GUIDELINES

ON THE APPLICATION OF PROVISIONS OF THE INTERNATIONAL CONVENTION MARPOL 73/78

ND No. 2-030101-049-E

RULE CHANGE NOTICE

ENTERS INTO FORCE:

01.01.2025

St. Petersburg
2024

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

The present Rule Change Notice to the Guidelines on the Application of Provisions of the International Convention for Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) (hereinafter — RCN) has been approved in accordance with the established approval procedure, comes into force on 1 January 2025 and contains earlier approved amendments published by the Urgent Rule Change Notice after entering into force of the previous version of the Guidelines on the Application of Provisions of the International Convention for Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) (these amendments are specified in the Revision History and highlighted in yellow).

REVISION HISTORY

PART I. REGULATIONS FOR TECHNICAL SUPERVISION

Item	Applicability	Description	Remarks
Paras 1.1.2 — 1.1.4	Ships under construction and in service Technical documentation	References to the applicable IMO resolutions have been updated	IMO resolutions MEPC.315(74), MEPC.343(78) and MEPC.359(79)
Para 1.1.6	Ships under construction and in service Technical documentation	References have been updated in connection with the adoption of amendments to Annex VI to MARPOL 73/78	IMO resolutions MEPC.361(79), MEPC.362(79) and MEPC.385(81)
Para 2.1.7	Ships under construction and in service Technical documentation	Terminology and references to the applicable IMO resolutions have been updated	IMO resolutions MEPC.365(79) and MEPC.374(80)

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

Item	Applicability	Description	Remarks
Para 10.2.1.1.7 (deleted)	Oil tankers under construction and in service Pipelines of the cargo system, sea water system	Requirements have been transferred to a new para 10.2.1.2 describing type of valves required to comply with Regulation 30.7 of Annex 1 to MARPOL 73/78	
Para 10.2.1.2 (new)	Oil tankers under construction and in service Piping of the cargo system, piping of the sea water system	Requirements for the type of valves have been introduced to comply with the regulations of MARPOL 73/78	Regulation 30.7 of Annex I to MARPOL 73/78
Para 11.2.10	Ships under construction and in service Oil residue (sludge) tanks	Requirements formulation regarding tanks location has been specified	
Para 11.3.5	Ships under construction and in service Oil residue (sludge) tanks	Para has been supplemented with the requirements that provide for the use of other cleaning equipment when installation of the steaming-out lines is not reasonable	

PART V. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY GARBAGE

Item	Applicability	Description	Remarks
Para 1.3.4	Ships under construction and in service Operational documentation	Provision has been made for possible use of electronic record book	IMO resolution MEPC.314(74)

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

Item	Applicability	Description	Remarks
Para 1.2.1	Ships under construction and in service Technical documentation	Definitions "Marine diesel engine" and "MARPOL delivered sample" have been specified. Definition "Fuel oil" has been amended. New definitions "Gas fuel" and "Fuel oil" have been introduced in connection with the adoption of amendments to Annex VI to MARPOL 73/78	IMO resolutions MEPC.328(76) and MEPC.385(81)
Para 2.2.3	Ships in service Technical documentation Marine diesel engines	Requirements have been updated in connection with the adoption of amendments to Annex VI to MARPOL 73/78	IMO resolution MEPC.385(81)
Para 2.2.5	Ships in service Technical documentation Marine diesel engines	Reference to the applicable requirements has been updated. Additional requirements have been introduced in connection with the adoption of amendments to Annex VI to MARPOL 73/78 and new IMO Guidelines	IMO resolutions MEPC.385(81) and MEPC.386(81)
Para 2.2.13	Ships under construction and service Operational documentation	Reference to the Section of the Unified Interpretations to MARPOL Annex VI has been updated	IMO circular MEPC.1/Circ.795/Rev.9

Item	Applicability	Description	Remarks
Para 2.3.5	Ships in service Operational documentation	Requirements have been amended as regards gas fuel and low-flashpoint fuel in connection with the adoption of amendments to Annex VI to MARPOL 73/78	IMO resolutions MEPC.328(76) and MEPC.385(81)
Para 2.3.7	Ships under construction and service Sampling arrangement Technical documentation	Requirements have been specified in connection with the adoption of revised Annex VI to MARPOL 73/78 and IMO circular	IMO resolution MEPC.328(76) and IMO circular MSC-MEPC.2/Circ.18
Para 2.6.1	Ships under construction and in service Technical documentation	Reference to the obsolete IMO resolution has been deleted in connection with the adoption of amendments to Annex VI to MARPOL 73/78	IMO resolutions MEPC.361(79) and MEPC.362(79)
Para 2.6.3	Ships under construction and in service Technical documentation	Reference to the applicable international requirements has been updated	IMO circular MEPC.1/Circ.795/Rev.9
Para 2.6.4	Ships under construction Technical documentation	Requirements for the application of the required EEDI have been updated	IMO resolution MEPC.328(76)
Paras 2.6.5.1 — 2.6.5.4	Ships in service Technical documentation	Requirements for the application of the reduction factor *X* have been updated in connection with the adoption of the new revision of the IACS Unified interpretations	IMO circular MEPC.1/Circ.795/Rev.9

Item	Applicability	Description	Remarks
Para 2.6.8	Ships under construction and in service Technical documentation	Requirements for the application of EEXI have been updated in connection with the adoption of new revision of the IACS Recommendations	IACS Recommendation No. 172 (Rev.1 2024)
Para 2.6.9	Ships under construction and in service Technical documentation	Reference to the applicable international requirements has been updated	IACS Recommendation No. 172 (Rev.1 2024)
Para 2.6.15	Ships under construction and in service Operational documentation	Reference to the applicable international requirements has been updated	IMO resolution MEPC.388(81)
Para 2.6.16	Ships under construction and in service Operational documentation	Requirements have been updated in connection with the adoption of amendments to Annex VI to MARPOL 73/78 and IACS Unified interpretations	IMO resolution MEPC.385(81); IACS UI MPC131
Para 2.6.17 and 2.6.18	Ships under construction and in service Operational documentation	Existing para 2.6.17 has been renumbered 2.6.18. Existing para 2.6.18 has been renumbered 2.6.17	
Para 2.6.18 (renumbered 2.6.17)	Ships under construction and in service Operational documentation	Requirements have been aligned with the IACS requirements	IACS UI MPC131
Para 2.6.19	Ships in service Operational documentation	Obsolete requirement has been deleted	
Para 2.6.21	Ships under construction and in service Operational documentation	Reference to the applicable requirements has been updated in connection with the adoption of amendments to the IMO Guidelines	IMO resolution MEPC.385(81)

Item	Applicability	Description	Remarks
Para 2.6.22	Ships under construction and in service Technical documentation	Reference to the applicable requirements has been updated in connection with the adoption of amendments to the IMO Guidelines	IMO resolution MEPC.389(81)
Para 2.6.29	Ships under construction Technical documentation	Reference to the applicable requirements has been updated in connection with the adoption of new revision of the IACS Procedural requirements	IACS PR38 (Rev.5 Oct 2024)

APPENDIX 1

Item	Applicability	Description	Remarks
Appendix 1, Section 8	Ships under construction and in service Scope of application of the requirements	The instruction on the approval of the Garbage Management Plan for ships flying the Russian flag has been removed	**Entry-into-force date: 05.07.2024** (Urgent Rule Change Notice № 311-05-2019 от 05.07.2024)

PART I. REGULATIONS FOR TECHNICAL SUPERVISION

1 GENERAL

1.1 SCOPE OF APPLICATION

Paras 1.1.2 — 1.1.4 are amended as follows:

"**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), MEPC.343(78) and MEPC.359(79) (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.

1.1.3 The requirements of Annex II to MARPOL 73/78, as amended by IMO resolutions MEPC.265(68), MEPC.270(69), MEPC.315(74) and MEPC.359(79) (Part III "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Noxious Liquid Substances in Bulk"), unless expressly provided otherwise, apply to all ships, which are certified to carry noxious liquid substances in bulk as specified in regulation 2 of Annex II to MARPOL 73/78~~, as amended by IMO resolution MEPC.265(68)~~.

1.1.4 The requirements of Annex IV to MARPOL 73/78, as amended by IMO resolutions MEPC.265(68), MEPC.274(69), ~~and~~ MEPC.330(76) and MEPC.359(79) (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:

.1 new ships of 400 gross tonnage and above;

.2 new ships of less than 400 gross tonnage, which are certified to carry more than 15 persons;

.3 existing ships of 400 gross tonnage and above, in 5 years after the date of entry into force of Annex IV to MARPOL 73/78, as amended by IMO resolution MEPC.265(68), i.e. after 27 September 2008;

.4 existing ships of less than 400 gross tonnage, which are certified to carry more than 15 persons, in 5 years after the date of entry into force of Annex IV to MARPOL 73/78, as amended by IMO resolution MEPC.265(68), i.e. after 27 September 2008.

The Administration shall ensure that the existing ships specified in 1.1.4.3 and 1.1.4.4, the keels of which were laid or which were at a similar stage of construction before 2 October 1983 are equipped, as far as practicable, to meet the requirements for sewage discharge in accordance with regulation 11 of Annex IV to MARPOL 73/78, as amended by IMO resolution MEPC.265(68).".

Para 1.1.6 is amended reading as follows:

"**1.1.6** The requirements of Annex VI to MARPOL 73/78 adopted by IMO resolution MEPC.~~176(58)~~328(76) (Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution") with amendments adopted by IMO resolutions ~~MEPC.203(62), MEPC.251(66), MEPC.278(70), MEPC.286(71) and MEPC.305(73)~~ MEPC.361(79), MEPC.362(79) and MEPC.385(81)[2], unless expressly provided otherwise ~~in regulations 3, 5, 6, 13, 15, 16, 18, 19, 20, 21, 22 and 22QA of Annex VI to MARPOL 73/78~~, apply to all ships as specified in regulation 1 of Annex VI to MARPOL 73/78 and to each marine diesel engine with a power output of more than 130 kW as specified in regulation 13 of Annex VI to MARPOL 73/78.

---

[2] Amendments to Annex VI given in IMO resolution MEPC.385(81) enter into force on 1 August 2025.".

2 SURVEYS

2.1 TYPES OF SURVEYS

Para 2.1.7. **The first paragraph** is amended as follows:

"**2.1.7** As to the ~~energy efficiency~~ carbon intensity 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~~ 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) given in IMO resolution ~~MEPC.254(67)~~ MEPC.365(79), as amended by IMO resolution~~s~~ ~~MEPC.261(68) and MEPC.309(73)~~ MEPC.374(80):".

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

10 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS FOR OILY MIXTURES

10.2 REQUIREMENTS OF THE NORMATIVE DOCUMENTS FOR PUMPING, PIPING AND DISCHARGE ARRANGEMENTS FOR OILY MIXTURES

Para 10.2.1.1.7 is deleted.

New para 10.2.1.2 is introduced reading as follows:

"**10.2.1.2** If a sea chest that is permanently connected to the cargo pipeline systems has been installed, a sea chest valve and an inboard isolation valve on the connecting pipeline shall be provided. Additionally, a facility shall be provided that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard isolation valve being filled with cargo.".

11 HOLDING TANKS

11.2 OIL RESIDUE (SLUDGE) TANKS

Para 11.2.10 is amended as follows:

"**11.2.10** The separated dirty water and exhausted control water of fuel oil purifiers ~~shall~~ are recommended to be discharged into a particular tank for this purpose in order to minimize the influx to the tank for separated sludge ~~This particular tank shall be~~ located above the double bottom for the purpose of facilitating its drain without the need for a drain pump.

If dirty water and exhausted control water from purifiers is not discharged to a particular tank, and in lieu of this to a tank for separated sludge, the tank ~~shall be~~ is located above the double bottom for the purpose of draining facilities specified in 11.2.4 (the settled water is discharged into an oily bilge water holding tank or bilge wells), or in the double bottom taking into account the latest version of the IACS Recommendation No. 121 "Uniform Application of MARPOL Annex I, Revised Regulation 12" provided that the tank is of adequate capacity to

receive the separated sludge and the separated dirty water and exhausted control water of fuel oil purifiers.".

11.3 CONSTRUCTION AND EQUIPMENT OF HOLDING TANKS

Para 11.3.5 is amended as follows:

"**11.3.5** The top of oil residue (sludge) tanks shall be fitted with steaming-out lines or a possibility to connect other equipment for tank cleaning shall be provided when installation of such lines is not reasonable.".

PART V. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY GARBAGE

1 GENERAL

1.3 SCOPE OF TECHNICAL SUPERVISION

Para 1.3.4 is amended as follows:

"**1.3.4** Every ship of 100 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform engaged in the exploration, exploitation or associated offshore processing of seabed mineral resources (unless an exemption is granted by the Administration for such platforms) shall carry a Garbage Record Book in the established form, as prescribed by Appendix II of Annex V to MARPOL 73/78. The Garbage Record Book may be as a part of the ship's logbook or as a separate record book, or as an electronic record book.".

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

1 GENERAL

1.2 DEFINITIONS AND EXPLANATIONS

Para 1.2.1. After the definition "Fuel oil combustion machinery" **new definition "Gas fuel"** is introduced reading as follows:

"Gas fuel means a fuel oil with a vapour pressure exceeding 0,28 MPa absolute at a temperature of 37,8 °C. The definition shall be applied from 1 August 2025.".

Existing definition "Fuel oil" is supplemented with a new sentence reading as follows:

"The definition shall continue to be applied until 1 August 2025.".

After the existing definition "**Fuel oil**" a **new definition "Fuel oil"** is introduced reading as follows:

"Fuel oil means any fuel delivered to and intended for use on board a ship. The definition shall be applied from 1 August 2025.".

Definition "MARPOL delivered sample" is amended as follows:

"~~MARPOL delivered~~ Delivered sample means the sample of fuel oil delivered in accordance with regulation 18.8.1 of Annex VI to MARPOL 73/78.".

Definition "Marine diesel engine" is amended as follows:

"Marine diesel engine means any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 of Annex VI to MARPOL 73/78 applies, including ~~booster/~~compound or booster systems using exhaust gas energy to drive power gas turbines if applied. In addition, a gas~~-~~-fuelled engine installed on a ship constructed on or after 1 March 2016 or a gas~~-~~-fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine.".

2 CONTROL OF EMISSIONS FROM SHIPS

2.2 NITROGEN OXIDES (NO_x)

Para 2.2.3. After the first paragraph **new paragraph** is introduced reading as follows:

"From 1 August 2025, a marine diesel engine installed to replace a steam system shall be considered a replacement engine and not an additional engine installed.".

Para 2.2.5 is amended as follows:

"**2.2.5** In the case of replacement engines only (on or after the dates specified in sub-paragraphs of regulation 13.5.1.2 or in regulation 13.5.1.3 of Annex VI to MARPOL 73/78), if it is not possible for such a replacement engine to meet the standards set forth in regulation 13.5.1.1 of Annex VI to MARPOL 73/78 (Tier III), then that replacement engine shall meet the standards set forth in regulation 13.4 of Annex VI to MARPOL 73/78 (Tier II). The criteria ~~of~~ for when it is not possible for a replacement engine to meet the standards ~~set forth~~ in regulation 13.5.1.1 of Annex VI to MARPOL 73/78 are given in the ~~2013~~ 2024 Guidelines as Required by Regulation 13.2.2 of MARPOL Annex VI in Respect of Non-Identical Replacement Engines Not Required to Meet the Tier III ~~limit~~ Limit (refer to IMO resolution MEPC.~~230(65)~~386(81)). The following criteria may be applied:

.1 a replacement engine of similar rating complying with Tier III is not commercially available; or

.2 the replacement engine, in order to be brought into Tier III compliance, needs to be equipped with a NO_x reducing device which ~~due~~ owing to:

size cannot be installed in the limited space available on board; or

extensive heat release could have adverse impact on the ships structure, sheeting, and/or equipment whilst additional ventilation and/or insulation of the engine-room/compartment will not be possible;

.3 the replacement engine cannot be installed due to its dimensions and weight, as well as due to the fact that it cannot be integrated with the ship components (drive shafts, reduction gears, propeller shafts, etc.), systems and equipment;

.4 adjustments of the replacement engine, which shall be equipped with the NO_x reducing device, do not allow the joint operation of the engine and this device~~;~~, as well as other criteria indicated in the above-mentioned IMO Guidelines ~~mentioned above~~.

From 1 August 2025, when reviewing the possibility to replace a steam system by a marine diesel engine, the following should be additionally taken into account:

the existence of available engine-room space after the removal of the steam system being replaced for the possibility to install a Tier III engine;

decommissioning of the steam system without its removal shall not affect the determination as to whether a Tier III replacement engine could be installed;

the scope and reasonability of additional work required for installation of a Tier III engine.

On or after 1 August 2025, whether a Tier II replacement engine and not a Tier III engine has been installed in compliance with the provisions of this para, the Administration shall notify IMO using the template set out in the Appendix to the 2024 Guidelines as Required by Regulation 13.2.2 of MARPOL Annex VI in Respect of Non-Identical Replacement Engines Not Required to Meet the Tier III Limit (refer to IMO resolution MEPC.386(81)).".

Para 2.2.13 is amended as follows:

"**2.2.13** When applying the provisions of regulation 18.3 of Annex VI to MARPOL 73/78 regarding fuel oil quality including provisions on fuel that shall not cause an engine to exceed the applicable NO_x emission limit, if biofuel, synthetic fuel and other fuels derived by methods other than petroleum refining or blends containing these fuels, apply, one shall be guided by Section ~~13~~ 15 of the Unified Interpretations to MARPOL Annex VI given in the latest version of the IMO circular MEPC.1/Circ.795.".

2.3 SULPHUR OXIDES (SO_X)

Para 2.3.5 is amended as follows:

"**2.3.5** For ships of 400 gross tonnage and above, and at the Administration's discretion, for ships of less than 400 gross tonnage (refer to IACS UI MPC29 (Rev.1 Apr 2014)), engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to MARPOL 73/78, and for MODU or other platforms regardless of their gross tonnage, engaged in voyages to waters under the jurisdiction of another Party to MARPOL 73/78, details of fuel oil delivered to and used on board shall be recorded by means of bunker delivery notes, except for gas fuel, that shall be retained on board for a period of three years after the fuel oil has been delivered on board. ~~and~~ Bunker delivery notes shall be accompanied by ~~a representative MARPOL delivered sample~~ a representative sample of the fuel oil delivered, except for the samples of the gas fuel delivered and, from 1 August 2025, except for the samples of the low-flashpoint fuel delivered, obtained at the receiving ship's inlet bunker manifold ~~by one of the following methods:~~.

Bunker delivery notes shall contain, at least, the information, including flashpoint, given in Appendix V of Annex VI to MARPOL 73/78 as amended by IMO resolution MEPC.362(79).

From 1 August 2025, the bunker delivery notes are required for gas fuel or low-flashpoint fuel and shall contain the information according to Regulation 18.5.2 of Annex VI to MARPOL 73/78 as amended by IMO resolution MEPC.385(81).

Sampling at the receiving ship's inlet bunker manifold shall be performed by one of the following methods:

.1 manual valve-setting continuous-drip sampling arrangement (sampler);

.2 time-proportional automatic sampling arrangement;

.3 flow-proportional automatic sampling arrangement.

~~Bunker delivery notes shall contain, at least, the information, including flashpoint, given in Appendix V of Annex VI to MARPOL 73/78 as amended by IMO resolution MEPC.362(79).~~".

Para 2.3.7 is amended as follows:

"**2.3.7** Fuel oil systems of ships ~~indicated in~~ taking into account 2.3.5 shall ensure the following:

.1 possibility to obtain ~~representative MARPOL delivered samples~~ representative samples of the fuel oil delivered as defined in regulation 2.1.22 of revised Annex VI to MARPOL 73/78 (IMO resolution MEPC.328(76)) at the receiving ship's inlet bunker manifold by means of the sampling arrangement according to ~~IMO resolution MEPC.182(59)~~ IMO circular MSC-MEPC.2/Circ.18 "Guidelines for the Sampling of Fuel Oil for Determination of Compliance with MARPOL Annex VI and SOLAC Chapter II-2";

.2 for a ship the keel of which is laid on or after 1 April 2022, the possibility to obtain the in-use sample as defined in regulation 2.1.16 of revised Annex VI to MARPOL 73/78 (IMO resolution MEPC.328(76)) from sampling points fitted or designated for these purposes taking into account IMO circular MEPC.1/Circ.864/Rev.1 "2019 Guidelines for on Board Sampling for the Verification of the Sulphur Content of the Fuel Oil Used on Board Ships";

.3 for a ship the keel of which is laid before 1 April 2022, the sampling point(s) referred to in 2.3.7.2 shall be fitted or designated not later than the first renewal survey on or after 1 April 2023.

The requirements of 2.3.7.2 and 2.3.7.3 are not applicable to fuel oil service systems used for low-flashpoint fuels or gas fuels.".

2.6 REQUIREMENTS FOR CARBON INTENSITY OF SHIPS

Para 2.6.1 is amended as follows:

"**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.".

Para 2.6.3. **The last sentence of the seventh paragraph** is amended as follows:

"When defining specialized heavy load carriers, ~~IACS Recommendation No. 170 (May 2022)~~ Unified Interpretations in the latest version of IMO circular MEPC.1/Circ.795 shall be followed;".

The eleventh paragraph is amended as follows:

"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 only applies;".

Para 2.6.4 is supplemented by the new paragraph reading as follows:

"If the design of a ship allows it to fall into more than one of the ship type definitions specified in Table 2.6.4, the required EEDI for the ship shall be the most stringent (the lowest) required EEDI".

Paras 2.6.5.1 — 2.6.5.4 are amended as follows:

"**2.6.5.1** The reduction factor *X* of Phase 0 is applied to the following types of new ships: bulk carriers, combination carriers, container ships, gas carriers, general cargo ships, refrigerated cargo carriers and tankers:

.1 ~~for which~~ the building contract of which is placed in Phase 0, and the delivery is before 1 January 2019; or

.2 the building contract of which is placed before Phase 0, and the delivery is on or after 1 July 2015 and before 1 January 2019; or

in the absence of a building contract:

.3 the keel of which is laid or which ~~are~~ is at a similar stage of construction on or after 1 July 2013 and before 1 July 2015, and the delivery is before 1 January 2019; or

.4 the keel of which is laid or which ~~are~~ is at a similar stage of construction before 1 July 2013, and the delivery is on or after 1 July 2015 and before 1 January 2019.

2.6.5.2 The reduction factor *X* of Phase 1 is applied to the following types of new ships: bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers:

for ship types where Phase 1 commences on 1 January 2015:

.1 ~~for which~~ the building contract of which is placed in Phase 1, and the delivery is before 1 January 2024; or

.2 the building contract of which is placed before Phase 1, and the delivery is on or after 1 January 2019 and before 1 January 2024; or

in the absence of a building contract:

.3 the keel of which is laid or which ~~are~~ is at a similar stage of construction on or after 1 July 2015 and before 1 July 2020, and the delivery is before 1 January 2024; or

.4 the keel of which is laid or which ~~are~~ is at a similar stage of construction before 1 July 2015, and the delivery is on or after 1 January 2019 and before 1 January 2024;

for ship types where Phase 1 commences on 1 September 2015:

.5 the building contract of which is placed in Phase 1, and the delivery is before 1 January 2024; or

.6 the building contract of which is placed before Phase 1, and the delivery is on or after 1 September 2019 and before 1 January 2024;

in the absence of a building contract:

.7 the keel of which is laid or which is at a similar stage of construction on or after 1 March 2016 and before 1 July 2020, and the delivery is before 1 January 2024; or

.8 the keel of which is laid or which is at a similar stage of construction before 1 March 2016, and the delivery is on or after 1 September 2019 and before 1 January 2024.

2.6.5.3 The reduction factor *X* of Phase 2 is applied to the following types of new ships: bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers:

for ship types where Phase 2 ends on 31 March 2022:

.1 the building contract of which is placed in Phase 2, and the delivery is before 1 April 2026; or

.2 the building contract of which is placed before Phase 2, and the delivery is on or after 1 January 2024 and before 1 April 2026; or

in the absence of a building contract:

.3 the keel of which is laid or which ~~are~~ is at a similar stage of construction on or after 1 July 2020 and before 1 October 2022, and the delivery is before 1 April 2026; or

.4 the keel of which is laid or which ~~are~~ is at a similar stage of construction before 1 July 2020, and the delivery is on or after 1 January 2024 and before 1 April 2026;

for ship types where Phase 2 ends on 31 December 2024:

.5 the building contract of which is placed in Phase 2, and the delivery is before 1 January 2029; or

.6 the building contract of which is placed before Phase 2, and the delivery is on or after 1 January 2024 and before 1 January 2029; or

in the absence of a building contract:

.7 the keel of which is laid or which ~~are~~ is at a similar stage of construction on or after 1 July 2020 and before 1 July 2025, and the delivery is before 1 January 2029; or

.8 the keel of which is laid or which ~~are~~ is at a similar stage of construction before 1 July 2020, and the delivery is on or after 1 January 2024 and before 1 January 2029.

2.6.5.4 The reduction factor *X* of Phase 3 is applied to following types of new ships: bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers:

for ship types where Phase 3 commences with 1 April 2022 and onwards:

.1 the building contract of which is placed in Phase 3; or

.2 the building contract of which is placed before Phase 3, and the delivery is on or after 1 April 2026; or

in the absence of a building contract:

.3 the keel of which is laid or which ~~are~~ is at a similar stage of construction on or after 1 October 2022; or

.4 the keel of which is laid or which ~~are~~ is at a similar stage of construction before 1 October 2022 and the delivery of which is on or after 1 April 2026;

for ship types where Phase 3 commences with 1 January 2025 and onwards:

.5 the building contract of which is placed in Phase 3; or

.6 the building contract of which is placed before Phase 3, and the delivery is on or after 1 January 2029; or

in the absence of a building contract:

.7 the keel of which is laid or which ~~are~~ is at a similar stage of construction on or after 1 July 2025; or

.8 the keel of which is laid or which ~~are~~ is at a similar stage of construction before 1 July 2025 and the delivery of which is on or after 1 January 2029.".

Para 2.6.8 is amended 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 of this Part 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 and cruise passenger ships. The above-mentioned requirements do not apply to cruise passenger ships having conventional propulsion. Ship type shall comply with the ship type specified in the IEEC except for LNG carriers and cruise passenger ships that previously have been categorized as "gas carrier" and "passenger ship" in accordance with Phase 1 of the EEDI application.

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

Para 2.6.9 is amended as follows:

"**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 recommendations No. 172 (~~June 2022~~Rev.1 Apr 2024) "EEXI Implementation Guidelines" and No. 173 (Nov 2022) "Guidelines on Numerical Calculations for the Purpose of Deriving the V_{ref} in the Framework of the EEXI Regulation" shall be followed (the documents are available on the IACS website (www.iacs.org.uk)).".

Paras 2.6.15 and **2.6.16** are amended as follows:

"**2.6.15** The SEEMP shall be developed by the shipowner, operator or any interested party as a ship-specific plan in compliance with the 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) given in IMO resolution MEPC.346(78), as amended by IMO resolution MEPC.388(81).

2.6.16 ~~On or before 31 December 2018, in~~ In the case of a ship of 5000 gross tonnage and above, the SEEMP shall include a description of the methodology that ships will use to collect the ship fuel oil consumption data and the processes that the ship will use to report the data to the Administration or any organization duly authorized by it, in accordance with IMO resolution MEPC.346(78), as amended by IMO resolution MEPC.388(81). Prior to collecting data specified in Appendix IX of Annex VI to MARPOL 73/78 as amended by IMO resolution MEPC.385(81), SEEMP shall be revised by the shipowner and verified by the Administration or any organization duly authorized by it, according to 2.6.17, to incorporate

the procedures for enhanced collection of ship fuel oil consumption data in accordance with the methods given in IMO resolution MEPC.388(81).".

Existing para 2.6.17 is renumbered **2.6.18**.

Exiting para 2.6.18 is amended as follows:

"~~**2.6.18**~~**2.6.17** ~~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.~~ For ships flying the flag of the Administration which implements the amendments to Annex VI to MARPOL 73/78, introduced by IMO resolution MEPC.385(81), early from 1 January 2025:

SEEMP shall be revised by the shipowner to incorporate the procedures for enhanced collection of ship fuel oil consumption data in accordance with the methods given in IMO resolution MEPC.388(81), and verified by the Administration or any organization duly authorized by it, before 1 January 2025 or the delivery date for ships delivered on or after 1 January 2025. Where retrofit/installation of fuel flow meters or other methodologies are planned, these actions shall be completed within the same timeframe;

ship fuel oil consumption data shall be collected and reported to the Administration or any organization duly authorized by it, as per 2.6.21 in accordance with the procedures for enhanced data collection throughout the entire year of 2025 and beyond.

For ships flying the flag of the Administration which implements the amendments from the entry into force date of 1 August 2025:

SEEMP shall be revised to incorporate a description of procedures for enhanced collection of ship fuel oil consumption data in accordance with the methods given in IMO resolution MEPC.388(81), and verified by the Administration or any organization duly authorized by it, before 1 January 2026. Where retrofit/installation of fuel flow meters or other methodologies are planned, these actions shall be completed within the same timeframe;

ship fuel oil consumption data shall be collected according to the existing procedures given in IMO resolution MEPC.346(78) throughout the entire year of 2025, and therefore the data shall be reported at the beginning of 2026. Ship fuel oil consumption data according to the procedures for enhanced data collection given in IMO resolution MEPC.388(81), shall be collected and reported from 1 January 2026 and beyond;

ships delivered on or after 1 August 2025 shall have SEEMP incorporating the description of procedures for collection of ship fuel oil consumption data according to the procedures for enhanced data collection before the date of delivery and shall collect data according to these procedures from the date of delivery. The data shall be reported in early 2026 and beyond in accordance with Appendix IX of Annex VI to MARPOL 73/78, as amended by IMO resolution MEPC.385(81).".

Para 2.6.19 is amended as follows:

"**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~~ ship fuel oil consumption data collection system.".

Para 2.6.21 is amended as follows:

"**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 as amended by IMO resolutions MEPC.362(79) and MEPC.385(81) via electronic communication. New revision of Appendix IX in IMO resolution MEPC.385(81) applies since 1 August 2025 taking into account 2.6.17.~~, and the value of attained CII~~ The data on operational carbon intensity shall be submitted using a standardized data-reporting format given in Appendix 3 in IMO resolution MEPC.346(78)~~, via electronic communication~~.".

Para 2.6.22 is amended 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 amended by IMO resolution MEPC.389(81), 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~~ Statement of Compliance Fuel Oil Consumption Reporting and Operational Carbon Intensity Rating (form 2.4.43) ~~in accordance with the form given in Appendix X of Annex VI to MARPOL 73/78~~ according to regulations 6.6 and 6.7 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~~.".

Para 2.6.29 is amended as follows:

"**2.6.29** For preliminary and final verification of compliance with the EEDI requirements, IACS PR No. 38 (Rev.4 ~~5 Feb~~ Oct 202~~3~~4) "Procedure for Calculation and Verification of EEDI" which contains the Industry Guidelines for Calculation and Verification of EEDI (the document is available on the IACS website (www.iacs.org.uk)) shall also be applied.".

APPENDIX 1

INSTRUCTIONS ON THE IMPLEMENTATION OF REVISED ANNEX V TO MARPOL 73/78

8 GARBAGE MANAGEMENT PLAN

Last paragraph is deleted.

Russian Maritime Register of Shipping

Rule Change Notice
to the Guidelines on the Application of Provisions
of the International Convention MARPOL 73/78

Endorsed: 24-228977

FAI "Russian Maritime Register of Shipping"
7, Litera A, Millionnaya Ulitsa,
St. Petersburg, 191181
www.rs-class.org/en/