



## TÜRK LOYDU RULE CHANGE SUMMARY

TL NUMBER: 01/2023

MARCH 2023

Latest editions of TL Rules incorporate all rule changes. The latest rule revisions of a published rule are shown with a vertical line. Changes after the publication of the rule are written in red colour.

Please note that within this document added items are written in red and for deleted items strikethrough is applied. After the publication of relevant rule, those revisions are to be indicated with a vertical line. Following Rule Changes presented in English are also implemented into Turkish Version of Rules.

### RULE CHANGE SUMMARY

#### CHAPTER 27 - CONSTRUCTION OF WOODEN PASSENGER VESSELS

<u>No</u>	<u>Item</u>
01	<a href="#">Section 1</a>
02	<a href="#">Section 6</a>

#### PART D – CHAPTER 76 - ENVIRONMENTAL SERVICE SYSTEM

<u>No</u>	<u>Item</u>
01	<a href="#">Section 1</a>
02	<a href="#">Section 2</a>

---

**PART C – CHAPTER 27 - CONSTRUCTION OF WOODEN PASSENGER VESSELS**

---

**01. Section 01 – Hull Construction General Requirements**

**Revision Date:** March 2023

**Entry into Force Date:** 1 April 2023

This chapter is issued only in Turkish in this regard revision will be stated in Turkish. Item A.1 was revised as below:

- Gemilerin gros tonu 300 tonu geçmemelidir. Bayrak İdaresi'nin uygulamasına göre gros tonaj değeri 500 GT'a kadar arttırılabilir.

Title of items A.5.3.6 and 5.3.7 were revised as below:

**5.3.6 Su geçmezlik (weathertight integrity)**

**5.3.7 Su geçirmezlik (watertight integrity)**

Item A.6.3 was added as below:

**6.3 Dış Kaplama Açıklıkları**

Su geçmezlik bütünlüğü sağlamak amacıyla kullanılan standartlar uygulanabilir olduğu sürece ILLC'ye uygun veya eşdeğer olmalıdır.

Perde güvertesi altında yer alan lumbuzlar, kör kapaklar, borda kapılar ve dış kaplamadaki açıklıkların kapatılması ile ilgili diğer düzenler etkin dizayn ve yapıda, yer aldıkları mahal dikkate alınarak yeterli mukavemette olacaktır ve dış açıklıkların su geçirmez bütünlüğünü sağlamak için denizde kalıcı olarak kapalı tutulacaktır.

Item A.7.4.1 was revised as below:

Perde güvertesi üzerinde yer alan lumbuzlar, ambar kapakları, kapılar ve dış kaplamadaki açıklıkların kapatılması ile ilgili diğer düzenler etkin dizayn ve yapıda, yer aldıkları mahal dikkate alınarak yeterli mukavemette olacaktır.

**01. Section 06 – Fire Protection**

**Revision Date:** March 2023

**Entry into Force Date:** 1 April 2023

Title of item F was revised as below:

- F. 12'den Fazla, 36'dan Az Yolcu Taşıyan ve Kıydan İtibaren 20 Deniz Mili Mesafe Aşılmaksızın K-20 Kısıtlı Sefer Yapan Ahşap Yolcu Tekneleri İçin Uygulanacak İlave Kurallar**

---

## **PART D – CHAPTER 76 - ENVIRONMENTAL SERVICE SYSTEM**

---

### **01. Section 01 – General Information**

**Revision Date:** March 2023

**Entry into Force Date:** 1 April 2023

Item B.1 was revised according to MEPC.364(79) and MEPC.365(79) as below:

~~MEPC.245(66) as amended by MEPC 263(68) and MEPC 281(70)~~ **364(79)**, 2014**22** Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships,

~~MEPC.254(67) as amended by MEPC 261(68) and MEPC.309(73)~~ **365(79)**, 2014**22** Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)

~~MEPC 282(70)~~ **346(78)**, 2016**22** Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)

### **02. Section 02 – Environmental Passport**

**Revision Date:** March 2023

**Entry into Force Date:** 1 April 2023

Item C.4.2 was revised according to MEPC.368(79) as below:

**4.2** Type approval in accordance with IMO Resolution MEPC 244(66), **as amended** is necessary for all incinerators installed on board.

**Revision Date:** March 2023

**Entry into Force Date:** 1 April 2023

Item C.7 was revised according to MEPC.364(79) and MEPC.365(79) as below:

#### **7. Energy Efficiency**

~~7.1 Greenhouse gases emitted by international shipping contributed 2.7 % to global CO<sub>2</sub> emissions in 2007, acc. to the 2<sup>nd</sup> IMO GHG Study, MEPC 59/INF10.~~

~~IMO developed the EEDI as a technical measure to successively improve a ship's efficiency. The index displays the theoretical CO<sub>2</sub> emission per cargo capacity and reference speed.~~

#### ~~7.2 Scope of application~~

~~The requirements apply to all new ships as described in MEPC.245(66) as amended by MEPC 263(68) and MEPC 281(70), 2014 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships.~~

#### ~~7.3 EEDI statement of compliance~~

~~Compliance with the above mentioned requirements is confirmed by the "EEDI Statement of Compliance", which is issued by TL.~~

**All requirements according to Chapter 4 of MARPOL Annex VI, Regulations on Energy Efficiency for Ships, apply to all ships. According to these regulations:**

- **ship's attained EEDI is to be calculated according to MEPC.364(79) and the attained EEDI is to be verified according to MEPC.365(79), based on the approved EEDI technical file**
- **the SEEMP required by regulation 26 of MARPOL Annex VI is to be on board**

Compliance shall be verified with the International Energy Efficiency Certificate. Moreover for ships 5,000 GT and above compliance shall be verified with the Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating.

## 7.2 Ship Energy Efficiency Management Plan (SEEMP)

All ships of 400 gt or above are required to have a Ship Energy Efficiency Management Plan (SEEMP) onboard, at initial survey according to Guidelines developed by the IMO (MEPC 282/346(78)).

In the case of a ship of 5,000 gross tonnage and above and required to apply regulation 27 of MARPOL Annex V, the SEEMP shall include a description of the methodology that will be used to collect the data required by regulation 22A.1 of this Annex and the processes that will be used to report the data to the ship's Administration complies with regulation 26.2 of MARPOL Annex VI. Confirmation of compliance shall be provided to, and retained on board, the ship.

In the case of a ship of 5,000 gross tonnage and above and required to apply regulation 28 of MARPOL Annex VI, the SEEMP shall complies with regulation 26.3 of MARPOL Annex VI. Confirmation of compliance shall be provided to, and retained on board, the ship.

### ~~E. Voluntary Participation in TL Energy Efficiency Operational Indicator (EEOI) monitoring~~

#### ~~1. General~~

~~As introduced in 7.1, IMO aims to increase ships efficiency also for ships in service. An operational measure is the Energy Efficiency Operational Indicator. The EEOI displays the effective CO2 emissions per unit of cargo transported and nautical mile sailed and is averaged over a certain period.~~

#### ~~2. Scope of application~~

~~TL calculates the EEOI based on customer data on fuel oil consumption, cargo transported and sailing distances for an agreed ship operational time period (e.g. a year) and delivers the results back to the customer. The required customer data are to be submitted to TL in a suitable format. TL carries out data pre-checks and, if necessary, clarifies outstanding questions. The verification is done by an customer office check.~~

#### ~~3. EEOI Certificate~~

~~With the results from 2. TL issues the EEOI Certificate with a validity of 1 year based on "Guidelines for Voluntary Use of the Ship Energy Efficiency Operational Indicator (EEOI)" (MEPC.1/Circ. 684).~~

~~Likewise on customer request TL issues an updated "EEOI Certificate" based on updated values past termination of any further ship operational year according to instructions under 2. and 3.~~

---

For further information:

**Bekir Sıtkı TÜRKMEN**

**Division Manager, Rule Development and Statutory Legislation**

**Tel: +90- 216 581 37 83**

**Fax: +90- 216 581 38 40**

**E-mail: [tl\\_kural@turkloydu.org](mailto:tl_kural@turkloydu.org)**

**Web: [www.turkloydu.org](http://www.turkloydu.org) LEGAL NOTICE All rights reserved.**

*The information contained here is for general information purposes only.*

*Türk Loydu shall be under no liability or responsibility in contract or negligence or otherwise howsoever to any person in respect of any information or advice expressly or impliedly given in this document, or in respect of any inaccuracy herein or omission here from or in respect of any act or omission which has caused or contributed to this document being issued with the information or advice it contains (if any).*