 2.6.12** are introduced reading as follows:

"**2.6.8** In accordance with regulation 21 (former regulation 19B) of Annex VI to MARPOL 73/78, each new and existing ship of 400 gross tonnage and above of types specified in 2.6.3 except for passenger ship, shall additionally comply with the technical carbon intensity requirements (attained and required EEXI) according to regulations 23 and 25 (former regulations 20A and 21A) of Annex VI to MARPOL 73/78 as well as operational carbon intensity requirements (attained and required CII) according to regulations 26 and 28 (former regulations 22 and 22B) of Annex VI to MARPOL 73/78.

The above requirements for attained and required EEXI shall not apply to cargo ships having non-conventional propulsion except for cruise passenger ships and LNG carriers.

The above requirements for EEXI and CII shall not apply to category A ships as defined in the Polar Code.

2.6.9 The attained EEXI shall be calculated in accordance with the 2021 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI) given in IMO resolution MEPC.333(76), as amended by IMO resolution MEPC.350(78), and be accompanied by the EEXI Technical File which contains the necessary information and process of the calculation.

Additionally, the IACS recommendation No. 172 (June 2022) "EEXI Implementation Guidelines" shall be followed (the document is available on the IACS website (www.iacs.org.uk)).

2.6.10 Notwithstanding requirements of 2.6.8 regarding attained EEXI, the attained EEDI for a ship covered by regulation 22 (former regulation 20) of Annex VI to MARPOL 73/78 may be taken as the attained EEXI if the value of the attained EEDI is equal to or less than that of the required EEXI required for this ship. In this case, the attained EEXI shall be verified based on the EEDI Technical File.

2.6.11 For ships specified in 2.6.3, attained EEXI shall be less than or equal to the required EEXI:

Attained EEXI ≤ *Required EEXI* = (1 – Y/100) x *EEDI reference line value.*

The reduction factor *Y* is determined according to Table 2.6.11.

Table 2.6.11

Ship type	Deadweight, DWT/Gross tonnage, GT	Reduction factor *Y*
Bulk carrier	200000 DWT and above	15
	20000 DWT and above but less than 200000 DWT	20
	10000 DWT and above but less than 20000 DWT	0 — 20[1]
Gas carrier	15000 DWT and above	30
	10000 DWT and above but less than 15000 DWT	20
	2000 DWT and above but less than 10000 DWT	0 — 20[1]
Tanker	200000 DWT and above	15
	20000 DWT and above but less than 200000 DWT	20
	4000 DWT and above but less than 20000 DWT	0 — 20[1]
Container ship	200000 DWT and above	50
	120000 DWT and above but less than 200000 DWT	45
	80000 DWT and above but less than 120000 DWT	35
	40000 DWT and above but less than 80000 DWT	30
	15000 DWT and above but less than 40000 DWT	20
	10000 DWT and above but less than 15000 DWT	0 — 20[1]
General cargo ship	15000 DWT and above	30
	3000 DWT and above but less than 15000 DWT	0 — 30[1]
Refrigerated cargo ship	5000 DWT and above	15
	3000 DWT and above but less than 5000 DWT	0 — 15[1]
Combination carrier	20000 DWT and above	20
	4000 DWT and above but less than 20000 DWT	0 — 20[1]
LNG carrier	10000 DWT and above	30
Ro-ro cargo ship (vehicle carrier)	10000 DWT and above	15
Ro-ro cargo ship	2000 DWT and above	5
	1000 DWT and above but less than 2000 DWT	0 — 5[1]
Ro-ro passenger ship	1000 DWT and above	5
	250 DWT and above but less than 1000 DWT	0 — 5[1]
Cruise passenger ship having non-conventional propulsion	85000 GT and above	30
	25000 GT and above but less than 85000 GT	0 — 30[1]

[1] Reduction factor *Y* shall be linearly interpolated between the two values dependent upon ship size. The lower value of the reduction factor *Y* shall be applied to the smaller ship size.

2.6.12 For verification of the attained EEXI, a request for a survey and an EEXI Technical File containing the necessary information for the verification, calculation process and other necessary documents and EEXI certificate issued in compliance with the 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) given in IMO resolution MEPC.351(78) shall be submitted to the Register acting on behalf of the Administration.

The EEXI Technical File shall be written at least in English. A sample of an EEXI Technical File is given in the above-mentioned IMO Guidelines.".

28 **Existing paras 2.6.8 — 2.6.11 and references thereto** are renumbered **2.6.13 — 2.6.16** accordingly.

29 **Existing paras 2.6.8 and 2.6.9** are replaced by the following text:

"**2.6.13** In accordance with regulation 26 (former regulation 22) of Annex VI to MARPOL 73/78 each ship (both new and existing) of 400 gross tonnage and above shall keep on board SEEMP written in a working language or languages understood by ships' personnel, except for the platforms including FPU (FPSO and FSO(FSU)) and MODU regardless of their propulsion and any non-self-propelled ships.

2.6.14 The IEE Certificate (form 2.4.3) with Supplement (form 2.4.3.1) may be issued for the existing ship not covered by regulations 22 and 24 (former regulations 20 and 21) of Annex VI to MARPOL 73/78, provided the SEEMP is available on board the ship.".

30 **Para 2.6.10 (renumbered para 2.6.15).** Reference to MEPC.282(70) is replaced by the reference to MEPC.346(78).

31 **New para 2.6.17** is introduced reading as follows:

"**2.6.17** On or before 1 January 2023 on ships of 5000 gross tonnage and above as specified in 2.6.3 except for passenger ships, the SEEMP shall include:

a description of the methodology that shall be used to calculate the ship's attained annual operational CII required by regulation 28 of Annex VI to MARPOL 73/78 and the procedure to report this data the ship's Administration;

the required CII, as specified in regulation 28 (former regulation 22B) of Annex VI to MARPOL 73/78, for the next three years;

an implementation plan documenting how the required CII shall be achieved during the next three years; and

a procedure for self-evaluation and improvement.

Confirmation of compliance, issued by the Administration or any organization, duly authorized by it, in accordance with IMO resolution MEPC.347(78), shall be provided to, and retained on board, the ship.".

32 **Existing paras 2.9.12 and 2.6.13** are renumbered **2.6.18 and 2.6.19** accordingly.

33 **Existing paras 2.6.12 and 2.6.13** are replaced by the following text:

"**2.6.18** Confirmation of Compliance — Ship Energy Efficiency Management Plan (SEEMP) Part II (form 2.4.43.1) with the requirements of 2.6.16, issued by the Administration or any organization duly authorized by it, shall be submitted on or before 31 December 2018 and shall be kept on board the ship. Ships that are delivered on or after 1 January 2019 shall keep on board both a SEEMP that is in compliance with 2.6.16 and a document confirming the compliance.

2.6.19 In accordance with regulation 27 (former regulation 22A — Collection and reporting of ship fuel oil consumption data) of Annex VI to MARPOL 73/78, from 1 January 2019, every ship of 5000 gross tonnage and above, on which SEEMP is required, shall ensure collecting data on fuel oil consumption, distance travelled over ground and hours underway, using methods and procedures set out in SEEMP. For data relating to boil-off gas (BOG) consumed on board the ship for propulsion or operation is required to be collected and reported as fuel as part of the data collection system for fuel oil consumption of ships.".

34 **New para 2.6.20** is introduced reading as follows:

"**2.6.20** After the end of calendar year 2023 and after the end of each following calendar year, each ship of 5000 gross tonnage and above which falls into one or more of the types specified in 2.6.3 except for a passenger ship, shall calculate the attained CII over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected in accordance with regulation 27 (former regulation 22A) of Annex VI to MARPOL 73/78, taking into account IMO resolution MEPC.352(78) "The 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)" and IMO resolution MEPC.355(78) "The 2022 Interim Guidelines on Corrections Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5))" and compare it with the required CII.

The required CII is determined in accordance with regulation 28 of Annex VI to MARPOL 73/78:

$$Required\ CII = (1-Z/100) \times CII_R$$

where Z = the annual reduction factor determined in accordance with IMO resolution MEPC.338(76) "The 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3)";

CII_R = the reference line value determined in accordance with IMO resolution MEPC.353(78) "The 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)".

2.6.20.1 The reference line is formulated as follows:

$CII_R = a \times Capacity^{-c}$,

where a and c = constant parameters determined according to Table 2.6.20.1.

Table 2.6.20.1

Ship type		*a*	*Capacity*	*c*
Ro-ro cargo ship (vehicle carrier)	57700 GT and above	3627	Gross tonnage (GT) 57700	0,590
	30000 GT and above, but less than 57700 GT	3627	GT	0,590
	Less than 30000 GT	330	GT	0,329
Ro-ro cargo ship		1967	Gross tonnage GT	0,485
Bulk carrier	279000 DWT and above	4745	Deadweight-(DWT) 279000	0,622
	less than 279000 DWT	4745	Deadweight (DWT)	0,622
Ro-ro passenger ship	Ro-ro passenger ship	2023	Gross tonnage (GT)	0,460
	High-speed craft designed to SOLAS chapter X	4196	Gross tonnage (GT)	0,460
Gas carrier	65000 DWT and above	14405×10^7	Deadweight (DWT)	2.071
	less than 65000 DWT	8104	Deadweight (DWT)	0,639
LNG carrier	100000 DWT and above	9,827	Deadweight (DWT)	0,000
	65000 DWT and above, but less than 100000 DWT	14479×10^{10}	Deadweight (DWT)	2,673
	less than 65000 DWT	14779×10^{10}	Deadweight (DWT) 65000	2,673
Tanker		5247	Deadweight (DWT)	0,610
Container ship		1984	Deadweight (DWT)	0,489
Cruise passenger ship		930	Gross tonnage (GT)	0,383
General cargo ship	20000 DWT and above	31948	Deadweight (DWT)	0,792
	less than 20000 DWT	588	Deadweight (DWT)	0,3885
Refrigerated cargo ship		4600	Deadweight (DWT)	0,557
Combination carrier		5719	Deadweight (DWT)	0,622

".

35 **Existing para 2.6.14** is renumbered **2.6.21**.

36 **Existing para 2.6.14** is replaced by the following text:

"**2.6.21** Within three months after the end of each calendar year, the ship shall report to its Administration or any organization duly authorized by it, the aggregated value for each datum specified in Appendix IX of Annex VI to MARPOL 73/78 and the value of attained CII using a standardized format given in Appendix 3 in IMO resolution MEPC.346(78), via electronic communication.".

37 **New para 2.6.22** is introduced reading as follows:

"**2.6.22** The Administration or any organization duly authorized by it shall verify the reported data in accordance with the procedures developed taking into account the Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity given in IMO resolution MEPC.348(78), as well as shall verify the attained CII against the required CII, to determine operational carbon intensity rating A, B, C, D or E in accordance with regulation 28 (former regulation 22B) of Annex VI to MARPOL 73/78 and IMO resolution MEPC.354(78) "The 2022 Guidelines on the Operational Carbon Intensity Rating of Ships

(CII Rating Guidelines, G4)". The middle point of rating level C shall be the value equivalent to the required CII.

Upon satisfactory verification results, the Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating in accordance with the form given in Appendix X of Annex VI to MARPOL 73/78 shall be issued to the ship no later than five months from the beginning of the calendar year.".

38 **Existing para 2.6.15** is renumbered **2.6.23**.

39 **Existing para 2.6.15** is replaced by the following text:

"**2.6.23** A ship rated as D for three consecutive years or rated as E in accordance with regulation 28 (former regulation 22B) of Annex VI to MARPOL 73/78 shall develop a plan of corrective actions to achieve the required CII and this plan shall be reflected in SEEMP. The revised SEEMP with the included plan of corrective actions shall be submitted to the Administration or any organization duly authorized by it for verification, but in no case later than 1 month after reporting the attained CII in accordance with regulations 28.7 and 28.8 of Annex VI to MARPOL 73/78.

This ship shall not be issued a Statement of Compliance specified in 2.6.22 unless the SEEMP with a plan of corrective actions is verified.".

40 **New para 2.6.24** is introduced reading as follows:

"**2.6.24** The IEE Certificate (form 2.4.3) with Supplement (form 2.4.3.1) may be issued to any ship of 400 gross tonnage and above engaged in international voyages for the entire service life of this ship.".

41 **Existing paras 2.6.16 — 2.6.20 and references thereto** are renumbered **2.6.25 — 2.6.29** accordingly.

42 **Existing para 2.6.18.2 (renumbered para 2.6.27.2)** is supplemented with new paragraph reading as follows:

"When applying innovative technologies to improve the energy efficiency of ships, IMO circular MEPC.1/Circ.896 "The 2021 Guidelines on Treatment of Innovative Energy Efficiency Technologies for Calculation and Verification of the Attained EEDI and EEXI" shall be followed.".