

## **GUIDANCE NOTE 06/2012**

### **AMENDMENTS TO THE MARPOL CONVENTION FROM 01 JANUARY 2013**

**To: OWNERS, MANAGERS AND MASTERS OF CAYMAN ISLANDS SHIPS**

This Guidance Note was previously issued as Shipping Notice 06/2012 (Rev 1) and the content remains unchanged. A copy of Shipping Notice 06/2012 (Rev 1) is attached to, and forms part of, this Guidance Note.

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## SHIPPING NOTICE 06/2012 (Rev 1)

### AMENDMENTS TO THE MARPOL CONVENTION FROM 01 JANUARY 2013

**To:** OWNERS, MANAGERS AND MASTERS OF CAYMAN ISLANDS SHIPS (INCLUDING YACHTS) OF 400GT AND ABOVE.

#### 1. BACKGROUND

- 1.1 IMO has adopted a number of substantive changes to the MARPOL Convention which will enter into force on 01 January 2013.
- 1.2 These amendments make changes to the requirements of Annex V (Regulation for the prevention of pollution by garbage from ships) and Annex VI (Regulations for the prevention of air pollution from ships).
- 1.3 The purpose of this Shipping Notice is to highlight these changes and the publically available guidance on complying.

#### 2 AMENDMENTS TO MARPOL ANNEX V

- 2.1 The amendments to MARPOL Annex V were adopted by IMO in [Resolution MEPC.201\(62\)](#)<sup>1</sup>. This resolution contains the full text of the revised Annex V that will enter into force on 01 January 2013.
- 2.3 The revised Annex introduces new categories of garbage and the requirements for their disposal.
- 2.4 In addition, a new “Form of Garbage Record Book” has been introduced. The new Garbage Record Book should be used by all vessels of 400 GT and above and every vessel certified to carry 15 or more persons from 01 January 2013.
- 2.5 The Maritime Authority of the Cayman Islands has printed stocks of the new Garbage Record Book and these can be ordered direct from MACI from the “[Shop Online](#)”<sup>2</sup> section of [www.cishipping.com](http://www.cishipping.com).

<sup>1</sup> Available from [http://www.imo.org/ourwork/environment/pollutionprevention/garbage/documents/201\(62\).pdf](http://www.imo.org/ourwork/environment/pollutionprevention/garbage/documents/201(62).pdf)

<sup>2</sup> Available from [https://online.cishipping.com/portal/page?\\_pageid=1307,2072783&\\_dad=portal&\\_schema=PORTAL](https://online.cishipping.com/portal/page?_pageid=1307,2072783&_dad=portal&_schema=PORTAL)

2.6 Compliance with the amended MARPOL Annex V will be subject to Port State Control from 01 January 2013.

### 3. AMENDMENTS TO MARPOL ANNEX VI

3.1 The amendments to MARPOL Annex VI were adopted by IMO in [Resolution MEPC.202\(62\)](#)<sup>3</sup> and [Resolution MEPC.203\(62\)](#)<sup>4</sup>.

3.2 Resolution MEPC.202(62) designates the United States Caribbean Sea as an Emission Control Area for the purposes of MARPOL Annex VI.

3.3 Resolution MEPC.203(62) introduces an additional chapter into MARPOL Annex VI. The New Chapter 4 provides regulations on energy efficiency for ships.

3.4 Under the new Chapter 4 all vessels of 400 GT and above are required to carry a *Ship Energy Efficiency Management Plan (SEEMP)* and be issued with an *International Energy Efficiency (IEE) Certificate*. SEEMPs and IEE Certificates are required no later than the first intermediate or renewal survey for the existing International Air Pollution Prevention Certificate after 01 January 2013.

3.5 **Ship Energy Efficiency Management Plan:** Although all such vessels must carry a ship specific SEEMP, there is currently no requirement for this plan to be approved by the Flag Administration.

3.6 IMO has published guidance on developing SEEMPs in [Resolution MEPC.213\(63\)](#)<sup>5</sup>.

3.7 **Energy Efficiency Design Indices (EEDI):** EEDIs are required for certain types of ship which are constructed or undergo a major conversion after 01 January 2013. The EEDI is an index that estimates the performance of the ship in terms of energy efficiency. Two EEDIs are specified in the revised MARPOL Annex VI, as follows:

3.7.1 **Attained EEDI** is a ship specific index that is calculated in accordance with [Resolution MEPC.212\(63\)](#)<sup>6</sup>.

3.7.2 **Required EEDI** is the maximum value for *Attained EEDI* for each type of ship required to have an *Attained EEDI*. *Required EEDIs* are calculated in accordance with Regulation 21 of the amended MARPOL Annex VI.

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<sup>3</sup> Available from [http://www.imo.org/blast/blastDataHelper.asp?data\\_id=30761&filename=202\(62\).pdf](http://www.imo.org/blast/blastDataHelper.asp?data_id=30761&filename=202(62).pdf)

<sup>4</sup> Available from:

<http://www.imo.org/MediaCentre/HotTopics/GHG/Documents/eedi%20amendments%20RESOLUTION%20MEPC203%2062.pdf>

<sup>5</sup> Available from:

[http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Documents/MEPC%20-%20Marine%20Environment%20Protection/213\(63\).pdf](http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Documents/MEPC%20-%20Marine%20Environment%20Protection/213(63).pdf)

<sup>6</sup> Available from

[http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Documents/MEPC%20-%20Marine%20Environment%20Protection/212\(63\).pdf](http://www.imo.org/KnowledgeCentre/HowAndWhereToFindIMOInformation/IndexofIMOResolutions/Documents/MEPC%20-%20Marine%20Environment%20Protection/212(63).pdf)

3.8 The types of ship which will require an *Attained EEDI* are:

Bulk Carriers;  
Gas Carriers;  
Tankers;  
Container Ships;  
General Cargo Ships;  
Refrigerated Cargo Ships; and  
Combination Carriers.

Currently, there is **no requirement** for *Attained EEDIs* to be calculated for Yachts or Passenger Ships.

3.9 *Attained EEDIs* will be supported by an EEDI Technical File that contains the information necessary for the calculation of the *Attained EEDI*. The *Attained EEDI* and EEDI Technical File must be verified by, or on behalf of, the Flag Administration.

3.10 **International Energy Efficiency (IEE) Certificate.** All vessels of 400 GT and above are required to hold a valid IEE Certificate not later than the first survey (initial, intermediate or renewal) for the International Air Pollution Prevention Certificate after 01 January 2013. The IEE Certificate is valid for the life of the vessel, unless the vessel undergoes a major conversion or changes Flag.

3.11 An IEE Certificate will be issued after verification of the *Attained EEDI* (if required) and confirmation that the vessel carries a SEEMP developed in accordance with MEPC.213(63).

#### **4 VERIFICATION, SURVEY AND ISSUE OF IEE CERTIFICATES**

4.1 All survey and certification activities under MARPOL Annex VI are fully delegated to the recognised Classification Societies. As such, the Classification Societies will verify *Attained EEDIs* (if required), confirm that a SEEMP is onboard and issue the IEE Certificate.

4.2 However, should owners wish, MACI will issue IEE Certificates to vessels which do not require an *Attained EEDI* on confirmation that a SEEMP developed in accordance with MEPC.213(63) is onboard.

4.3 Vessels for which MACI will issue IEE Certificates at the owners request include vessels constructed before 01 January 2013 and vessels not required to calculate an *Attained EEDI* (such as yachts and passenger ships).