



MARITIME INDUSTRY AUTHORITY

PANGASIWAAN NG KALAKALANG PANDAGAT

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TO : All Shipowners, Shipmanagers, Company Masters and crewmembers of Philippine Registered Ships engaged in the overseas trade, Recognized Organizations, and other concerned maritime entities.

SUBJECT : 2015 ENTRY INTO FORCE OF THE AMENDMENTS TO THE INTERNATIONAL MARITIME ORGANIZATION (IMO) CONVENTIONS

Notice is hereby given that following amendments/resolutions to Conventions and Protocols of the International Maritime Organization (IMO) shall enter into force this **2015**.

1.0 The Amendments/Resolutions/Conventions

Entry into force	Amendments/Resolutions/Conventions
01 January 2015	<p>1. Resolution MSC.349 (92) – “Adoption of the Code for Recognized Organizations” becomes mandatory</p> <p>➤ Code for Recognized Organizations (RO Code) becomes mandatory under SOLAS, MARPOL and Protocol of 1988 relating to the International Convention on Load Lines, 1966. The RO Code provides Flag States with an international standard that will assist in achieving harmonized and consistent global implementation of requirements for the assessment and authorization of Recognized Organizations.</p>
01 January 2015	<p>2. Entry into force of SOLAS amendments to the following:</p> <p>➤ SOLAS regulation III/19 to require musters of newly embarked passengers prior to or immediately upon departure; and,</p> <p>➤ SOLAS regulation III/19, on emergency training and drills, to mandate enclosed-space entry and rescue drills, which will require crew members with enclosed-space entry or rescue responsibilities to participate in an enclosed-space entry and rescue drill at least once every two months. Related amendments also to the International Code of Safety for High-Speed Craft (HSC Code), the Code for the Construction and Equipment of Mobile Offshore Drilling Units (MODU Code) and the Code of Safety for Dynamically Supported Craft (DSC Code).</p>

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Entry into force	Amendments
01 January 2015	<p>3. Fuel oil sulphur limit in Emission Control Areas (ECAs)</p> <ul style="list-style-type: none"> ➤ The limit for fuel oil sulphur levels falls to 0.10% m/m in emission control areas established to limit SO_x and particulate matter emissions. The ECAs concerned are: Baltic Sea area; North Sea area; North American area; United States Caribbean Sea area.
14 April 2015	<p>4. Nairobi Wreck Removal Convention enters into force</p> <ul style="list-style-type: none"> ➤ The Nairobi International Convention on the Removal Wrecks enters into force.
08 June 2015	<p>5. Amendments to 1996 LLMC Protocol</p> <ul style="list-style-type: none"> ➤ Amendments to increase the limits of liability in the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims were adopted in April 2012.
01 September 2015	<p>6. Amendments to MARPOL Annex VI, regulation 13 (NO_x)</p> <ul style="list-style-type: none"> ➤ Amendments concerning the date for the implementation of "Tier III" standards within emission control areas (ECAs). The amendments provide for the Tier III NO_x standards to be applied to a marine diesel engine that is installed on a ship constructed on or after 1 January 2016 and which operates in the North American Emission Control Area or the U.S. Caribbean Sea Emission Control Area that are designated for the control of NO_x emissions. In addition, the Tier III requirements would apply to installed marine diesel engines when operated in other emission control areas which might be designated in the future for Tier III NO_x control. The Tier III requirements do not apply to a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500 gross tonnage, of 24 m or over in length, which has been specifically designed and is used solely, for recreational purposes.
01 September 2015	<p>7. Extension of application of the Energy Efficiency Design Index</p> <ul style="list-style-type: none"> ➤ Amendments to MARPOL Annex VI concerning the extension of the application of the Energy Efficiency Design Index (EEDI) to LNG carriers, Ro-Ro cargo ships (vehicle carriers), Ro-Ro cargo ships, Ro-Ro passenger ships and cruise passenger ships with non-conventional propulsion; and to exempt of ships not propelled by mechanical means and independently operating cargo ships with ice-breaking capability.

All Philippine overseas shipping companies, ship managers and other concerned maritime entities are required to prepare for the implementation of these amendments/resolutions/conventions.

Copies of the IMO Circulars/Resolutions may be downloaded from www.imo.org.

For compliance and guidance of all concerned.

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