



Future IMO and ILO Legislation

Autumn 2024 – Upcoming changes to mandatory statutory regulations and instruments

Including adopted amendments entering into force on or after 1 November 2024, requirements which have entered force but are phasing in for some ships, and significant developments up to and including the Marine Environment and Protection Committee (MEPC 82) in October 2024.

How to use this document

Adopted future IMO and ILO legislation

Part 1 – Adopted requirements in a transitional period for full application

This part includes requirements that have already entered into force but are still in a transitional period for their full effect due to a phased approach to their application. For example, some parts of a requirement may apply on different dates depending on the type and size of ship.

Part 2 – Adopted requirements entering into force in future

This part includes requirements that have been adopted and have an entry into force date which has been established by the IMO or ILO, but which has not yet been reached. It also covers requirements that have been adopted but have no certain entry into force date because the conditions for entry into force have not been met.

In development future IMO and ILO legislation

Part 3 – IMO and ILO requirements still under development

This part covers requirements that are still under discussion at the IMO and have not been adopted. The entry in force date has not been agreed although a predicted entry into force is suggested. This section is subject to change as discussions progress.

Part 4 – Prospective IMO and ILO requirements

This part covers potential requirements due to be considered at the IMO and ILO.

Part 5 – Changes since previous version

This part lists the changes since the last edition of this document.

Tables – quick references for application

The tables in the following pages provide a quick reference guide as to which items in this document are relevant for different ship types. This is for general information only and the advice is to study the application for each entry in this document as it can be complex. Each item is assigned an LR reference number, which is shown in the left-hand

column of the full entry as shown in the example below and repeated in the index tables. The number in the index table is hyperlinked to the full entry.

412

Adopted by
MSC.550(108)

Entry into force
1 January 2026

Amendments to SOLAS Regulation II-2/7.5.5 - Fire protection of control stations rooms on new cargo ships

Background: The IMO adopted amendments to SOLAS regulation II-2/7.5.5 and approved consequential amendment respect to the protection of accommodation and service spaces and control stations where a fixed fire detection and alarm system is required. The following text is added to the protection methods in paragraphs 5.5.1, 5.5.2 and 5.5.3: "and in all control stations and service spaces where a fixed fire detection and alarm system is required." A revised circular was published as MSC.1/Circ.1456/Rev.1 which supersedes MSC.1/Circ.1456 and MSC.1/Circ.1492.

Implication: Shipyards and shipowners will need to comply with the amended SOLAS requirements for protection of spaces and control stations where a fixed fire detection and alarm system is required. As a result, control stations and service spaces will need to be protected.

- Table I – All, New or Existing – Adopted amendments coming into effect
- Table II – All, New or Existing – Likely amendments coming into effect

Timelines

The timelines on pages 5, & 6 show significant requirements referenced in this document. The reference number to the top left of each item is hyperlinked to the full entry in the document.

Navigation of this document

The document includes a hyperlinked shortcut menu at the bottom of each page.

Lloyd's Register Future IMO and ILO Legislation – Autumn 2024

Shortcuts Menu: [Parts 1, 2, 3, 4, 5](#) [Tables Table I, Table II](#) [Timeline 1, 2](#)

Notes

1. Non-mandatory legislation is not included.
2. Unless otherwise specified, the term 'cargo ship' is used to describe any vessel that is not a passenger ship.
3. In the Application section for each entry, references to 'all ships' should be taken to mean all ships to which that convention, annex or chapter applies, which might include other ships types to those listed in the tables. It is also assumed that ships are engaged on international voyages.
4. Applicability of regulations varies for Floating Storage Units (FSU) and Floating Production Storage and Offloading units (FPSO) depending on whether they are detached and under voyage or fixed. The application tables in this report reflect only the minimum requirements which are permanently applicable. The same applies to Mobile Offshore Drilling Units (MODU). Requirements for Offshore Supply Vessels (OSVs) are the same as those listed for general cargo ships.
5. Entries marked with * in the tables have staggered application dates. Application details should be carefully checked.
6. SOLAS amendments now follow a four-year cycle (next entry into force date is 1 January 2028) unless adopted under conditions of exceptional circumstance (see IMO Circular MSC.1/Circ.1481) in which case implementation may be earlier e.g. due to the effects of the Coronavirus pandemic an additional entry into force date of 1 January 2026 for amendments to SOLAS and associated IMO instruments has been agreed.
7. If there is a shipbuilding delay after contract signing, it is important to note that most IMO requirements apply based on the keel laying date and some also have a delivery date requirement, so a delay may necessitate different equipment or design.
8. Some requirements only apply to certain operational choices, such as geographical trading area or activities which may or may not be carried out. In these cases, the widest possible applicability is shown in the tables, and it is necessary to assess whether the requirement applies to an individual ship.
9. Occasionally entries are not included in categories in reference tables, in this edition they are under the "other" column. These are entries only concerned with one specialised ship type such as fishing vessels (238) and non-SOLAS ships (487).
10. In the ship type tables, equipment and materials are included.
 - Equipment is where there are new equipment standards in place, i.e. for SOLAS lifejackets (406).
 - Materials, where there are new materials permitted. i.e. for high manganese austenitic steel (445 and 446).

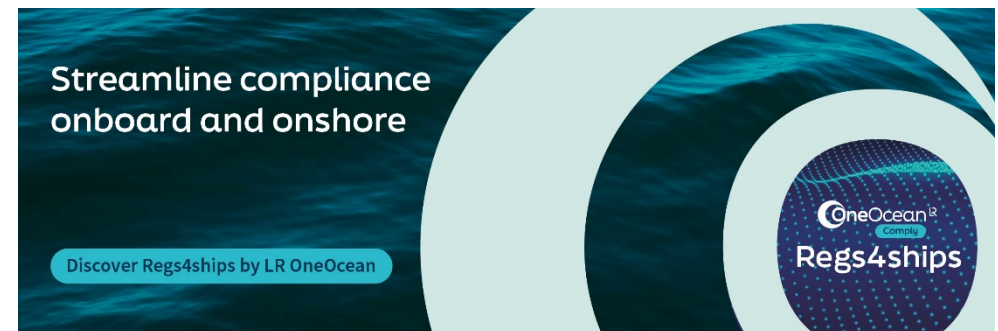
Further information from Lloyd's Register

As well as this document, we publish reports of IMO meetings which are relevant to Lloyd's Register (LR). To register to receive these by email, and to download previous documents, please visit www.lr.org/imo.

When clicking on resolutions like below, it will take you to Regs4ships, a subscription service from OneOcean^{LR}.

Adopted by MSC.532(107) MSC.538(107) Entry into force 1 January 2026 487	Amendments to SOLAS chapter XIV and Related Amendments to the Polar Code Background: After reviewing the technical analysis of the feasibility and consequences of applying chapters 9 and 11 SOLAS ships, IMO has published amendments to SOLAS Chapter XIV together with amendments to the Polar Code. MSC.2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and MSC.538(107) adds new chapters 9-1 (Safety of fishing vessels) and 11-1 (Voyage Planning for Non-SOLAS ships) to the Polar Code. Implication: Designers, builders, equipment manufacturers, owners and operators of fishing vessels, pleasure yachts and cargo ships.
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Further details of Regs4ships can be found below



Regs4ships provides uninterrupted access to live and archived regulatory publications – covering not just IMO content but multiple sources, including the ILO and numerous flag States.

Summary of major developments:

This version covers updates from FAL 48, MSC 108, NCSR 11, III 10, CCC 10 and MEPC 82.

The hyperlinked number in brackets is the LR reference used in this document for the detailed entry.

New approvals or adoptions:

Adopted

- Adopted - Amendments to the LSA Code - single fall and hook systems with on-load release capability ([379](#))
- Adopted - Amendments to the LSA Code to address the in-water performance of SOLAS adult lifejackets ([406](#))
- Adopted - Amendments to SOLAS Chapter II-2/20 - Fire safety on ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles ([409](#))
- Adopted - Amendments to SOLAS Regulation II-2/7.5.5 - Fire protection of control stations and cargo control rooms on new cargo ships ([412](#))
- Adopted - Amendments to the IGF Code - 2026 ([431](#))
- Adopted - Amendments 42-24 to the International Maritime Dangerous Goods (IMDG) Code ([525](#))
- Adopted - Amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59)) - loading conditions ([527](#))
- Adopted - Amendments to SOLAS V/31 and V/32, and to Protocol I of MARPOL Article V - Reporting on the loss of containers ([532](#))
- Adopted - Amendments to the STCW Code - Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault ([573](#))
- Adopted - Amendments to the International Life-Saving Appliance (LSA) Code - Launching appliances using falls and a winch ([585](#))
- Adopted - Amendments to the Fire Safety Systems (FSS) Code - fire safety on Ro-Ro passenger ships (Chapter 7 amendments) and all ships (Chapter 9 amendments) ([658](#))
- Adopted - Amendments to the resolution MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear ([661](#))
- Adopted - Revised annex to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F) ([670](#))

- Adopted - Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code ([671](#))
- Adopted - Amendments to SOLAS regulation II-2/4 related to oil fuel parameters other than flashpoint ([676](#))
- Adopted - Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter ([770](#))
- Adopted - Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter ([771](#))
- Adopted - Amendments to SOLAS - New Regulation II-1/3-4.2 – Emergency towing arrangements for new ships, other than tankers, of 20,000GT and over ([442](#))

Approved

- Approval of - Draft amendments to MARPOL Annex VI and the NOx Technical Code on the use of multiple engine operational profiles for a marine diesel engine ([467](#))
- Approval of - Draft amendments to the NOx Technical Code with regard to re-certification procedures of existing engines ([731](#))
- Approval of - Draft amendment to IGC Code - paragraph 16.9 - Alternative fuels and technologies - on the possibility to use toxic cargo as fuel if accepted by the Administration ([785](#))
- Approval of - Draft amendments to the IGF Code – Various amendments ([708](#))

Significant new items being considered or milestones in ongoing developments:

- A basket of candidate GHG Mid-Term Measures is being considered ([613](#))
- Review of the Short-Term Reduction Measure (CII and EEXI) ([828](#))
- Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels ([823](#))
- The Cape Town Agreement has reached the entry-into-force threshold for the number of ratifying States, but hasn't yet reached the aggregate number of fishing vessels threshold ([238](#))
- Proposed amendments to the Ballast Water Management Convention ([750](#))
- The review of the STCW Convention ([572](#))
- Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships ([590](#))
- Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS) ([497](#))

Timeline 1 – Future Safety Requirements



Under development

IGC Code
(785) Amendments related to use of ammonia cargo as fuel – voluntary early implementation. Full entry into force 1 July 2026.

Various
(823) Safety regulatory framework to support GHG reduction

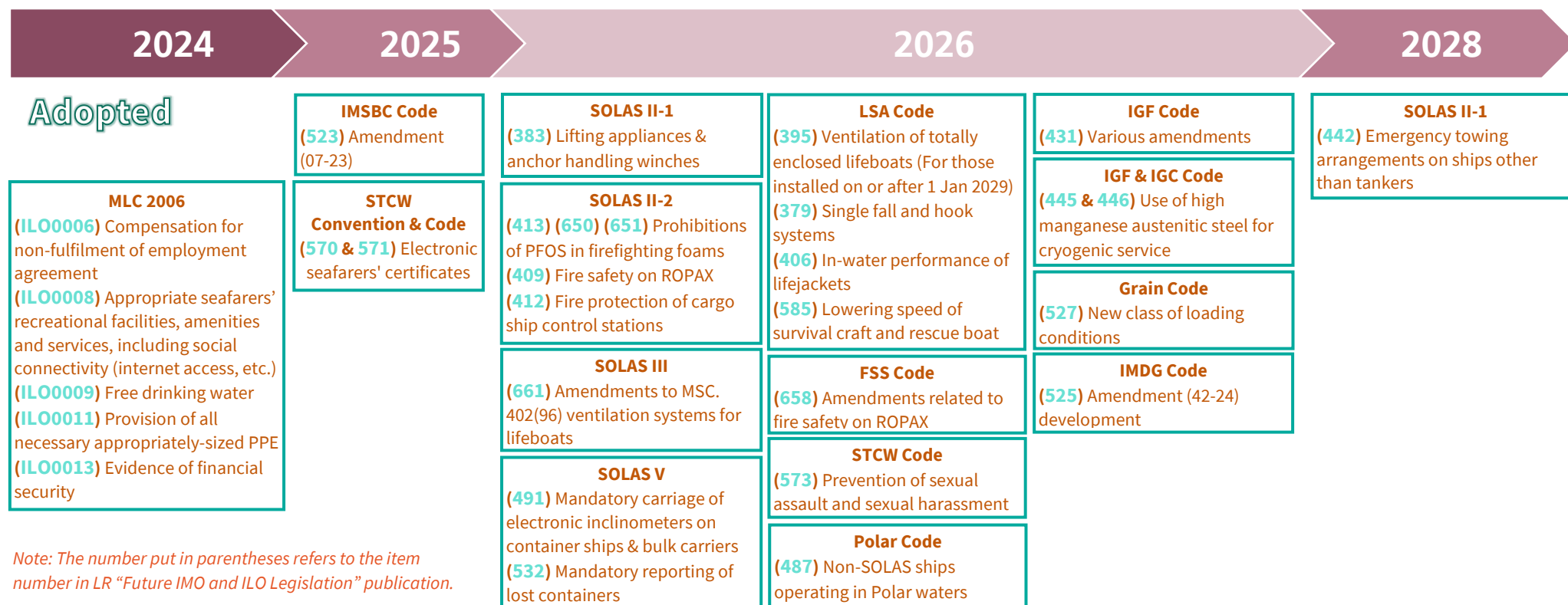
SOLAS V
(642) Pilot Transfer Arrangements

IGF Code
(708) Various amendments

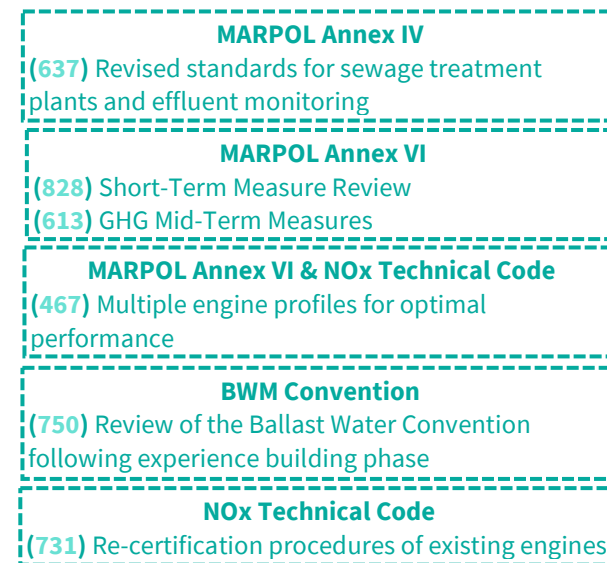
IGC Code
(528) 2028 Version

MASS Code
(497) Development of MASS Code

STCW Convention & Code
(572) Comprehensive review



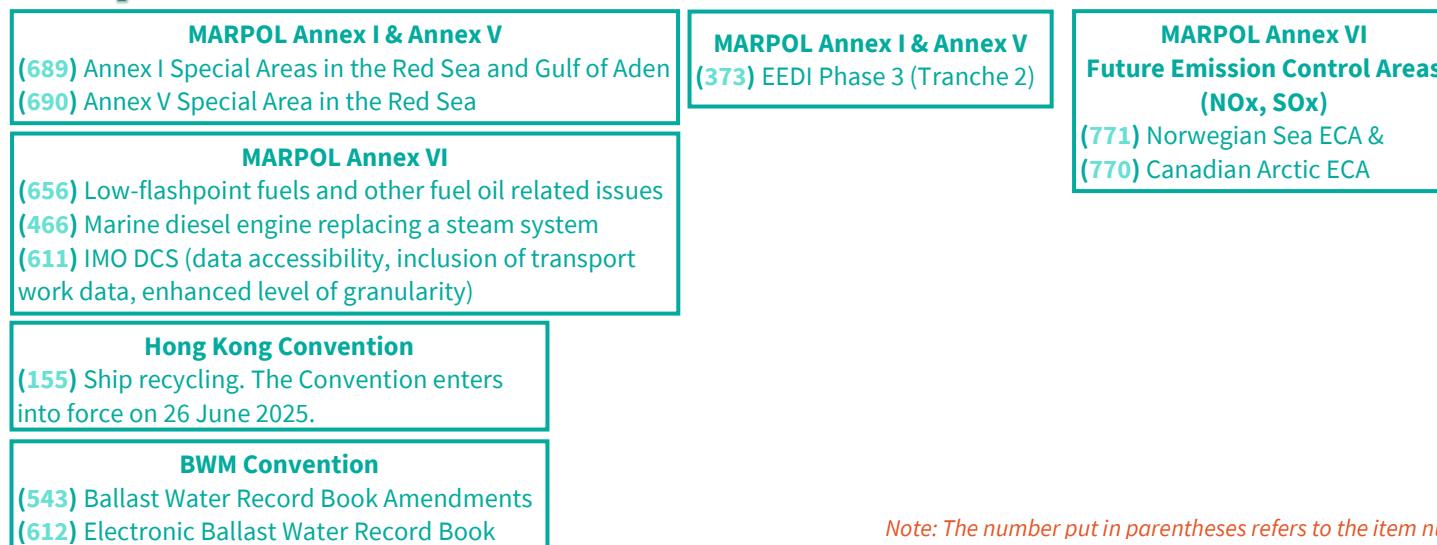
Timeline 2 – Future Environmental Requirements



Under development



Adopted



Note: The number put in parentheses refers to the item number in LR “Future IMO and ILO Legislation” publication.

Table I – All NEW and EXISTING SHIPS – Adopted amendments coming into effect (A=All, N=New, E=Existing)

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
Prior to 1 November 2024	12	188/264*	N	N	N	N	N	N	N	N	N						N		
		341	E	E															
		342	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		370	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		373*	N	N	N	N	N	N	N	N	N						N		
		377*	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		368	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		386			A														
		350	N	N	N	N		N	N	N	N	N			N	N	N		
		365	A	A	A	A	A	A	A	A	A				A	A	A	A	
		366	N	N	N	N	N	N	N	N	N				N	N	N		
		374							N	N	N								
		403	N	N	N	N		N	N	N	N	N			N	N	N		
		518	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
23 December 2024	31	ILO0006	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO0008	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO0009	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO0011	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO0013	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
1 January 2025	33	523						A		A									
		570	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		571	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		689	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		690	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
1 February 2025	36	543	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
26 June 2025	37	155	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		A
1 August 2025	39	466	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		611	A	A	A	A	A	A	A	A	A	A			A	A	A		
		656	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
1 October 2025	41	612	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
1 January 2026	42	379	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		383	A	A	A	A	A	A	A	A	A				A	A	A	A	
		395	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		406	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		409		A							N								
		412			N	N	N	N	N	N	N				N	N	N		
		413	A	A	A	A	A	A	A	A	A				A	A	A		
		431	A	A	A	A		A	A	A	A	A			A	A	A		
		445					A												A
		446	A	A	A	A		A	A	A	A	A			A	A	A		A
		449	A	A	A	A	A	A	A	A	A				A	A	A		
		487			A	A	A	A	A	A	A	A			A	A	A		
		491						N	N										
		525	A	A	A	A	A	A	A	A	A	A			A	A	A		
		527						A		A									
		532	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		556			A			A											
		573	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		585	A	A	A	A	A	A	A	A	A	A			A	A	A	N	
		650										A							
		651										A							
		658	N	N	N	N	N	N	N	N	N				N	N	N	N	
		661	A	A	A	A	A	A	A	A	A				A	A	A	A	
		670															A		
		671															A		
		676	A	A	A	A	A	A	A	A	A				A	A	A		
1 March 2026	61	770	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		771	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
1 January 2028	62	442	N	N			N	N	N	N	N				N	N	N		
Adopted not yet met entry into force	63	238															A		

Table II – All NEW and EXISTING SHIPS – Likely amendments coming into effect (A=All, N=New, E=Existing)

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
Expected 1 July 2026	66	785					A												
Expected 9 October 2026	66	734															A		
Expected 1 January 2027	66	709						A		A									
Expected 1 March 2027	67	467	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
		613	A	A	A	A	A	A	A	A	A	A			A	A	A		
		731	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	
Expected 30 March 2027	70	750	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Expected 1 April 2027	72	813	A	A	A	A	A	A	A	A	A	A			A	A	A		
Expected 1 September 2027	73	378	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Expected 1 January 2028	74	528					A												
		589	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		606	A	A	A	A	A	A	A	A	A				A	A	A		
		607			A	A	A	A	A	A	A				A	A	A	A	
		609										A							
		642	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		708	A	A	A	A		A	A	A	A	A			A	A	A		
		719			A			A											
		721	N	N	N	N	N	N	N	N	N				N	N	N		
		728	N	N	N	N	N	N	N	N	N	N	N		N	N	N		
Expected 1 March 2028	84	828	A	A	A	A	A	A	A	A	A						A		
	85	572	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Expected 1 March 2029	85	572	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Expected 1 June 2031	86	637	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Expected 1 January 2032	86	497	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		586	A	A	A	A	A	A	A	A	A	A			A	A	A		
Expected other	88	823	A	A	A	A	A	A	A	A	A	A			A	A	A		

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
Proposed IMO / ILO work	90	566	A	A								A							
		590							N										
		608	N	N	N	N	N	N	N	N	N				N	N	N	N	
		610	N	N	N	N	N	N	N	N	N	N			N	N	N		
		737							A	A									
		809							A										

Part 1

Adopted IMO and ILO requirements in a transitional period

This part includes requirements that have already entered into force but are still in a transitional period for their full effect due to a phased approach to their application. For example, some parts of a requirement may apply on different dates depending on the type and/or size of ship.



188+264*

Adopted by
MEPC.203(62)
(MEPC.203(62)) has
 been further amended by
MEPC.251(66),
MEPC.301(72) and
MEPC.324(75) all of
 which have been
 consolidated by
MEPC.328(76))

Entry into force
1 January 2013

Class News
No. 18/2018

Amendments to Chapter 4 of MARPOL Annex VI: Regulation 24 – Phase 2 Implementation of Energy Efficiency Design Index (EEDI)

Background: EEDI requirements were adopted within MARPOL Annex VI to promote more efficient new ships to reduce CO₂ emissions from new ships. EEDI implementation has a phased increase in the value of reduction factors from the reference value defined in MARPOL Annex VI, Regulation 24.3.

EEDI reflects the amount of CO₂ generated per tonne-mile (cargo carrying capacity). It provides a uniform approach to calculating a ship's energy efficiency during its design and construction and it promotes efficient ship design.

Table - Shows the reduction factor as a percentage for the Required EEDI compared to the EEDI Reference line for Phase 2 implementation. The Phase 2 (Tranche 2) requirements were effective from 1 January 2020 for the listed ship types and sizes. The Table also shows those ship types whose Phase 2 (Tranche 1) implementation ended on 31 March 2022. Note that additional amendments to EEDI for Phase 3 (Tranche 1 & 2) implementation of the listed ship types have been adopted by Resolution MEPC.324(75). The Phase 3 (Tranche 1) requirements were effective from 1 April 2022, while Phase 3 (Tranche 2) requirements will be effective from 1 January 2025 and further details of Phase 3 implementation can be found in item **373**.

Ship Type	Size (DWT)	Phase 2 1-Jan-20 – 31-Mar-22	Phase 2 1-Jan-20 – 31-Dec-24
Bulk carrier	20,000 DWT and above		20
	10,000 and above but less than 20,000 DWT		0-20*
Gas carrier	15,000 DWT and above	20	
	10,000 and above but less than 15,000 DWT		20
	2,000 and above but less than 10,000 DWT		0-20*
Tanker	20,000 DWT and above		20
	4,000 and above but less than 20,000 DWT		0-20*
Container ship	200,000 DWT and above	20	
	120,000 – 200,000 DWT	20	
	80,000 – 120,000	20	
	40,000 – 80,000 DWT	20	
	15,000 – 40,000 DWT	20	
	10,000 – 15,000 DWT	20	
General Cargo ships	15,000 DWT and above	15	
	30,000 – 15,000 DWT	0-15*	
Refrigerated cargo carrier	5,000 DWT and above		15
	3,000 and above but less than 5,000 DWT		0-15*

Combination carrier	20,000 DWT and above		20
	4,000 and above but less than 20,000 DWT		0-20*
Ro-ro cargo ship (vehicle carrier)**	10,000 DWT and above		15
LNG Carrier**	10,000 DWT and above	20	
Ro-ro cargo ship**	2,000 DWT and above		20
	1,000 and above but less than 2,000 DWT		0-20*
Ro-ro passenger ship**	1000 DWT and above		20
	250 and above but less than 1,000 DWT		0-20*
Cruise passenger ship** having non-conventional propulsion	85,000 GT and above	20	
	25,000 – 85,000 GT	0-20*	

* Reduction factor to be linearly interpolated between the two values dependant upon ship size. The lower value of the reduction factor is to be applied to the smaller ship size.

** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 2.1 of regulation 2.

Implication:

Shipbuilders and Designers: Ships will need to be designed and constructed to reduce CO₂ emissions. There are several ways to achieve this which include:

- Increase ship size: engine power ratio
- Reduce lightship weight
- Innovative solutions (e.g. air bubble – friction reduction)
- Optimise propeller efficiency
- Hydrodynamics improvement
- Speed reduction
- Use of renewable power source (e.g. wind, solar power)
- Low carbon fuels (e.g. LNG)
- Energy saving devices (e.g. WHR, shaft generators)

Shipowners and Ship Managers: There are several technical and operational measures that can be considered to reduce GHG emissions. Any EEDI assessments carried out by designers in the initial and final design stages for above mentioned new ships are to adopt the latest reduction factor requirements as per the table above.

Owners/Managers, if considering a major conversion of an existing ship will need to assess if the ship will be considered as a new ship following conversion.

Application: Bulk Carriers, Combination Carriers, Containerships, Cruise Passenger Ships with non-conventional propulsion, Gas Carriers, General Cargo Ships, LNG Carriers, Ro-ro Cargo Ships, Ro-ro Cargo (vehicle carrier) Ships, Ro-ro Passenger Ships, Refrigerated Cargo Carriers and Tankers all

of which are new ships as defined in Regulation 2.2.18 of MARPOL Annex VI, new ships which undergo major conversion or are new or existing ships which undergo major conversion that is so extensive that the ship is regarded by the Administration as a newly-constructed ship.

According to UIs in MEPC.1/Circ.795/Rev.9, for the purpose of EEDI application, a new ship is a ship:

- 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 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 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:
 - .1 the building contract of which is placed in Phase 2, and the delivery is before 1 January 2029; 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 January 2029; or in the absence of a building contract:
 - .3 the keel of which is laid or which 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
 - .4 the keel of which is laid or which 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.

A “major conversion” means a conversion of a ship:

- which substantially alters the dimensions, carrying capacity or engine power of the ship;
- which changes the type of the ship;
- the intent of which in the opinion of the Administration is substantially to prolong the life of the ship;
- which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention 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 or the applicable required EEXI.

Related Instruments

- **MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions.**
- **MEPC.231(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI).**
- **MEPC.233(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion.**
- **MEPC.364(79) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships.**

	<ul style="list-style-type: none"> • MEPC.365(79) - 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI), as amended by MEPC.374(80). • MEPC.1/Circ.896 - 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI. • MEPC.1/Circ.795/Rev.9 - Unified Interpretations to MARPOL Annex VI
341 Adopted by MSC.436(99) Entry into force 1 January 2020	<p>Amendments to SOLAS II-1/1 and II-1/8-1.3 requiring the provision of computerised stability support for the master in case of flooding</p> <p>Background: Amendments to SOLAS chapter II-1 to require the provision of a computer, able to carry out damage stability calculations on existing passenger ships, were considered to be necessary to support the master in the case of flooding.</p> <p>SOLAS chapter II-1/1 makes it clear which regulations are applicable to “new” and “existing” ships. Regulation II-1/8-1 has been amended to include a requirement for crews onboard existing passenger ships to have the capability to assess stability after damage, either onboard or with onshore assistance. New passenger ships (keels laid on or after 1 January 2014) are already required to provide this.</p> <p>Implication: Existing passenger ships will have to be provided with suitable stability support. Obtaining the data needed for developing the hull model could be challenging and owners are recommended to start considering what is needed at the earliest opportunity. Loading instruments which comply with IACS UR L5 (Rev.4 June 2020) Type 4 Stability Software will meet these requirements.</p> <p>Application: Passenger ships constructed before 1 January 2014 of 120m or more in length or with three or more main fire zones are to comply from the first Passenger Ship Safety Certificate renewal survey after 1 January 2025.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.1/Circ.1589 - Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014
342 Adopted by MEPC.314(74) MEPC.316(74) MEPC.317(74) Entry into force	<p>Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 - Use of electronic record books</p> <p>Background: The IMO periodically reviews the administrative provisions of mandatory requirements and considers ways to make these more efficient.</p> <p>Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 have been adopted which allow the use of electronic record books as an alternative to hard copy record books when complying with the record keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008.</p>

<p>1 October 2020</p> <p>Class News No. 17/2020</p>	<p>Implication: Companies have the option to use electronic recording systems approved by the Administration to comply with the record keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008. The electronic records generated and retained by the system are currently required to be presented in the form of records required by the MARPOL Annexes.</p> <p>To be used as an alternative, the electronic recording system is required to be approved by the Administration and electronic records generated and retained by the system should be presented so that the records match the format defined in the relevant MARPOL Annexes. Any electronic system considered to conform to the criteria for approval should be provided with a written declaration from the Administration. The declaration should be carried on board the ship for the purpose of statutory surveys or inspections.</p> <p>For those ships required to keep an ozone-depleting substances record book, the electronic recording system shall only be considered an electronic record book if the system is approved by the Administration on or before the first IAPP renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025.</p> <p>Application: All ships using electronic record books to comply with the record-keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MEPC.312(74) – Guidelines for the use of electronic record books under MARPOL
<p>370</p> <p>Adopted by MEPC.324(75)</p> <p>Entry into force 1 April 2022</p> <p>Class News No. 21/2024</p>	<p>Amendments to regulations 2 and 14 and appendix VI of MARPOL Annex VI with regard to the in-use sampling points, including corresponding amendments to the supplement to the IAPP certificate</p> <p>Background: The IMO had previously concluded sampling guidelines for fuel in use (MEPC.1/Circ.864), but without specifying the actual requirements for a ship to have such a sampling point in MARPOL. These amendments introduce such requirements for procedures for sampling and verification of the sulphur content of fuel oil including those requirements for in-use fuel oil sampling points.</p> <p>The amendments concerning sampling points consist of the following parts:</p> <ul style="list-style-type: none"> • MARPOL Annex VI regulation 2; a new definition in regulation 2 on low flashpoint fuel, for which sampling points will be exempted. • MARPOL Annex VI regulation 14; Requirements on in-use fuel oil sampling points. <p>Implication:</p> <p>Ship designers: are to ensure that the suitable installation or sampling point arrangements are considered in the design of the vessel, for availability to carry out in-use fuel oil sampling in order to comply with the requirements of MARPOL Annex VI, Regulation 14.</p> <p>Owners and/or Operators: are to arrange for in-use fuel oil sampling points to be installed or designated (in accordance with MEPC.1/Circ.864/Rev.1) and ensure the arrangement is described in either a piping diagram or other relevant documents and made available for survey.</p>

Application: Sampling point(s) are to be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board the ships as follows:

- All new ships constructed on or after 1 April 2022. “*Ships constructed*” means ships the keels of which are laid or that are at a similar stage of construction.
- All existing ships (i.e. ships constructed before 1 April 2022) will be required to comply at the first renewal survey of the IAPP certificate on or after 1 April 2023.

Related Instruments

- **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**

373*

Adopted by
MEPC.324(75)
Since consolidated into
MEPC.328(76)

Entry into force
1 April 2022

Amendments to Chapter 4 of MARPOL Annex VI: Regulation 24 - Phase 3 Implementation of Energy Efficiency Design Index (EEDI)

Background: Amendments to the time period and the reduction rates for EEDI phase 3 requirements for certain ship types and sizes as shown in the table below have been adopted. The implementation of Phase 3 EEDI reduction factor requirements (Table 1 of Regulation 24, MARPOL Annex VI) has been divided in two stages or ‘Tranches’. The Phase 3 (Tranche 1) requirements entered into force from 1 April 2022 (for Gas carriers of 15,000 DWT and above, Container ships, General cargo ships, LNG carriers, Cruise passenger ships having non-conventional propulsion) and the Phase 3 (Tranche 2) requirements enter into force on 1 January 2025, as shown in the below Table.

Table

Ship Type	Size (DWT)	Phase 3 (Tranche 1) 1-Apr-22 onward	Phase 3 (Tranche 2) 1-Jan-25 onwards
Bulk carrier	20,000 DWT and above		30
	10,000 and above but less than 20,000 DWT		0-30*
Gas Carrier	15,000 DWT and above	30	30
	10,000 and above but less than 15,000 DWT		30
	2,000 and above but less than 10,000 DWT		0-30*
Tanker	20,000 DWT and above		30
	4,000 and above but less than 20,000 DWT		0-30*
Container ship	200,000 DWT and above	50	30
	120,000 and above but less than 200,000 DWT	45	30
	80,000 and above but less than 120,000 DWT	40	30
	40,000 and above but less than 80,000 DWT	35	30

	15,000 and above but less than 40,000 DWT	30	30
	10,000 and above but less than 15,000 DWT	15-30*	0-30*
General Cargo ship	15,000 DWT and above	30	30
	3,000 and above but less than 15,000 DWT	0-30*	0-30*
Refrigerated cargo carrier	5,000 DWT and above		30
	3,000 and above but less than 5,000 DWT		0-30*
Combination carrier	20,000 DWT and above		30
	4,000 and above but less than 20,000 DWT		0-30*
LNG carrier**	10,000 DWT and above	30	30
Ro-ro cargo ship (vehicle carrier)**	10,000 DWT and above		30
Ro-ro cargo ship**	2,000 DWT and above		30
	1,000 and above but less than 2,000 DWT		0-30*
Ro-ro passenger ship**	1,000 DWT and above		30
	250 and above but less than 1,000 DWT		0-30*
Cruise passenger ship** having non-conventional propulsion	85,000 GT and above	30	30
	25,000 and above but less than 85,000 GT	0-30*	0-30*

* Reduction factor to be linearly interpolated between the two values dependent upon ship size. The lower value of the reduction factor is to be applied to the smaller ship size.

** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 2.1 of regulation 2.

Implication:

Ship designers and builders: Need to consider potential changes to ship/machinery design to reduce GHG emissions, will now happen at a different date than indicated previously in Table 1 of MARPOL Annex VI Regulation 24 for some vessel types. This requires planning within the design process as some reduction dates moved earlier to 1 Apr 2022. There are several ways to achieve this, such as:

- Increase ship size: engine power ratio
- Reduce lightship weight
- Innovative solutions (e.g. air bubble – friction reduction)
- Optimise propeller efficiency
- Hydrodynamics improvement
- Speed reduction
- Use of renewable power source (e.g. wind, solar power)
- Low carbon fuels (e.g. LNG)
- Energy saving devices (e.g. WHR, shaft generators)

For **Shipowners and Ship Managers**: There are a number of technical and operational measures that can be considered to reduce GHG emissions. Any EEDI assessments carried out by designers in the initial and final design stages for above mentioned new ships are to adopt the latest reduction factor requirements as per the table above. Owners/Managers considering a major conversion of an existing ship will need to assess if the ship will be considered as a new ship following conversion.

Application: Bulk Carriers, Combination Carriers, Containerships, Cruise Passenger Ships with non-conventional propulsion, Gas Carriers, General Cargo Ships, LNG Carriers, Ro-Ro Cargo Ships, Ro-Ro Cargo (vehicle carrier) Ships, Ro-Ro Passenger Ships, Refrigerated Cargo Carriers and Tankers all of which are new ships as defined in Regulation 2.2.18 of MARPOL Annex VI, new ships which undergo major conversion or are new or existing ships which undergo major conversion that is so extensive that the ship is regarded by the Administration as a newly-constructed ship.

According to UIs in MEPC.1/Circ.795/Rev.9, for the purpose of EEDI application, a new ship is a ship: 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 is at a similar stage of construction on or after 1 October 2022; or
- .4 the keel of which is laid or which 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:

- .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 January 2029, or
- in the absence of a building contract:
- .3 the keel of which is laid or which is at a similar stage of construction on or after 1 July 2025; or
- .4 the keel of which is laid or which is at a similar stage of construction before 1 July 2025 and the delivery of which is on or after 1 January 2029.

A “major conversion” means a conversion of a ship:

- which substantially alters the dimensions, carrying capacity or engine power of the ship;
- which changes the type of the ship;
- the intent of which in the opinion of the Administration is substantially to prolong the life of the ship;
- which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention 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 or the applicable required EEXI.

Related Instruments

- **MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions**
- **MEPC.231(65) - 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)**
- **MEPC.233(65) - 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion**
- **MEPC.364(79) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships.**

	<ul style="list-style-type: none"> • MEPC.365(79) - 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI), as amended by MEPC.374(80). • MEPC.1/Circ.896 - 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI. • MEPC.1/Circ.795/Rev.9 - Unified Interpretations to MARPOL Annex VI
377* Adopted by MEPC.329(76) Entry into force 1 November 2022 Class News No. 08/2023	<p>Amendments to MARPOL Annex I - Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters</p> <p>Background: To reduce risks of use and carriage of heavy fuel oil (HFO) as fuel by ships in Arctic waters should an accident occur, amendments to MARPOL Annex I have been adopted which have prohibited the carriage and use of HFO in unprotected fuel tanks from 1 July 2024.</p> <p>Those ships with protected fuel tanks, or any ship registered in a State which borders the coastline of Arctic waters which has been issued with a waiver by its flag Administration, may continue to operate in Arctic waters until 30 June 2029.</p> <p>A full prohibition on the carriage and use of HFO takes effect from 1 July 2029.</p> <p>Implication: If a ship has oil fuel tanks which do not comply with regulation 12A of MARPOL Annex 1 or regulation 1.2.1 of Chapter 1, Part II-A of the Polar Code, the use and carriage of oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s (MARPOL Annex I, Regulation 43.1.2), in Arctic waters has been prohibited since 1 July 2024.</p> <p>For ships which are required to meet the design requirements in regulation 12A of MARPOL Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code, the use and carriage of oils listed in regulation 43.1.2 of MARPOL Annex I (see above) as fuel is permitted until 30 June 2029. From 1 July 2029 those ships are prohibited from carrying or using such oils in Arctic waters as defined in regulation 46.2 of Annex I.</p> <p>In addition, waivers may be issued by an Administration with a coastline bordering the Arctic, thereby allowing the use and carriage of oils listed in MARPOL Annex I, Regulation 43.1.2 for ships operating under their flag. Any waivers issued will not apply on or after 1 July 2029.</p> <p>Shipowners: will not need to undertake cleaning and flushing of tanks or pipelines if prior operations have included the use and carriage of oils listed in MARPOL Annex I, Regulation 43.1.2.</p> <p>Application: All ships operating in Arctic waters with the exception of:</p> <ul style="list-style-type: none"> • Ships engaged in securing the safety of ships; • Ships engaged in search and rescue operations; or • Ships dedicated to oil spill preparedness and response. <p>Related Instruments</p> <ul style="list-style-type: none"> • MEPC.1/Circ.915 - Guidelines on mitigation measures to reduce risks of use and carriage for use of HFO as fuel by ships in Arctic waters

368

Adopted by
MEPC.331(76)

Entry into force
1 January 2023

Amendment to the AFS Convention - Controls on cybutryne

Background: Evidence of the environmental risks from the use of anti-fouling paints that contain cybutryne was submitted to the IMO in February 2019. The evidence was accompanied by a proposal to establish controls on Anti-Fouling Systems (AFS) containing cybutryne. Amendments to Annexes 1 and 4 to the AFS Convention and the form of the International Anti-fouling System Certificate (IAFSC) to include controls on cybutryne were adopted.

Implication: The amendments mean that anti-fouling systems containing cybutryne shall not be applied or reapplied to any ship on or after 1 January 2023. Ships* bearing an AFS that contains cybutryne in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either:

- Remove the anti-fouling system; or
- Apply a coating that forms a barrier to this substance leaching from the underlying non-compliant AFS at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

Shipowners and Ship Managers: will be required to apply for a survey for the issue of an International AFS Certificate in the amended model form no later than 1 January 2025. Such a survey should not affect the time available to shipowners and ship managers to comply with the new control measures in Annex 1 to the AFS Convention.

*Ships except:

- fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023;
- ships not engaged in international voyages; and
- ships of less than 400GT engaged in international voyages, if accepted by the coastal State(s)

Application: All anti-fouling systems containing cybutryne and all ships*.

Related Instruments

- **MEPC.356(78) – 2022 Guidelines for Brief Sampling of Anti-Fouling Systems on Ships**
- **MEPC.357(78) – 2022 Guidelines for Inspection of Anti-Fouling Systems on Ships**
- **MEPC.358(78) – 2022 Guidelines for Survey and Certification of Anti-Fouling Systems on Ships**

386

Adopted by
MSC.483(103)

Entry into force
1 January 2023

Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) - Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers

Background: The 2011 ESP Code, as amended by resolution MSC.461(101), in annex B, part A, annex 2, prescribes the following thickness measurements to be taken at the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey of double-hull oil tankers:

- One section of deck plating for the full beam of the ship within the cargo area;
- Measurements, for general assessment and recording of corrosion patterns, of those structural members subject to close-up survey according to annex 1; and
- Suspect areas.

Amendments to the Code, as amended, have been adopted to require that only “suspect areas” of double-hull oil tankers are subject to thickness measurements during the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey.

Implication: It will be sufficient to consider only suspect areas for thickness measurements at the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey of double-hull oil tankers.

Application: These amendments apply to the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal surveys taking place on double hull oil tankers of 500GT and above from 1 January 2023.

350

Adopted by
MSC.458(101)

Entry into force
1 January 2024

Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code) - (Various – including definitions, probability index fv, loading limit, fuel distribution, internal combustion engines, fire protection)

Background: These amendments are intended to improve the application of the IGF Code by taking account of lessons learned so far. Structural requirements do not need to be applied retrospectively to existing ships.

Implication: Designers and owners constructing ships on or after 1 January 2024 which will use natural gas as fuel (which are not gas carriers) should be aware of the following requirements for such ships.

Where gaseous fuel pipes pass through enclosed spaces (except fully welded fuel gas vent pipes led through mechanically ventilated spaces), they must be protected by a secondary enclosure which may be a ventilated duct or a double wall piping system or other system acceptable to the Administration.

	<p>Liquefied fuel pipes must be protected by a secondary enclosure able to contain leakages. However, if the piping system is in a fuel preparation room or a tank connection space, the Administration may waive this requirement. In addition, where required gas detection is not fit for purpose, the secondary enclosures must be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination, and must be able to withstand the maximum pressure that may build up in the enclosure in case of leakage from the fuel piping.</p> <p>The exhaust system must be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine. This requires a detailed evaluation of the potential for unburnt gas in the exhaust system to be undertaken covering the complete system from the cylinders up to the open end.</p> <p>Fuel storage hold spaces associated with a type C tank can be considered a cofferdam protecting fuel containment systems from machinery spaces provided that the type C tank is not located directly above the machinery space or other rooms of similar fire risk, and the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space is not less than 900mm.</p> <p>In addition to the above, for all ships using natural gas as fuel which are not gas carriers, irrespective of date of construction, owners and operators should be aware of the clarification that spaces containing fuel containment systems must be separated from machinery spaces of category A or other rooms with high fire risk with a cofferdam of 900mm with A-60 insulation, and A-60 divisions without use of a cofferdam are not permitted.</p> <p>Application: These amendments entered into force on 1 January 2024 and are applicable to all cargo ships of 500GT and over and to all passenger ships that use natural gas as fuel, (as per SOLAS II-1 Part G) and are subject to the IGF Code, which are not gas carriers.</p> <p>Most of the amendments apply to ships constructed on or after 1 January 2024 which in this context means:</p> <ul style="list-style-type: none"> • ships contracted on or after 1 January 2024; or • in the absence of a building contract, keel laid on or after 1 July 2024; or • delivered on or after 1 January 2028. <p>As indicated in the implications section, one amendment applies irrespective of date of construction.</p>
<p>365</p> <p>Adopted by MSC.474(102)</p> <p>Entry into force 1 January 2024</p>	<p>Amendments to SOLAS regulation II-1/3-8 - Towing and mooring equipment</p> <p>Background: The IMO recently published new requirements and issued related guidelines on towing and mooring equipment to improve the safety of seafarers during mooring and unmooring operations and to counter the increase of dangerous and sometimes fatal incidents.</p> <p>These new requirements are incorporated in the amendments to SOLAS Regulation II-1/3-8 contained in Resolution MSC.474(102) and came into force on 1 January 2024.</p>

Implication: Shipowners, shipbuilders, designers, and operators need to consider these regulatory changes and guidelines when finalising any new build designs. Shipowners and operators need to ensure they have the required maintenance plans, procedures and records in place before these changes come into force.

Shipowners (or ship managers) should establish the following onboard maintenance and inspection procedures:

- Procedures for mooring operations, inspection and maintenance of mooring equipment, including mooring lines.
- Procedures to allow the identification and control of mooring lines, tails and associated attachments.
- Periodic inspection of mooring lines, mooring line tails and associated attachments as part of the onboard maintenance plan or equivalent maintenance management system.
- Manufacturers' criteria for replacement of mooring lines should be available.
- Records of the original design concept, equipment, arrangements and specifications should be available on board.

Normally the above are already covered by the onboard Safety Management System, it is highly recommended that companies review their procedures, records and forms to ensure the above items have been properly addressed.

For new construction ships, designers and shipbuilders should ensure the supplied documentation provides sufficient information (e.g. technical data, maintenance manuals, mooring rope specification and certificates) to support owners in developing their maintenance and inspection procedures.

Ships constructed before 1 January 2007 were not required to comply with SOLAS, Chapter II-1/ 3-8, so may not have the original design concept to support the development of the new SOLAS maintenance and inspection requirements. In such cases, the following options are available:

- The original design concept could be a mooring arrangement plan or any document that specifies mooring specifications at the time of the ship's construction.
- Alternatively, owners may establish the original design concept, including MBLSD (Ship Design Minimum Breaking Load) for mooring based on the safe working load of mooring equipment provided on board.
- If the vessel neither has any mooring documentation nor any safe working load marking on fittings, owners are advised to check the strength of mooring equipment and their supporting hull structure based on MSC.1/Circ.1175/Rev.1 (or rules applied at the time of construction, such as IACS Recommendation 10). Owners should also determine MBLSD based on actual capacity of the equipment and their supporting hull structure on board. In this case, calculations should be submitted to Lloyd's Register (LR) for appraisal.

Application: The amended regulation II-1/3-8 applies to passenger ships regardless of size and cargo ships of 500GT or over.

The new requirements for existing ships are listed in paragraphs 4 to 6 of this regulation and apply to ships constructed (keel-laid or at a similar stage of construction) on or after 1 January 2007.

The new requirements for new ships are listed in paragraphs 7 and 8 of this regulation and applicable for ships:

- for which the building contract is placed on or after 1 January 2024; or
- in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2024; or
- the delivery of which is on or after 1 January 2027.

New ships (defined in accordance with the above dates), of 3000GT and above, are subject to additional requirements regarding the design of mooring arrangement and mooring line selection, to ensure occupational safety and safe mooring of the ship.

	<p>The maintenance and inspection procedures above are required to be confirmed on board at the time of:</p> <ul style="list-style-type: none"> • Initial surveys completed on or after 1 January 2024 for new ships; • First Cargo Ship Safety Construction or Cargo Ship Safety survey (annual, intermediate or renewal), on or after 1 January 2024, for existing ships; or • Passenger Ship Safety renewal survey, on or after 1 January 2024, for existing ships. <p>All ships are to have their mooring equipment, including lines, inspected and maintained in a suitable condition for their intended purpose.</p> <p><u>How LR can support</u></p> <p>On an advisory basis, LR may also support owners carrying out calculations to determine the MBLSD for establishing the original design concept, based on the owner's available information. These calculations are carried out independently of any subsequent plan appraisal.</p> <p><u>Related Instruments</u></p> <ul style="list-style-type: none"> • MSC.1/Circ.1619 - Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fitting for safe mooring (Design guidelines) • MSC.1/Circ.1620 - Guidelines for inspection and maintenance of mooring equipment including lines (Maintenance guidelines) • MSC.1/Circ.1175 - Guidance on shipboard towing and mooring equipment (applicable to ships constructed on or after 1 January 2007 but before 1 January 2024) • MSC.1/Circ.1175/Rev.1 - Revised Guidance on Shipboard Towing and Mooring Equipment (applicable to ships constructed on or after 1 January 2024) • MSC.1/Circ.1362/Rev.2 - Unified Interpretation of SOLAS Chapter II-1
<p>366</p> <p>Adopted by MSC.474(102)</p> <p>Entry into force 1 January 2024</p>	<p>Amendments to SOLAS Chapter II-1 concerning watertight integrity</p> <p>Background: The amendments to SOLAS chapter II-1 part B and B-1 (MSC.216(82) and MSC.421(98)) introduced inconsistencies with parts B-1, B-2 and B-4. These arose from the different philosophies behind the probabilistic damage stability assessment and the assumptions made. The probabilistic method does not rely on a single deck (the bulkhead deck) to provide the uppermost watertight boundary. Instead the upper boundary of the buoyant volume may be used. In theory this does not need to be a single horizontal surface.</p> <p>Implication: Amendments to SOLAS Part B-1 and Part B-2, Part B-4 and Part D are summarised below:</p> <p>Regulation 7-2 – Calculation of the factor s_i: the changes distinguish between cargo ships' and passenger ships' immersion line and intermediate or final stage of flooding for the calculation of the factor s_i, and when to take it as zero.</p> <p>Regulation 12 – Peak and machinery space bulkheads, shaft tunnels, etc.: For passenger and cargo ships constructed on or after 1 January 2024, the collision bulkhead may be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by not more than one pipe to</p>

deal with fluid in the forepeak tank. The pipe is to be fitted with a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. Additional valve requirements are also introduced.

Regulation 13 - Openings in watertight bulkheads below the bulkhead deck in passenger ships: Terminology changes where “watertight bulkheads” are replaced by “watertight boundaries” and general updated references.

Regulation 15 - Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships: For ships for which the building contract was placed on or after 1 January 2020 and constructed before 1 January 2024, gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships shall be watertight and in no case be so fitted as to have their lowest point below the deepest subdivision draught.

For ships constructed on or after 1 January 2024, cargo ports and other similar openings (e.g. gangway and fuelling ports) in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships shall be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise permitted by the Administration, these openings will need to open outwards. The number of such openings are to be the minimum compatible with the design and proper working of the ship. In no case are these openings to be so fitted as to have their lowest point below the deepest subdivision draught.

Regulation 16 – Construction and initial tests of watertight closures: deletion of ash-chutes and rubbish-chutes from paragraph 1.1.

Regulation 17 – Internal watertight integrity of passenger ships above the bulkhead deck: The *Guidance notes on the integrity of flooding boundaries above the bulkhead deck of passenger ships for proper application of regulations II-1/8 and 20, paragraph 1, of SOLAS 1974, as amended (MSC/Circ.541)* can be used for passenger ships for which the building contract was placed on or after 1 January 2020 and constructed before 1 January 2024 when applying paragraph 1 of this regulation.

For ships constructed on or after 1 January 2024, the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck is to be in accordance with the design arrangements necessary for compliance with the stability requirements in parts B-1, and B-2, if applicable. Where pipes, scuppers, electric cables, etc. are carried through internal watertight boundaries that are immersed at any intermediate or final stage of flooding in damage cases that contribute to the attained subdivision index A, arrangements are to be made to ensure their watertight integrity.

For ships constructed on or after 1 January 2024, doors in internal watertight subdivision arrangements above the bulkhead deck, and also above the worst intermediate or final stage of flooding waterlines, shall be capable of preventing the passage of water when immersed in the required range of positive stability for any damage cases contributing to the attained subdivision index A. These doors may remain open provided they can be remotely closed from the navigation bridge. They must always be ready to be immediately closed.

Regulation 17-1 – Integrity of the hull and superstructure, damage prevention and control on ro-ro passenger ships - All access from the ro-ro deck that leads to spaces below the bulkhead deck are to have a lowest point which is not less than 2.5 m above the bulkhead deck. Where vehicle ramps are installed to give access to spaces below the bulkhead deck, their openings are to be able to be closed weathertight to prevent ingress of water

	<p>below and fitted with alarms and open/close indicators on the navigation bridge. The means of closure is to be watertight if the deck is intended as a watertight horizontal boundary under regulation 7-2.6.</p> <p>Subject to SOLAS Part B-4, regulations 23.3 and 23.6, the Administration may permit the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. the movement of machinery and stores, and subject to such accesses being made watertight, fitted with alarms and open/close indicators on the navigation bridge.</p> <p>Various other regulations are updated (regulation 19, 21, 22, 23 and 42) regarding damage control information, inspections of watertight doors and operational considerations around watertightness between cargo spaces before and during voyages.</p> <p>Application: The amendments apply to cargo ships of 500GT and over and to all passenger ships in various ways depending upon the ship type and construction date, although the amendments are mainly for new ships constructed on or after 1 January 2024, which in this context mean ships:</p> <ul style="list-style-type: none"> • for which the building contract is placed on or after 1 January 2024; or • in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2024; or • the delivery of which is on or after 1 January 2028. <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.429(98)/Rev.2 - Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations • MSC.8/Circ.1 -Voluntary early implementation of the amendments to SOLAS regulation II-1/12 adopted by Resolution MSC.474(102)
<p>374</p> <p>Adopted by MSC.482(103)</p> <p>Entry into force 1 January 2024</p>	<p>Amendments to SOLAS Chapter II-1 to include requirements for water level detectors on multiple hold cargo ships other than bulk carriers and tankers</p> <p>Background: SOLAS regulation II-1/25 required single hold cargo ships of less than 80 metres (100 metres if constructed before 1 July 1998) to have a water level detection alarms. These ships are not required to have a damage stability assessment which means that there is no requirement to assess the effect of flooding of the cargo hold. Should damage occur and water start to enter the hold, there is a need for the crew to be aware of the situation so that appropriate mitigation actions can be taken. It should be noted that the “<i>El Faro</i>” was a multi-hold ship and did not require a water level detection alarm to be fitted. It sank following flooding with loss of life. New SOLAS regulation II-1/25-1 has the intent to include all ships which are currently not required to have a water level detection alarm, with the exception of bulk carriers and tankers.</p> <p>Implication: Bilge alarms, which are commonly installed on cargo ships that do not carry bulk cargoes, will no longer exclusively fulfil the requirements of the proposed new regulation, and additional water level detectors will be required to do so.</p> <p>New SOLAS regulation II-1/25-1 deviates from SOLAS II-1/25, in that, the latter is dependent on the ship’s length which is not the case for the new regulation.</p> <p>Application: Applies to all new cargo ships, except tankers and bulk carriers, with more than one cargo hold which are:</p> <ul style="list-style-type: none"> • contracted on or after 1 January 2024; or

	<ul style="list-style-type: none"> • in the absence of a building contract, keel laid on or after 1 July 2024; or • delivered on or after 1 January 2028. <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.188(79)/Rev.2 – Revised Performance Standards for Water Level Detectors on Ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12 • MSC.1/Circ.1572/Rev.2 - Unified Interpretations of SOLAS Chapters II-1 and XII, of the Technical Provisions for Means of Access for Inspections (Resolution MSC.158(78)) and of the Performance Standards for Water Level Detectors on Bulk Carriers
<p>403</p> <p>Adopted by MSC.475(102)</p> <p>Entry into force 1 January 2024</p>	<p>Amendments to the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code) regarding the regulation for fuel preparation room fire-extinguishing systems (Part A-1, Ch.11 - Fire Safety)</p> <p>Background: Potential sources of ignition were identified in fuel preparation rooms. A new requirement is added for fixed fire extinguishing systems in fuel preparation rooms containing pumps, compressors or other potential ignition sources or other potential ignition sources for compliance with the provisions of SOLAS regulation II-2/10.4.1.1, taking into account the necessary concentrations/application rate required for extinguishing gas fires.</p> <p>Implication: Shipyards and Shipowners: will be required to meet these new requirements for fuel preparation rooms containing pumps, compressors or other potential ignition sources.</p> <p>Application: This amendment enters into force on 1 January 2024 and is applicable to all cargo ships of 500GT and above and all passenger ships constructed on or after 1 January 2024 that use low-flashpoint fuels (as per SOLAS II-1 Part G) and are subject to the IGF Code.</p> <p>“Ships constructed on or after 1 January 2024” here means:</p> <ul style="list-style-type: none"> • ships contracted on or after 1 January 2024; or • in the absence of a building contract, keel laid on or after 1 July 2024; or • delivered on or after 1 January 2028. <p>This does not apply to ships using gas as fuel to which the IGC Code applies.</p>
<p>518</p> <p>Adopted by MEPC.361(79)</p>	<p>Amendments to MARPOL Annex VI establishing the Mediterranean Sea Emission Control Area for sulphur oxides and particulate matter</p> <p>Background: The adoption of the ‘Med SOx ECA’ is intended to reduce ambient levels of air pollution in the Mediterranean Sea as a whole, and in the</p>

<p>Entry into force 1 May 2024</p>	<p>Mediterranean coastal States, which will contribute toward substantial benefits to human health and the environment. The regulations include the Mediterranean Sea as a Emission Control Area for Sulphur Oxides and Particulate Matter.</p> <p>Implication: From 1 May 2025 all ships operating in the Mediterranean SOx ECA will:</p> <ul style="list-style-type: none"> • Not be able to use fuel onboard with a sulphur content exceeding 0.10% m/m, except when sulphur abatement is also used as an equivalent method; • Be required to ensure the sulphur content of the fuel is documented by the supplier; and • Be required to carry a written procedure detailing how the fuel changeover is to be carried out (only applicable if using separate fuels to comply with the requirement). <p>Application: To all ships operating within the Mediterranean Sea SOx Emission Control Area from 1 May 2025.</p>
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Part 2

Adopted IMO and ILO requirements entering into force in the future

This part includes requirements that have been adopted and have an entry into force date which has been established by the IMO or ILO but has not yet reached that date. It also covers requirements that have been adopted but have no certain entry into force date because the conditions for ratification have not been met.



<p>ILO0006</p> <p>Adopted by Amendments of 2022 to the MLC, 2006</p> <p>Entry into force 23 December 2024</p> <p>Class News No. 18/2024</p>	<p>Amendment to the Code relating to Regulation 1.4 –Recruitment and placement</p> <p>Background: During the Covid-19 pandemic seafarers travelled to ships after signing the Seafarers’ Employment Agreement, but the employment didn't materialise, and seafarers were left stranded with serious financial loss as they were unable to activate the insurance to receive compensation. This amendment requires the provision of additional information to seafarers and clarifies the steps necessary for the seafarer to access the means to address the compensation claim.</p> <p>Implication: Shipowners: will need to update their procedures to ensure that the seafarer is provided with suitable information on how to make a compensation claim prior to or during the process of engagement.</p> <p>Application: All commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.</p>
<p>ILO0008</p> <p>Adopted by Amendments of 2022 to the MLC, 2006</p> <p>Entry into force 23 December 2024</p> <p>Class News No. 18/2024</p>	<p>Amendments to MLC, 2006, relating to Regulation 3.1 – Accommodation and recreational facilities/Access to shore-based welfare facilities</p> <p>Background: During the Covid-19 pandemic, many seafarers were provided with free internet access to enable them to contact their families and friends during the crew change crisis. Use of internet and social networking is far more prevalent now than it was when the Convention was drafted. The amendments provide seafarers with the right to use the internet with charges for the use of the service being reasonable in amount.</p> <p>Implication: Shipowners: will need to ensure where practicable that seafarers on their ships are provided with internet access, with any associated charges being reasonable in amount.</p> <p>Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • Guideline B3.1.11 – Recreational facilities, mail and ship visit arrangements • Guideline B4.4.2 – Welfare facilities and services in ports
<p>ILO0009</p>	<p>Amendments to the Code relating to Regulation 3.2 – Food and catering</p> <p>Background: In the original MLC text the provision of food was provided for free of charge, but water was not. Most shipowners provide free water to seafarers working onboard their ships, but this makes it clear that water should be provided free of charge. In addition there was concern that meals</p>

<p>Adopted by Amendments of 2022 to the MLC, 2006</p> <p>Entry into force 23 December 2024</p> <p>Class News No. 18/2024</p>	<p>provided were not healthy in their make up. This requires the provision of free drinking water for seafarers and balanced meals.</p> <p>Implication: Shipowners: will be required to provide drinking water free of charge and ensure that the onboard catering departments provide balanced meals.</p> <p>Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.</p> <p>Related Instruments • Guideline B4.1.3 - Medical care ashore</p>
<p>ILO0011</p> <p>Adopted by Amendments of 2022 to the MLC, 2006</p> <p>Entry into force 23 December 2024</p> <p>Class News No. 18/2024</p>	<p>Amendment to the Code relating to Regulation 4.3 – Health and safety protection and accident prevention</p> <p>Background: There is an issue, particularly for women seafarers, that the personal protective equipment provided is too big, which makes it difficult to wear and has the potential to contribute to an increased risk hazard, particularly in enclosed spaces and near rotary machines. The amendment includes the requirement for appropriately sized personal protective equipment to be provided. This is intended to contribute to a safer environment and to provide job opportunities to a wider spectrum of people.</p> <p>Implication: Shipowners: will have to assess the size of the seafarers on their ships and ensure that there is a range of suitably sized personal protective equipment on board.</p> <p>Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.</p>
<p>ILO0013</p> <p>Adopted by Amendments of 2022 to the MLC, 2006</p>	<p>Amendments to Appendices - Appendix A2-I – Evidence of financial security under Regulation 2.5, paragraph 2 - Appendix A4-I – Evidence of financial security under Regulation 4.2</p> <p>Background: The definition of ‘shipowner’ works when considering the living and working conditions onboard a ship but does not work in the context of an insured person and the name of the shipowner on the financial security certificates. Port State control deficiencies have been issued because the shipowner on the financial security certificate is not the party named on the Declaration of Maritime Labour Compliance. The name of the registered owner is to be included in the evidence of financial security if it is different from the shipowner.</p>

<p>Entry into force 23 December 2024</p> <p>Class News No. 18/2024</p>	<p>Implication: This makes it clear to port State control officers that the ship's financial security is compliant with the MLC, 2006, and it should also help expedite action in cases of abandonment by clarifying who is responsible.</p> <p>Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.</p>
<p>523</p> <p>Adopted by MSC.539(107)</p> <p>Entry into force 1 January 2025</p>	<p>Amendments to the International Maritime Solid Bulk Cargoes Code(IMSBC Code) -Amendment 07-23</p> <p>Background: The IMO Resolution MSC.539(107) introduces amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code. These amendments include a combination of addition of new individual schedules and amendments to existing ones.</p> <p>Agreed new individual schedules:</p> <ul style="list-style-type: none"> • DUNITE and DUNITE FINES • BROWN FUSED ALUMINA • CRUSHED GRANODIORITE • DIRECT REDUCED IRON (D) (by-product fines with moisture of at least 2%) • BARYTE, FLOTATION CHEMICAL GRADE • ELECTRIC ARC FURNACE DUST, PELLETIZED • POTASSIUM NITRATE, SODIUM NITRATE • SODIUM NITRATE AND POTASSIUM NITRATE MIXTURE <p>Agreed amendments to the IMSBC Code:</p> <ul style="list-style-type: none"> • various editorial corrections (such as the usage of more gender-neutral terminology. e.g. instead of the word "his", using the word "their") • amendments to provision 1.6 of the IMSBC Code as to align it with the relevant amendments to SOLAS chapter VI <p>Implication: If requested, any of the new cargoes may be added to a vessel's Carriage of Solid Bulk Cargoes Certificate of Compliance, provided that all survey requirements have been verified.</p> <p>Application: The amendments to the IMSBC Code apply to the carriage of solid bulk cargoes other than grain. The amendments will enter into force on 1 January 2025, but can be implemented voluntarily from 1 January 2024, subject to the agreement of the flag Administration.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.1/Circ.1664 - Revised form for cargo information for solid bulk cargoes • MSC.1/Circ.1453/Rev.2 - Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code and their conditions of carriage

	<ul style="list-style-type: none"> • MSC.1/Circ.1454/Rev.2 - Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy or undergo dynamic separation • MSC.1/Circ.1395/Rev.6 - Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
570 Adopted by MSC.540(107) Entry into force 1 January 2025	<p>Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 - Amendments to regulations I/1 and I/2 - Electronic seafarers' certificates</p> <p>Background: As part of the continuing digitisation of the shipping industry it's important to move certification from paper format to electronic format. The amendment allows seafarers' certification to be in an electronic form provided minimum information is available to the Administration in accordance with the STCW Code.</p> <p>Implication: This allows seafarers, ship managers and ship masters to keep electronic seafarers' certificates onboard.</p> <p>Application: All seafarers.</p> <p><u>Related Instruments</u></p> <ul style="list-style-type: none"> • MSC.1/Circ.1665 - Guidelines on the use of electronic certificates of seafarers
571 Adopted by MSC.541(107) Entry into force 1 January 2025	<p>Amendments to part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code - (section A-I/2) – Electronic seafarers' certificates</p> <p>Background: As part of the continuing digitisation of the shipping industry it's important to move certification from paper format to electronic format. This amendment provides the minimum information to be included on seafarers' certificates, and how, in any format.</p> <p>Implication: This allows seafarers, ship managers and ship masters to keep electronic seafarers' certificates onboard.</p> <p>Application: All seafarers.</p> <p><u>Related Instruments</u></p> <ul style="list-style-type: none"> • MSC.1/Circ.1665 - Guidelines on the use of electronic certificates of seafarers

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Adopted by
MEPC.381(80)

Entry into force
1 January 2025

Class News
No. 21/2024

Establishment of the date on which regulations 15.3, 15.5, and 34.3 to 34.5 of MARPOL Annex I, in respect of the Red Sea and Gulf of Aden Special Areas, shall take effect

Background: The Red Sea area was recognised as a Special Area under Annex I (regulation 1.11.4) of MARPOL. However, for the Special Area status to come into effect adequate reception facilities must be provided in all relevant ports of the Red Sea coastal States which are Parties to MARPOL Annex I. As per MARPOL Annex I Regulation 1.11, a Special Area means a sea area where for recognised technical reasons in relation to its oceanographic and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by garbage is required. At MEPC 80, based on information provided related to the status of available necessary reception facilities for MARPOL Annexes I and V wastes and residues, covering all the ports and terminals within the areas, the Special Area status was agreed.

Implication: Any ship transiting through the Red Sea area (i.e. the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12° 28.5 ' N, 43° 19.6 ' E) and Husn Murad (12° 40.4 ' N, 43° 30.2 ' E)), and the Gulf of Aden area (the Gulf of Aden area means that part of the Gulf of Aden between the Red Sea and the Arabian Sea bounded to the west by the rhumb line between Ras si Ane (12°28.5 N, 043°19.6 E) and Husn Murad (12°40.4 N, 043°30.2 E) and to the east by the rhumb line between Ras Asir (11°50 N, 051°16.9 E) and the Ras Fartak (15°35 N, 052°13.8 E)) will have to comply with the discharge requirements of MARPOL Annex I regulations 15.3, 15.5, 34.3, 34.4 and 34.5, from 1 January 2025.

The previously mentioned regulations prohibit the discharging of oil or oily mixtures from ships of 400GT and above, unless all of the following conditions are satisfied:

- the ship is proceeding en route;
- the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of Annex I;
- the oil content of the effluent without dilution does not exceed 15 parts per million;
- the oily mixture does not originate from cargo pump-room bilges on oil tankers; and
- the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

For oil tankers any discharge into the sea of oil or oily mixture from the cargo area shall be prohibited while in a Special Area.

Application: All ships transiting through the Red Sea and Gulf of Aden Special Areas from 1 January 2025.

How LR Can Support Clients

We are authorised to act on behalf of numerous flag Administrations to verify that your vessels comply with MARPOL. Our involvement ranges from initial plan approval and on-board surveys to annual and renewal surveys to ensure compliance is maintained.

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Adopted by
MEPC.382(80)

Establishment of the date on which regulation 6 of MARPOL Annex V, in respect of the Red Sea Special Area shall take effect

Background: The Red Sea area was recognised as a Special Area under Annex V (regulation 1.14.4) of MARPOL.

<p>Entry into force 1 January 2025</p> <p>Class News No. 20/2024</p>	<p>However, for the Special Area status to come into effect adequate reception facilities must be provided in all relevant ports of the Red Sea coastal States Parties to MARPOL. As per MARPOL Annex V regulation 1.14, "Special Area" means a sea area where for recognised technical reasons in relation to its oceanographic and ecological condition and to the particular character of its traffic, the adoption of special mandatory methods for the prevention of sea pollution by garbage is required. Based on information provided related to the status of available necessary reception facilities for MARPOL Annexes I and V wastes and residues, covering all the ports and terminals within the areas, the Special Area status was agreed.</p> <p>Implication: Any vessel transiting through the Red Sea area (i.e. the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12° 28.5 ' N, 43° 19.6 ' E) and Husn Murad (12° 40.4 ' N, 43° 30.2 ' E)), will have to comply with the discharge requirements of MARPOL Annex V regulation 6 from 1 January 2025. This includes requirements for the discharge of:</p> <ul style="list-style-type: none"> • Food wastes (as far from land as practicable but not less than 12 nautical miles from nearest land, and having been ground down or comminuted). • Cargo residues that cannot be recovered using commonly available methods for unloading. • Cleaning agents or additives contained in deck and external surfaces wash water (only if not harmful to the environment). <p>Application: All ships transiting through the Red Sea Special Area from 1 January 2025.</p> <p>Further Information</p> <ul style="list-style-type: none"> • MARPOL • Garbage Management guidance document • Model garbage management plan • Garbage management FAQ
<p>543</p> <p>Adopted by MEPC.369(80)</p> <p>Entry into force 1 February 2025</p> <p>Class News No. 19/2024 No. 04/2024</p>	<p>Amendments to the International Ballast Water Management Convention - Amendments to Appendix II (Form of Ballast Water Record Book)</p> <p>Background: The information gathered to date in the Experience-Building Phase of the BWM Convention has noted that 70% of reported deficiencies reported by port States related to incorrect entries in the Ballast Water Record Book (BWRB). It has been recognised that the current form of the BWRB does not provide sufficient clarity to meet the requirements of Appendix II of the BWM Convention. Appendix II of the BWM Convention has been updated to amend the existing version of the BWRB, to include additional information on entries to be included in the BWRB and an updated BWRB page.</p> <p>Implication: Ship operators: will need to complete and maintain the newly agreed format of the BWRB from 1 February 2025.</p> <p>Updated supporting guidance (BWM.2/Circ.80/Rev.1 - 2024 <i>Guidance on ballast water record-keeping and reporting</i>) has been issued.</p> <p>Application: All ships designed to carry ballast water operating between two ports of different countries.</p>

	<p><u>How LR Can Support Clients</u></p> <p>Having a ballast water record book (BWRB) onboard is a requirement of the BWM Convention (Reg. B-2). Model BWRBs, which meet the correct Convention format, can be found as appended to the Model BWMPs in the resources section of the LR Ballast water management pages. Useful guidance on completion of BWRB entries can be found in BWM.2/Circ.80 - <i>Guidance on ballast water record-keeping and reporting</i>. The IMO resolution MEPC.369(80) includes amendments to the BWM Convention which change the format of BWRBs, and enters into force on 1 February 2025. See Class News 19/24.</p> <p><u>Further Information</u></p> <ul style="list-style-type: none"> • Ballast water management <p><u>Related Instruments</u></p> <ul style="list-style-type: none"> • BWM.2/Circ.80/Rev.1 - 2024 Guidance on ballast water record-keeping and reporting.
<p>155</p> <p>Adopted by SR/CONF/45</p> <p>Entry into force 26 June 2025</p> <p>Class News No. 11/2024 No. 13/2023</p>	<p>Hong Kong International Convention on the Safe and Environmentally Sound Recycling of Ships, 2009</p> <p>Background: It is known that ships may contain environmentally hazardous substances (e.g. asbestos, heavy metals, PBC's) and the recycling of a ship at the end of its life is associated with many working and environmental concerns. As such, the IMO Hong Kong Convention aims to ensure that the recycling of ships does not pose an unnecessary risk to human health, safety or the environment.</p> <p>The Hong Kong convention has requirements for the design, construction, operation and preparation of ships to facilitate safe and environmentally sound recycling without compromising the safety and operational efficiency of ships; the operation of ship recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.</p> <p>Implication: Shipowners: Will need to ensure that they have a properly regulated method of building, operating and recycling a ship, that safeguards both crew and recycling facility workers safety, whilst minimising the environmental impact.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • New ships* will have to have an approved and certified IHM onboard upon their delivery. * "New ships" means a ship: <ul style="list-style-type: none"> - for which the building contract is placed on or after 26 June 2025; or - in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 26 December 2025; or - the delivery of which is on or after 26 December 2027. • By 26 June 2030 existing ships will have to: <ul style="list-style-type: none"> - have an approved and certified Inventory of Hazardous Materials (IHM) onboard;

- have a ready for recycling certificate onboard; and
- only be recycled at a ship recycling facility which has a valid Document of Authorisation for Ship Recycling (DASR).

Ship Recycling Facilities:

By 26 June 2025 - ship recycling facilities will have to have a valid DASR.

Manufacturers and Shipbuilders:

Will need to ensure that they complete / compile the required Material Declarations (MD) and Supplier Declarations of Conformity (SDoc) for any items being supplied to the ship which are part of the ships structure or fitted equipment. For shipbuilders they will need to use the MD and SDoC to comply an IHM during the build process.

Application: Applies to all ships over 500GT on international voyages including:

- Submersibles;
- Floating craft;
- Floating platforms;
- Self elevating platforms;
- Floating Storage Units (FSUs);
- Floating Production Storage and Offloading Units (FPSOs); and
- A vessel stripped of equipment or being towed.

Exceptions; Warships, naval auxiliary, ships used for government non-commercial service.

Also applies to ship recycling facilities operating in a country which has adopted the Hong Kong Convention.

Further Information

- [Ship recycling consultancy](#)
- [Inventory of Hazardous Materials](#)

Related Instruments

- MEPC.196(62) - 2011 Guidelines for the Development of the Ship Recycling Plan
- MEPC.210(63) - 2012 Guidelines for Safe and Environmentally Sound Ship Recycling
- MEPC.211(63) - 2012 Guidelines for the Authorization of Ship Recycling Facilities
- MEPC.222(64) - 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention
- MEPC.379(80) – 2023 Guidelines for the development of the Inventory of the Hazardous Materials

466

Adopted by
MEPC.385(81)

Entry into force
1 August 2025

Amendments to regulation 13.2.2 of MARPOL Annex VI on a marine diesel engine replacing a steam system

Background: Amendments to regulation 13.2.2 of MARPOL Annex VI have been adopted to clarify that a diesel engine replacing a steam system is an engine replacement (within the context of a major conversion) and is not a minor modification. In connection to these amendments, the *2013 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*, have been replaced by 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*. This will support the decision of Administrations to allow a Tier II engine to be installed instead of a Tier III engine.

Implication: **Shipowners and operators** should be aware that any replacement of a steam system with a marine diesel engine after these amendments enter force will require compliance with Regulation 13 of MARPOL Annex VI, taking into account any amendments to the relevant guidelines.

Application: To the replacement of an engine with power output of more than 130 kW with a non-identical replacement engine including replacement of a steam system. A Tier III engine is to be installed if the ship is operating in an area designated as a NOx ECA and the replacement takes place on or after the applicable date for the relevant ECA. However, the installation of a Tier II engine will be allowed where it is demonstrated that:

- A replacement engine of similar rating complying with Tier III is not commercially available; or
- The replacement engine, in order to be brought into Tier III compliance, needs to be equipped with a NOx reducing device which owing to:
 - size cannot be installed in the limited space available on board; or
 - extensive heat release could have an 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.

Related Instruments

- **MEPC.386(81) - 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**
- **MEPC.1/Circ.795 - Will be updated at the time the amendments enter force to interpret that for the purpose of regulation 13.2.2 (where at the time of the replacement the standards in regulation 13 of Annex VI applicable at that time apply to the replacement engine), the contractual delivery date of the engine to the ship or the actual delivery date (in absence of a contractual date), or if the engine is installed and tested on or after 6 months from the date relevant to a NOx ECA this test date.**

611

Adopted by
MEPC.385(81)

Amendments to MARPOL Annex VI regulation 27 and Appendix IX on IMO DCS

Background: Amendments to MARPOL Annex VI, regulation 27, and appendix IX, have been adopted which include the ability for a company to request the non-anonymised data for its ships to be made public as well as new obligations to report the following data:

- Fuel consumption per consumer both when underway and not underway;

Entry into force
1 August 2025

- Total onshore power supplied;
- Total transport work;
- Installation of innovative technology; and
- On a voluntary basis Laden distance travelled.

Implication: From the entry into force of the amendments the requirement to collect and report the data in the amended Appendix IX will apply to ships of 5,000GT or above. This new data provides further granularity on fuel consumption and voyage data.

Ship operators ahead of the entry into force date, will need to ensure that the SEEMP Part II is modified as necessary to cover capture of the newly required data.

The associated amendments to the 2022 SEEMP Guidelines specify that the collection of fuel oil consumption per consumer type methods may include:

- use of flow meters;
- on board bunker fuel oil tank monitoring; or
- method using subtraction (from the total fuel oil consumption when data for only one consumer is not available).

There is also provision for an alternative method to the satisfaction of the Administration to be used.

Application: All ships of 5,000GT and over.

Related Instruments

- **MEPC.346(78) - 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP), as amended by MEPC.388(81)**
- **MEPC.348(78) - 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity, as amended by MEPC.389(81)**
- **MEPC.1/Circ.913 - Guidance on the application of the amendments to appendix IX of MARPOL Annex VI on inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS) as adopted by resolution MEPC.385(81)**

656

Adopted by
MEPC.385(81)

Entry into force
1 August 2025

Amendments to MARPOL Annex VI, regulations 2, 14, and 18 and Appendix I (Low-flashpoint fuels and other fuel oil related issues)

Background: Inconsistencies were identified with the reporting of fuel flashpoint on the bunker delivery note due to the different terminology used in SOLAS chapter II-2 and MARPOL Annex VI as they apply to low-flashpoint fuels and their sampling. Additionally, several other "fuel oil" related issues have been identified. These amendments to regulation 2 of MARPOL Annex VI update the definition of "fuel oil" and include a definition of "gas fuel", along with amendments to regulation 14 that result in fuel sampling points not being applicable to gas fuels, in addition to low-flashpoint fuels. Further, regulation 18 is amended to reflect the new definition of "fuel oil" and to provide clarity on the requirements for gas and low-flashpoint fuels.

Implication:

Fuel oil suppliers: Are expected to include information within their bunker delivery note (BDN) (as per Appendix V of MARPOL, Annex VI) for all the

	<p>fuel oil delivered to and used on board a ship for MARPOL compliance. In case of a gas or low-flashpoint fuel, the BDNs need not include all the information required of marine fuel oil, but are required to provide at least the following:</p> <ul style="list-style-type: none"> • Name and IMO Number of the receiving ship; • Port; • Date of commencement of delivery; • Name, address, and telephone number of fuel oil supplier; • Product name(s); • Quantity in metric; • Density as determined by a test method appropriate to the fuel type together with the associated temperature; • Declaration signed and certified by the fuel oil supplier's representative that the fuel oil meets the applicable sulphur content, does not cause an engine exceed the applicable NOx limits; does not contain inorganic acid, does not jeopardise the safety of the ship or adversely affect the performance of machinery, and is not harmful to personnel or contribute overall additional air pollution; and • Documentation of the actual sulphur content as determined by a test method appropriate to the fuel type, or with the agreement of the appropriate authority at the port of supply, a statement that the sulphur content, when tested, is less than 0.001% m/m. <p>Shipowners: must ensure that the bunker delivery note includes information for all the fuel oil that is to be carried onboard ships whether consumed or not to comply with regulation 18. Ships with gas or low-flashpoint fuels are to ensure the minimum information (as stated above) is included within the BDNs.</p> <p>Application: All ships, including offshore units.</p>
<p>612</p> <p>Adopted by MEPC.383(81)</p> <p>Entry into force 1 October 2025</p> <p>Class News No. 04/2024 No. 19/2024</p>	<p>Amendments to regulations A-1 and B-2 of the BWM Convention on the use of electronic record books</p> <p>Background: Regulation B-2.1 of the BWM Convention provides for the record book to be electronic. However, there is no associated guidance to support this to ensure a harmonised approach with the MARPOL Annexes and the NOx Technical Code. To assist in harmonising the approach to electronic record keeping, MEPC 80 adopted <i>Guidelines for the use of electronic record books under the Ballast Water Management Convention</i> (MEPC.372(80)).</p> <p>MEPC 81 adopted amendments to the BWM Convention to mandate the harmonised approach to electronic record keeping. The amendments include:</p> <ul style="list-style-type: none"> • A definition for the “Electronic Record Book” under Regulation A-1. • Reference to the requirements for an electronic record book to be approved by the Administration, taking into account the necessary guidelines developed by the IMO, under regulation B-2. <p>Implication: Shipowners: Those choosing to use electronic record books for compliance with the Ballast Water Management Convention, are to follow the</p>

	<p><i>Guidelines for the use of electronic record books under the BWM Convention.</i> Furthermore when a shipowner chooses to use a BWRB in an electronic format, the BWM Convention mandates the approval of that electronic record book.</p> <p>Application: All ships designed to carry ballast water operating on international voyages between two ports of different countries.</p> <p>Further Information</p> <ul style="list-style-type: none"> LR's Ballast water management <p>Related Instruments</p> <ul style="list-style-type: none"> MEPC.372(80) - Guidelines for the use of electronic record books under the BWM Convention
<p>379</p> <p>Adopted by MSC.554(108)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the LSA Code - single fall and hook systems with on-load release capability</p> <p>Background: Lifeboats and rescue boats with single fall and hook systems face a similar risk of potential accidental release during recovery operations as those with twin fall and hook systems. As these systems are used and tested in a similar way as twin fall lifeboats, they should have similar safety standards. Having discussed the issue, the IMO has now adopted amendments to paragraphs 4.4.7.6.8 and 4.4.7.6.17 of the LSA Code in order to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems.</p> <p>Implication:</p> <p>Life-saving appliance manufacturers: Requirements are updated for all new installations of lifeboats and rescue boats with a single fall and hook system. The amendments require that:</p> <p>(4.4.7.6.8) to prevent accidental release during recovery of the boat, the hook shall not be able to support any load unless the hook is completely reset. In the case of a hook which is capable of releasing the lifeboat or rescue boat with a load on the hook when it is not fully waterborne, the handle or safety pins shall not be able to be returned to the reset (closed) position, and any indicators shall not indicate the release mechanism is reset, unless the hook is completely reset. Additional danger signs shall be posted at each hook station to alert crew members to the proper method of resetting; and</p> <p>(4.4.7.6.17) where a single hook and fall system is used for launching a lifeboat or rescue boat in combination with a suitable painter, the requirements of 4.4.7.6.7 and 4.4.7.6.15 need not be applicable provided that the single fall and hook system does not have the capability to release the lifeboat or rescue boat with a load on the hook when it is not fully waterborne.</p> <p>Shipyards and Owners: To be aware of the need to comply with the new requirements.</p> <p>Application: The amendments will enter into force on 1 January 2026. They will apply to lifeboats and rescue boats installed on cargo ships of 500GT and over and passenger ships on or after 1 January 2026, where a single fall and hook system is used for launching them.</p> <p>The expression "installed on or after 1 January 2026" means:</p> <p>(a) for ships for which the building contract is placed on or after 1 January 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2026, all installations of lifeboats or rescue boats with a single fall and hook system on board those ships; or</p>

	<p>(b) for ships other than those ships specified in (a) above, all installations of lifeboats or rescue boats with a single fall and hook system, having a contractual delivery date for the equipment to the ship on or after 1 January 2026 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026.</p>
<p>383</p> <p>Adopted by MSC.532(107)</p> <p>Entry into force 1 January 2026</p>	<p>New SOLAS II-1, Regulation 3-13 (lifting appliances and anchor handling winches)</p> <p>Background: The IMO has developed new mandatory requirements to cover lifting appliances and anchor handling winches. These consist of amendments to SOLAS and supporting guidelines.</p> <p>Implication: Lifting appliances that are installed on or after 1 January 2026 will need to:</p> <ul style="list-style-type: none"> • Be designed, constructed and installed in accordance with the requirements of a classification society recognised by the Administration. • Load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations. • Be permanently marked with, and provided with documentary evidence for, the safe working load (SWL). <p>Lifting appliances that are installed before 1 January 2026 will need to:</p> <ul style="list-style-type: none"> • Be tested and thoroughly examined, based on MSC.1/Circ.1663 <i>Guidelines for Lifting Appliances</i> and be permanently marked with, and provided with documentary evidence for, the safe working load (SWL) no later than the date of the first Passenger Ship Safety Certificate, Cargo Ship Safety Certificate or Cargo Ship safety Construction Certificate renewal survey on or after 1 January 2026. <p>Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on MSC.1/Circ.1662 <i>Guidelines for Anchor Handling Winches</i>.</p> <p>Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on MSC.1/Circ.1662 <i>Guidelines for Anchor Handling Winches</i> no later than the date of the first Passenger Ship Safety Certificate, Cargo Ship Safety Certificate or Cargo Ship safety Construction Certificate renewal survey on or after 1 January 2026.</p> <p>* The expression “installed on or after 1 January 2026” means:</p> <ol style="list-style-type: none"> .1 for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or .2 for ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. <p>All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilised with any lifting appliances and anchor handling winches, are to be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the IMO (MSC.1/Circ.1662 and MSC.1/Circ.1663).</p>

	<p>Application: This regulation applies to all lifting appliances, anchor handling winches and loose gear which have a SWL of 1000kg and above. For those lifting appliances with a lower SWL, the Administration is to determine to what extent the lifting appliance should comply with the regulation. This regulation does not apply to:</p> <ul style="list-style-type: none"> • Lifting appliances on ships certified as MODUs; • Lifting appliances used on offshore construction ships (pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work); • Integrated mechanical equipment for opening and closing hold hatch covers; and • Life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code. <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.1/Circ.1663 - Guidelines for Lifting Appliances • MSC.1/Circ.1662 - Guidelines for Anchor Handling Winches
<p>395</p> <p>Adopted by MSC.535(107)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the International Life-Saving Appliance Code - Ventilation of totally enclosed lifeboats</p> <p>Background: The report of the investigation into the sinking of the <i>MOL Comfort</i> in the Indian Ocean refers to the discomfort experienced by many crew members in totally enclosed lifeboats. It recommended that further investigation into the issue of the ventilation of totally enclosed lifeboats should be carried out with a view to improving the thermal loading of occupants in emergency situations.</p> <p>Implication: Totally enclosed lifeboats will need to be designed and fitted with a means of ventilation to achieve a ventilation rate of at least 5m³/h per person for the number of persons the lifeboat is permitted to accommodate and for a period of not less than 24 hours.</p> <p>Application: This applies to all totally enclosed lifeboats installed on ships on or after 1 January 2029.*</p> <p>*The expression “installed on or after 1 January 2029” means:</p> <p>(a) for ships for which the building contract is placed on or after 1 January 2029, or in the absence of the contract, constructed on or after 1 January 2029, any installation date on the ship; or</p> <p>(b) for ships other than those ships described in (a) above, a contractual delivery date for the equipment to the ship on or after 1 January 2029 or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2029.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.544(107)- Amendments to the Revised recommendation on testing of life-saving appliances (Resolution MSC.81(70))

406

Adopted by
MSC.554(108)

Entry into force
1 January 2026

Amendments to the LSA Code to address the in-water performance of SOLAS adult lifejackets

Background: After the deaths of three seafarers whilst wearing SOLAS lifejackets in favourable environmental conditions, the subsequent enquiries have shown that the current requirements for the design and testing of SOLAS lifejackets do not provide consistent assurance of their in-water performance.

Implication: Equipment manufacturers: Minimum performance standards for SOLAS adult life jackets will be enhanced, necessitating potential modifications to life jacket designs to align with the updated standards. The amendments ensure that the lifejacket is designed and tested to turn the body of an unconscious person to a face-up position where the nose and mouth are both clear of the water. Lifejackets meeting the new standards will need to be tested and approved as such in advance of 1 January 2026.

Shipowners/operators and ship yards: When replacing lifejackets on existing ships or sourcing lifejackets for new ships, it should be noted that the lifejackets will need to meet the new performance standards and approved accordingly.

Application: This will apply to new SOLAS adult lifejackets carried onboard cargo ships of 500GT and over and all passenger ships from 1 January 2026.

The new requirements are applicable to new ships for which a building contract is in place or in the absence of a contract, the keel is laid or is at similar stage of construction on or after 1 January 2026. For existing ships, this will be applicable for all adult lifejackets with contractual delivery date or actual delivery date to the ship on or after 1 January 2026.

409

Adopted by
MSC.550(108)

Entry into force
1 January 2026

Amendments to SOLAS Chapter II-2/20 - Fire safety on ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles

Background: The IMO has reviewed SOLAS chapter II-2 and associated codes regarding vehicle, special category, ro-ro spaces and weather decks of new and existing ro-ro ships based on the findings of the FIRESAFE II study. It should be noted that the IMO issued the *Interim guidelines for minimising the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships* (MSC.1/Circ.1615), pending changes to SOLAS, to address the risks related to ro-ro passenger ships.

The amendments to SOLAS chapter II-2/20 for ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles include, but are not limited to;

- Individually identifiable smoke and heat detector systems, (including linear heat detectors), for open and closed vehicle ro-ro spaces.
- Fire detection and alarm system requirements for weather decks intended for the carriage of vehicles, including a safety distance from vehicle lanes to accommodation spaces, control stations and normally occupied service spaces.
- Video monitoring on vehicle spaces, open and closed ro-ro spaces and special category spaces.

- Fixed water-based fire-extinguishing systems to protect weather decks primarily using water monitor(s), with nozzles being acceptable for areas which monitors cannot cover. Detailed specifications for nozzles are also included, as well as water supply capacity.
- Changes to structural fire protection of ro-ro and special category spaces including the protection for openings which is extended to include access to embarkation and assembly stations, as well as intakes for machinery.
- Openings in ro-ro spaces provided with closing devices such as steel A-class ramps and steel A-class doors should be permitted below survival craft and accommodation spaces (including normally occupied service spaces and control stations).
- Openings in ro-ro spaces below accommodation spaces, control stations and normally occupied service spaces are permitted when the fire integrity of the ship's side, including windows and doors, is A-60 within a specified rectangular area (A-0 windows protected by a water-based system may be accepted as equivalent to A-60 windows).

Implication: Shipyards, equipment manufacturers and owners: Equipment installation requirements are updated for both new and existing ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles. The new requirements will need to be complied with.

Application: The amendments to SOLAS chapter II-2/20 apply to ships constructed* on or after 1 January 2026, fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles.

** The expression "ships constructed" means ships the keels of which are laid or which are at a similar stage of construction as defined in SOLAS chapter II-2/1.*

Ships constructed before 1 January 2026, including those constructed before 1 July 2012, are also to comply with regulations adopted by resolution MSC.550(108), as follows:

- SOLAS II-2/20.4.1.6 regarding requirements for a fixed fire detection and fire alarm system complying with the FSS Code: passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply not later than the first survey on or after 1 January 2028;
- The requirements of SOLAS II-2/20 paragraphs 4.1.1 through 4.1.4 regarding requirements for a fixed fire detection and fire alarm system complying with the FSS Code shall only apply to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 4.1.6 and the previously applicable requirements of paragraph 4.1 (Fixed Fire Detection and Alarm Systems).
- The requirements of SOLAS II-2/20.4.1.5 regarding requirements for a fixed fire detection and fire alarm system complying with the FSS Code shall apply to cargo ships constructed on or after 1 January 2026. Cargo ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the previously applicable requirements of paragraph 4.1 (Fixed Fire Detection and Alarm Systems);
- SOLAS II-2/20.4.4 regarding video monitoring: The requirements of paragraphs 4.4.1 and 4.4.2 apply to ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraphs 4.4.1 and 4.4.2 not later than the first survey on or after 1 January 2028;
- SOLAS II-2/20.5 regarding structural fire protection and arrangement of openings: Applies to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 5; and

	<ul style="list-style-type: none"> SOLAS II-2/20.6 regarding fire extinction: The requirements of paragraphs 6.2.1 and 6.2.2 regarding fixed water-based fire-extinguishing system on weather decks intended for carriage of vehicles shall apply to ro-ro passenger ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 6.2.3 regarding fixed water-based fire-extinguishing system based on monitors not later than the first survey on or after 1 January 2028. <p><u>Related Instruments</u></p> <ul style="list-style-type: none"> MSC.555(108) – Amendments to the FSS Code
412 Adopted by MSC.550(108) Entry into force 1 January 2026	<p>Amendments to SOLAS Regulation II-2/7.5.5 - Fire protection of control stations and cargo control rooms on new cargo ships</p> <p>Background: The IMO adopted amendments to SOLAS regulation II-2/7.5.5 and approved consequential amendments to MSC.1/Circ.1456 with respect to the protection of accommodation and service spaces and control stations where a fixed fire detection and alarm system is required. The following text is added to the protection methods in paragraphs 5.5.1, 5.5.2 and 5.5.3: "and in all control stations and cargo control rooms". The revised circular was published as MSC.1/Circ.1456/Rev.1 which supersedes MSC.1/Circ.1456 and MSC.1/Circ.1492.</p> <p>Implication: Shipyards and shipowners will need to comply with the amended SOLAS requirements for protection of accommodation and service spaces and control stations where a fixed fire detection and alarm system is required. As a result, control stations and cargo control rooms on new ships will have to comply with the protection method selected.</p> <p>Application: The amendments to SOLAS chapter II-2/7.5.5 apply to all new cargo ships of 500GT and over with keels laid or at a similar stage of construction on or after 1 January 2026. The expression a “similar stage of construction” means the stage at which:</p> <ol style="list-style-type: none"> 1. construction identifiable with a specific ship begins; and 2. assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less. <p>Ships constructed before 1 January 2026 will need to comply with the current requirements of paragraph 5.5.</p> <p><u>Related Instruments</u></p> <ul style="list-style-type: none"> MSC.1/Circ.1456/Rev.1 - Unified Interpretations of SOLAS Chapter II-2 and the FSS and FTP Codes
413 Adopted by MSC.532(107)	<p>Amendments to SOLAS chapter II-2 – Provisions to prohibit the use of fire-fighting foams containing PFOS</p> <p>Background: The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature.</p>

<p>Entry into force 1 January 2026</p>	<p>The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to the 1994 (MSC.536(107)) and 2000 (MSC.537(107)) HSC Codes.</p> <p>Implication: Fire fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities.</p> <p>Equipment manufacturers: are to take note and change the chemical make up of extinguishing media.</p> <p>Shipowners and Ship operators: are to comply with carriage ban and remove the PFOS containing extinguishing media from ships to reception facilities ashore.</p> <p>Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after the date of entry into force. Enters into force 1 January 2026.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.536(107) - Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7 • MSC.537(107) - Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7
<p>431</p> <p>Adopted by MSC.551(108)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the IGF Code - 2026</p> <p>Background: The IGF Code is reviewed regularly. These amendments incorporate a number of consolidations and additional new provisions based on the industry's gained experience.</p> <p>Implication: The amendments are (but not limited to):</p> <p>Part A-1</p> <ul style="list-style-type: none"> • 4.2.2 - Necessary reference addition based on the proposed change to 8.4.2 listed below. • 5.12.1 - For ships constructed on or after 1 January 2026, clarification as to whether the requirement for “door sill” applies to the outer door (i.e. the door leading to the hazardous area). • 6.7.3.1.1 - For ships constructed on or after 1 January 2026, the proposed changes are to improve the design requirements for the pressure relief system of the LNG fuel tanks, ensuring that the pressure relief system is of sufficient capacity when implementing the isolation requirements specified in paragraph 6.7.2.6 and that fuel tanks shall not be bunkered until the full relieving capacity is restored. • 6.9.1.1 - For ships constructed on or after 1 January 2026, new changes to permit utilisation of more than one method in order to control the tank pressure and temperature, e.g. by one of the following methods: <ol style="list-style-type: none"> 1 reliquefaction of vapours; 2 thermal oxidation of vapours; 3 pressure accumulation; or 4 liquefied gas fuel cooling.

- 7.3.2.1 - For ships constructed on or after 1 January 2026, the formula to calculate the thickness of the piping has been amended to make it clearer.
- 8.4.1 to 8.4.3 - Changes aimed at addressing the leaks during bunkering operations at the connection between the bunker system and the bunkering manifold and aligning the IGF Code to ISO standard 21593:2019 and ISO 20519:2021. This change is available for early implementation (subject to the flag Administration's approval).
- 9.3.1 - For ships constructed on or after 1 January 2026, fuel supply systems require redundancy and segregation so a leak or failure in one system doesn't result in an unacceptable loss of power. If there is leakage or failure, Administrations may accept partial reduction in propulsion capacity from normal.
- 9.4.7 - For ships constructed on or after 1 January 2026, requires that there is automatic ventilation of the gas supply pipe between the master valve and the double block and bleed valves, and between the double block and bleed valves and the consumer, when the master gas fuel valve is automatically shut down.
- 9.4.8 - For ships constructed on or after 1 January 2026, "engine" will be replaced by "gas consumer".
- 9.6 - The amendment now specifies that the fuel piping referenced is "Gas" fuel piping.
- 9.6.1 - Sub-paragraph 1 includes a requirement for purging high pressure systems when the master gas valve is closed. This requirement is not included for low pressure systems. As there is no justification for having the difference, this was deleted.
- 9.8.1, 9.8.2, 9.8.4 - Changes in determining design pressure of pipes and ducts. Applicable to ships constructed on or after 1 January 2026.
- 11.3.1 - The fuel preparation room shall, for the purpose of the application of SOLAS regulation II-2/9, be regarded as a machinery space of category A. Applicable to ships constructed on or after 1 January 2026.
- 11.6.2 - A 5kg portable dry powder fire extinguisher is to be located in the fuel preparation room. For ships constructed before 1 January 2026, this shall be provided not later than the first survey on or after 1 January 2026.
- 12.5.1 - Interbarrier spaces are now considered Hazardous area zone 0. Applicable to ships constructed on or after 1 January 2026.
- 12.5.2.1 - Interbarrier spaces are removed from Hazardous area zone 1. Applicable to ships constructed on or after 1 January 2026.
- 15.4.1.3 - Since the requirements for the liquid level gauging in the IGF Code should be more in line with the IGC Code, additionally to 15.4.1.3.1 and 15.4.1.3.2, liquefied gas fuel tank liquid level gauges may also be:
Closed devices which penetrate the liquefied gas fuel tank, but which form part of a closed system and keep the gas fuel from being released. Such devices shall be considered as tank connections. A shut off valve, located as close as possible to the tank, should be provided if the closed gauging device is not mounted directly onto the tank.
- 18.4.1.1.1 - Introduction of "*compatibility of maximum possible delivery pressure and vessel's bunkering line design pressure*" as an additional item to agree in writing before any bunkering operation commences.

Application: The application of the amendments are included under each item. In general, they will apply to ships constructed on or after 1 January 2026 which use low-flashpoint fuel, other than ships covered by the IGC Code. Otherwise they apply to both new and existing ships using low-flashpoint fuel.

"Ships constructed on or after 1 January 2026" means those:

- for which the building contract is placed on or after 1 January 2026;
- in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2026; or
- the delivery of which is on or after 1 January 2030.

<p>445</p> <p>Adopted by MSC.523(106)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the IGC Code - High manganese austenitic steel</p> <p>Background: Following the adoption of MSC.475(102) & MSC.476(102), high manganese austenitic steel is now introduced in the IGC code (Table 6.3 of chapter 6).</p> <p>Implication: High manganese austenitic steel can now be used – subject to the required conditions specified in MSC.1/Circ.1599/Rev.3 – for the manufacturing of plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels on ships that comply with the IGC Code.</p> <p>Application: The amendments apply from 1 January 2026 to ships regardless of their size, including those of less than 500GT, engaged in the carriage of liquefied gases having a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C and other products, as shown in IGC Code Chapter 19 - Summary of minimum requirements, when carried in bulk.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.1/Circ.1599/Rev.3 - Revised guidelines on the application of high manganese austenitic steel for cryogenic service
<p>446</p> <p>Adopted by MSC.524(106)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the IGF Code - High manganese austenitic steel</p> <p>Background: Following the adoption of MSC.475(102) & MSC.476(102), high manganese austenitic steel is now introduced in the IGF code (Table 7.3 of chapter 7) as a new material for construction.</p> <p>Implication: High manganese austenitic steel can now be used – subject to the required conditions specified in MSC.1/Circ.1599/Rev.3 – for the manufacturing of plates, sections and forgings for fuel tanks, secondary barriers and process pressure vessels on ships that comply with the IGF Code.</p> <p>Application: The amendments apply from 1 January 2026 to ships which use low-flashpoint fuel, other than ships covered by the IGC Code.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.1/Circ.1599/Rev.3 - Revised guidelines on the application of high manganese austenitic steel for cryogenic service
<p>449</p> <p>Adopted by MSC.520(106)</p>	<p>Amendments to SOLAS Chapter II-2 on the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1</p> <p>Background: The IMO has agreed that the Marine Safety Committee should take a more robust stance on the safety issues related to fuel oil characteristics and incorporate amendments into SOLAS to address these concerns. The SOLAS amendments to Chapter II-2 regulation 4.2.1 have</p>

<p>Entry into force 1 January 2026</p>	<p>been developed to incorporate the safety requirements for fuel. The proposed amendments to the “Definitions” in Chapter II-2 Regulation 3 do not include reference to the operational processes relating to acceptance of a sample analysis report by the Administration.</p> <p>Implication: Oil fuel suppliers: will have to update the Bunker Delivery Notes (BDNs) in accordance with the amended requirements of SOLAS Ch II-2/4.2.1.</p> <p>Ship operators: should be aware of the requirements placed on oil fuel suppliers to supply BDNs in accordance with the amended requirements of SOLAS Ch II-2/4.2.1.</p> <p>Contracting Governments: should be aware of the requirements placed on them, or their designated authorities, to inform the relevant organisations and take action, as appropriate, against oil fuel suppliers that have been found to deliver oil fuel that does not comply with the amended requirements of SOLAS Ch. II-2/4.2.1.</p> <p>Application: The SOLAS amendments will enter into force on 1 January 2026 and apply to all ships using oil fuel which are subject to SOLAS, regardless of the date of construction.</p>
<p>487</p> <p>Adopted by MSC.532(107) MSC.538(107)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to SOLAS chapter XIV and related Amendments to the Polar Code</p> <p>Background: After reviewing the technical analysis of the feasibility and consequences of applying chapters 9 and 11 of the Polar Code to non-SOLAS ships, the IMO has published amendments to SOLAS Chapter XIV together with amendments to the Polar Code. MSC.532(107) amends regulation 2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and MSC.538(107) adds new chapters 9-1 (Safety of Navigation for Non-SOLAS ships) and 11-1 (Voyage Planning for Non-SOLAS ships) to the Polar Code.</p> <p>Implication: Designers, builders, equipment manufacturers, owners and operators of fishing vessels, pleasure yachts and cargo ships with the applicable length or GT operating in polar waters will need to take note of, and comply with, the new requirements from chapters 9-1 (Safety of Navigation for Non-SOLAS ships) and 11-1 (Voyage Planning for Non-SOLAS ships).</p> <p>Application: The amendments to SOLAS Ch. XIV will apply to all ships as well as:</p> <ul style="list-style-type: none"> • Fishing vessels of 24 metres of length overall and above; • Pleasure yachts of 300GT and over not engaged in trade; and • Cargo ships of 300GT and over but below 500GT <p>Fishing vessels, pleasure yachts and cargo ships, as defined above, which are constructed before 1 January 2026, are to meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2027.</p> <p>Fishing vessels, pleasure yachts and cargo ships, as defined above, constructed on or after 1 January 2026, are to meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2026.</p>

	<p>For the purpose of this requirement, “constructed” means a ship the keel of which is laid or which is at a similar stage of construction.</p> <p>At a similar stage of construction means the stage at which:</p> <ul style="list-style-type: none"> • construction identifiable with a specific ship begins; and • assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less. <p>Related Instruments</p> <ul style="list-style-type: none"> • A.1137(31) - Interim safety measures for ships not certified under the SOLAS Convention operating in polar waters • MSC.385(94) - International Code for Ships Operating in Polar Waters (Polar Code) • MSC.538(107) - Amendments to the International Code for Ships Operating in Polar Waters (Polar Code)
<p>491</p> <p>Adopted by MSC.532(107)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to SOLAS Chapter V and associated certificates - Mandatory carriage of electronic inclinometers on container ships and bulk carriers</p> <p>Background: The loss of containers due to the heavy movement of container ships at sea or the movement of bulk cargoes liable to liquefaction or dynamic separation, have caused incidents in recent years that have resulted in many seafarers losing their lives and the loss at sea of containers with high value contents (notably the loss of over 300 containers from the <i>MSC Zoe</i> in January 2019). Electronic inclinometers help with the operational assessment of ship stability, and they are not considered as critical equipment for the safety of navigation. However, the data they measure, if recorded in the Voyage Data Recorder (VDR), will be helpful in accident investigations. So, MSC 107 adopted amendments to SOLAS Chapter V and associated certificates for the mandatory carriage of electronic inclinometers which are linked to the VDR.</p> <p>Implication: Shipyards, designers, and owners will need to comply with the new requirements, which apply to new bulk carriers and container ships.</p> <p>The new requirements will not apply to:</p> <ul style="list-style-type: none"> • Cargo ships occasionally carrying cargoes in bulk. • General cargo ships carrying containers on deck. <p>Application: The new regulations will enter into force 1 January 2026 and will be applicable to new bulk carriers and container ships of 3,000GT and above, constructed* on or after this date. The requirements will not apply retroactively to existing container ships and bulk carriers.</p> <p>*In the context of SOLAS V/2.1, “constructed” means: A stage of construction where: - the keel is laid; - construction identifiable with a specific ship begins; or - assembly of the ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material whichever is less.</p>

	<p><u>Related Instruments</u></p> <ul style="list-style-type: none"> • MSC.363(92) - Performance standards for electronic inclinometers <p>Amendments to forms of the Cargo Ship Safety Equipment Certificate and the Cargo Ship Safety Certificate:</p> <ul style="list-style-type: none"> • MSC.533(107) - Amendments to the Protocol of 1978 relating to the International Convention for the Safety Of Life At Sea, 1974 • MSC.534(107) - Amendments to the Protocol of 1988 relating to the International Convention for the Safety Of Life At Sea, 1974
<p>525</p> <p>Adopted by MSC.556(108)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments 42-24 to the International Maritime Dangerous Goods (IMDG) Code</p> <p>Background: The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances. These amendments are published as Amendment 42-24 and to are included in the 2024 Edition.</p> <p>Implication: The revisions will add new amendment to the Code and new and/or revised requirements for both new and existing substances.</p> <p>Such amendments include (but are not limited to):</p> <ul style="list-style-type: none"> • changes to the definition for "Recycled plastic material" • new definition for "Degree of filling" • amendments to "Classification of articles as articles containing dangerous goods N.O.S." • new definition for "Explosive or pyrotechnic effect" • new definition for "Metal powders" • amendments to the table under "List of currently assigned organic peroxides in packaging" in the entry for for "DI-2,4-DICHLOROBENZOYL PEROXIDE" • new entries: DIBENZOYL PEROXIDE, 2,5-DIMETHYL-2,5-DI-(tert-BUTYLPEROXY) HEXANE, METHYL ETHYL KETONE PEROXIDE(S) • new section in Chapter 2.9.2 Assignment to class 9 - introducing "Sodium ion batteries" • pharmaceutical products (such as vaccines) that are packed in a form ready to be administered, including those in clinical trials, and that contain GMMOs or GMOs are not subject to this Code. • amendments to Chapter 3.2 - Dangerous Goods List • amendments to Chapter 3.3 - Special provisions applicable to certain substances, materials or articles • amendments to Chapter 4.1 - Use of packaging, including intermediate bulk containers (IBCs) and large packaging • amendments to 4.1.6 Special packing provisions for goods of class 2 • amendments to Chapter 4.2 - Use of portable tanks and multiple-element gas containers (MEGCs) • amendments to Chapter 5.2 - Marking and labelling of packages including IBCs • amendments to Chapter 5.3 - Placarding and marking of cargo transport units and bulk containers • amendments to Chapter 5.5 - Special provisions • amendments to Chapter 6.1 - Provisions for the construction and testing of packaging (other than for class 6.2 substances) • amendments to Chapter 6.2 - Provisions for the construction and testing of pressure receptacles, aerosol dispensers, small receptacles containing gas (gas cartridges) and fuel cell cartridges containing liquefied flammable gas • amendments to Chapter 6.5 - Provisions for the construction and testing of intermediate bulk containers (IBCs)

	<ul style="list-style-type: none"> • amendments to Chapter 6.6 - Provisions for the construction and testing of large packaging • amendments to Chapter 6.7 - Provisions for the design, construction, inspection and testing of portable tanks and multiple-element gas containers (MEGCs) • amendments to Chapter 6.10 - Provisions for the design, construction, inspection and testing of portable tanks with shells made of fibre-reinforced plastics (FRP) materials • new entries in Appendix B - Glossary of terms <p>Application: These amendments to the IMDG Code apply to all ships (including cargo ships of less than 500GT) that carry dangerous goods in packaged form from 1 January 2026. It is possible to apply these amendments prior to that date, subject to the agreement of the flag Administration.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.1/Circ.1588/Rev.3 - Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)
527 Adopted by MSC.552(108) Entry into force 1 January 2026	<p>Amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59)) - loading conditions</p> <p>Background: The International Code for the Safe Carriage of Grain in Bulk prescribes three loading conditions for the safe stowage of grain: "filled compartment, trimmed", a "filled compartment, untrimmed" and a "partly filled compartment". It has been observed that, in practice, there might be discrepancies such as when grain is filled up to or above the bottom edge of the hatch end beams, but not to the highest possible level in way of the hatch opening.</p> <p>Implication: Shipowners and operators of ships carrying grain in bulk should take note of new provisions for loading grain when dealing with "partially filled compartments" and how to calculate the total heeling moment.</p> <p>Application: It applies to all cargo ships, including those of less than 500GT, carrying grain in bulk from the 1 January 2026.</p>
532 Adopted by MEPC.384(81) MSC.550(108) Entry into force 1 January 2026	<p>Amendments to SOLAS V/31 and V/32, and to Protocol I of MARPOL Article V - Reporting on the loss of containers</p> <p>Background: Following the recurrent loss of containers, and in response to the danger submerged containers pose to shipping, the IMO adopted amendments to SOLAS Chapter V to make the reporting of lost, or the observance of lost, freight containers mandatory through a standardised procedure. In the same context, MEPC 81 also adopted amendments to Article V of Protocol I of the MARPOL Convention.</p> <p>Implication: The Master of every ship involved in the loss of any number of freight containers is required to report the incident without delay to both the nearest coastal State, any ships in the vicinity and to the Flag State.</p>

	<p>The Master of every ship that observes freight container(s) drifting at sea, shall communicate the particulars of such an observation to any ships in the vicinity and to the nearest coastal State.</p> <p>Application: The regulations apply to any ship carrying one or more containers or observing lost containers. The amendments enter into force 1 January 2026.</p>
<p>556</p> <p>Adopted by MSC.553(108)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the 2011 ESP Code - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures</p> <p>Background: The amendments will better specify that Administrations can exercise the right to audit a firm conducting thickness measurement of hull structures. The current text in the ESP Code was observed to be unclear on this matter.</p> <p>Implication: The impact of the proposed changes should be minimal and affect those Administrations which might want to certify a firm for thickness measurement.</p> <p>Application: This specific amendment should affect Administrations engaged in approval of firms conducting thickness measurement of the hull structures of bulk carriers and oil tankers of 500GT and above.</p>
<p>573</p> <p>Adopted by MSC.560(108)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the STCW Code - Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault</p> <p>Background: The Joint ILO/IMO Tripartite Working Group to identify and address seafarers' issues and the human element recognised the need to tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment, with the objective of ensuring a safe workplace for seafarers. A new mandatory competence has been developed in the STCW Code, Table A-VI/1-4, on the prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault.</p> <p>Implication: Seafarers will need to undertake specific training to be considered as competent.</p> <p>Application: All seafarers.</p>

585

Adopted by
MSC.554(108)

Entry into force
1 January 2026

Amendments to the International Life-Saving Appliance (LSA) Code- Launching appliances using falls and a winch

Background: The current minimum lowering speed of survival craft and rescue boats, as specified in paragraph 6.1.2.8 of the LSA Code, can be expressed in relation to the launching height. This height refers to the distance from the davit head to the waterline when the ship is at its lightest sea-going condition. However, in recent years, larger cargo ships have been under construction, and the launching heights of certain types of cargo ships are expected to increase in the near future. For instance, a 20,000 TEU containership may have a launching height of 35m, requiring a minimum lowering speed of 1.1 m/s. The new requirements address the minimum and maximum lowering speed of survival craft and rescue boats.

Implication:

Equipment manufacturers: Are to ensure their equipment meets the new requirements which aim to limit the maximum lowering speed of a fully loaded survival craft or rescue boat to 1.3 m/s. Also to be aware that the amendment was adopted specifying that the minimum lowering speed of survival craft and rescue boats should be limited at an appropriate value of 1.0 m/s, when the launching height is more than 30 m.

Owners of cargo ships/ shipyards: To be aware of the new requirements which will enter into force on 1 January 2026.

There will likely be little impact on passenger ships, as they already adhere to a davit height limitation in SOLAS regulation III/24.

Application: The amendments enter into force on 1 January 2026. They will apply to survival craft and rescue boats installed on cargo ships of 500GT and over and passenger ships on or after 1 January 2026.

The expression "installed on or after 1 January 2026" means:

- (a) for ships for which the building contract is placed on or after 1 January 2026, or in the absence of the contract, the keels of which are laid or which are at a similar stage of construction on or after 1 January 2026, all installations of the specified type on board those ships; or
- (b) for ships other than those ships specified in (a) above, all installations of the specified type, having a contractual delivery date for the equipment to the ship on or after 1 January 2026 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026.

650

Adopted by
MSC.536(107)

Entry into force
1 January 2026

Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7 – Provisions to prohibit the use of fire-fighting foams containing PFOS

Background: The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature.

The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to the 1994 (MSC.536(107)) and 2000 (MSC.537(107)) HSC Codes.

	<p>Implication: Fire fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities. Suppliers to take note and change the chemical make up of extinguishing media, shipowners to comply with carriage ban and remove the PFOS containing extinguishing media from vessel to reception facilities ashore.</p> <p>Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after 1 January 2026.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.532(107) - Amendments to SOLAS chapter II-2 • MSC.537(107) - Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7
<p>651</p> <p>Adopted by MSC.537(107)</p> <p>Entry into force 1 January 2026</p>	<p>Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7 - Provisions to prohibit the use of fire-fighting foams containing PFOS</p> <p>Background: The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to SOLAS chapter II-2 (MSC.532(107)) and 1994 HSC Code (MSC.536(107)).</p> <p>Implication: Fire fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities. Suppliers to take note and change the chemical make up of extinguishing media, shipowners are to comply with carriage ban and remove the PFOS containing extinguishing media from vessel to reception facilities ashore.</p> <p>Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after 1 January 2026.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.532(107) - Amendments to SOLAS chapter II-2 • MSC.536(107) - Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7

658

Adopted by
MSC.555(108)

Entry into force
1 January 2026

Amendments to the Fire Safety Systems (FSS) Code - fire safety on Ro-Ro passenger ships (Chapter 7 amendments) and all ships (Chapter 9 amendments)

Background: The IMO has reviewed SOLAS chapter II-2 and the FSS Code with regard to vehicle, special category, ro-ro spaces and weather decks of new and existing ro-ro ships based on the findings of the FIRESAFE II study. It should be noted that IMO issued the *Interim guidelines for minimising the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships* (MSC.1/Circ.1615), pending changes to SOLAS, to address the risks related to ro-ro passenger ships.

The amendments to the FSS Code, chapter 7 provide specifications for fixed water-based fire-extinguishing systems on ro-ro passenger ships fitted with weather decks intended for the carriage of vehicles.

The amendments to the FSS Code, chapter 9/2.3 (Component requirements) and chapter 9/2.4 (Installation requirements) relate to linear heat detectors and positioning of detectors for combined smoke and heat detectors.

The amendments to the FSS Code, chapter 9/2.5 (System control requirements) relate to visual and audible fire signals on ro-ro passenger ships.

Implication: Shipyards and equipment manufacturers: will need to comply with the new requirements.

Application: The amendments to the FSS Code chapter 7 apply to ro-ro passenger ships fitted with weather decks intended for the carriage of vehicles constructed on or after 1 January 2026.

The amendments to the FSS Code chapter 9/2.3 (Component requirements) and chapter 9/2.4 (Installation requirements) apply to ships constructed on or after 1 January 2026.

The amendments to the FSS Code chapter 9/2.5 (System control requirements) apply to ro-ro passenger ships constructed on or after 1 January 2026.

“Ships constructed on or after 1 January 2026” mean ships, the keels of which are laid or which are at a similar stage of construction, on or after 1 January 2026.

Related Instruments

- **MSC.550(108) – Amendments to SOLAS II-2**

661

Adopted by
MSC.559(108)

Entry into force
1 January 2026

Amendments to the resolution MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

Background: As a consequence of the agreed amendments to the LSA Code and resolution MSC.81(70) with regard to new ventilation requirements for totally enclosed lifeboats, MSC 108 adopted an amendment to resolution MSC.402(96). This amendment includes the requirement for the examination and check of the 'ventilation system, where fitted' for satisfactory condition and operation on lifeboats (including free-fall lifeboats), rescue boats, and fast rescue boats.

Implication:

Authorised Service Providers: Totally enclosed lifeboats will need to undergo satisfactory examination and checks with regard to their ventilation systems as per the new requirements detailed in MSC.535(107). It is not expected that partially enclosed lifeboats, rescue boats and fast rescue boats will be fitted with ventilation systems.

Application: This will apply from 1 January 2026, but given that the new requirements for the ventilation of totally enclosed lifeboats applies to those installed on ships on or after 1 January 2029, it is not expected to be required to take place until such totally enclosed lifeboats are installed.

Related Instruments

- **MSC.535(107) Amendments to the International Life-Saving Appliance Code (LSA Code)**

670

Adopted by
MSC.561(108)

Entry into force
1 January 2026

Revised annex to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1978 (STCW-F)

Background: The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), sets certification and minimum training requirements for crews of seagoing fishing vessels with the aim to promote the safety of life at sea and the protection of the marine environment, taking into account the unique nature of the fishing industry and the working environment.

Amendments *inter alia* include:

- Requirements related to the use of simulators
- Requirements for medical fitness of fishing vessel personnel
- Clarity on when competency under the 1978 STCW Convention may be accepted
- An additional option for accepted seagoing service for navigational officer candidates.

Implication: **Shipowners** of seagoing fishing vessels will need to ensure that personnel serving onboard are suitably qualified under the STCW-F Convention and Code.

Application: Applies to personnel serving onboard seagoing fishing vessels flying the flag of a Party to the STCW-F Convention.

	<p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.562(108) - Standards of Training, Certification and Watchkeeping for Fishing vessel Personnel (STCW-F) Code.
<p>671</p> <p>Adopted by MSC.562(108)</p> <p>Entry into force 1 January 2026</p>	<p>Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code</p> <p>Background: The new STCW-F Code contains mandatory provisions to which specific reference is made in the annex to the STCW-F Convention. These requirements provide the minimum standards required to be maintained by Parties in order to give full and complete effect to the Convention. Also included are standards of competence required to be demonstrated by candidates for the issue and revalidation of certificates of competency under the provisions of the STCW-F Convention. The abilities specified in the standards of competence are grouped, as appropriate, under the following seven functions:</p> <ul style="list-style-type: none"> • Navigation • Catch handling and stowage • Controlling the operation of the vessel and care for persons on board • Marine engineering • Electrical, electronic and control engineering • Maintenance and repair • Radiocommunications <p>at the following levels of responsibility:</p> <ul style="list-style-type: none"> • Management level • Operational level • Support level. <p>Implication: Owners of seagoing fishing vessels will need to ensure that personnel serving onboard are suitably qualified under the STCW-F Convention and Code.</p> <p>Application: Applies to personnel serving onboard seagoing fishing vessels flying the flag of a Party to the STCW-F Convention.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MSC.561(108) - Revised annex to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F)
<p>676</p> <p>Adopted by MSC.550(108)</p>	<p>Amendments to SOLAS regulation II-2/4 related to oil fuel parameters other than flashpoint</p> <p>Background: The amendment adds a new sub-paragraph to SOLAS II-2/4 to ensure that oil fuel delivered to and used on board ships will not jeopardise the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.</p>

<p>Entry into force 1 January 2026</p>	<p>Implication: Oil fuel suppliers: Will need to comply with the new requirements. Ship managers and crews: Will need to ensure that they order oil fuel that is suitable for the ship and not harmful to personnel.</p> <p>Application: This amendment to SOLAS will enter into force on 1 January 2026. It applies to all cargo ships of 500GT and over and to all passenger ships.</p>
<p>770</p> <p>Adopted by MEPC.392(82)</p> <p>Entry into force 1 March 2026</p>	<p>Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter</p> <p>Background: MEPC 82 adopted amendments to MARPOL Annex VI which will give effect to an ECA in the Canadian Arctic for NOx and SOx. This ECA is comprised of two segments starting at the Yukon mainland at 68.900° North 137.000° West; and ending at the north coast of Hans Island at 80.83183° North 66.45667° West and continuing from the south coast of Hans Island at 80.82144° North 66.45067° West, and ending at the coast of Newfoundland and Labrador at 60.000° North, 64.160° West.</p> <p>Implication: Shipowners and operators should be aware that for ships ordered for keel laying on or after 1 January 2025 and intending to operate in the ECA will need to install a NOx Tier III engine.</p> <p>In addition, owners and operators should be aware that from 1 March 2027, the sulphur limit of fuel oil used on board must not exceed 0.10%m/m or to use an alternative compliance method such as an Exhaust Gas Cleaning System.</p> <p>Application: NOx requirements: Ships the keels of which are laid or at a similar stage of construction on or after 1 January 2025 which have a marine diesel engine with power output of more than 130kW and operating within the ECA. SOx requirements: Ships operating in the ECA from 1 March 2027.</p>
<p>771</p> <p>Adopted by MEPC.392(82)</p> <p>Entry into force 1 March 2026</p>	<p>Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter</p> <p>Background: MEPC 82 adopted amendments to MARPOL Annex VI to give effect to an ECA in the Norwegian Sea. This ECA is defined as the same area specified in MARPOL Annex II regulation 13.9.4.</p> <p>Implication: Shipowners and operators should be aware that for ships with a building contract placed on or after 1 March 2026, keel laying or similar stage of construction on or after 1 September 2026 (in the absence of a building contract) or delivered on or after 1 March 2030 and intending to operate in the ECA will need to install a NOx Tier III engine.</p>

	<p>In addition, owners and operators should be aware that from 1 March 2027, the sulphur limit of fuel oil used on board must not exceed 0.10%<i>m/m</i> or to use an alternative compliance method such as an Exhaust Gas Cleaning System.</p> <p>Application: NO_x requirements: Ships which have a marine diesel engine with power output of more than 130kW and which will operate in the ECA to which the building contract is placed on or after 1 March 2026; In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 September 2026; or The delivery of which is on or after 1 March 2030.</p> <p>SO_x Requirements: Ships operating in the ECA from 1 March 2027.</p>
<p>442</p> <p>Adopted by MSC.549(108)</p> <p>Entry into force 1 January 2028</p>	<p>Amendments to SOLAS - New Regulation II-1/3-4.2 – Emergency towing arrangements for new ships, other than tankers, of 20,000GT and over</p> <p>Background: The IMO has agreed a revision to SOLAS chapter II-1, regulation 3-4, which extends the scope of the requirements for emergency towing arrangements to new ships other than tankers of 20,000GT and over. The amended regulation will enter into force on 1 January 2028. The IMO is currently developing amendments to a number of guidelines to help the industry apply the new regulation.</p> <p>New supporting guidelines are being developed for ships other than tankers and amendments to MSC.1/Circ.1175/Rev.1 - <i>Revised guidance on shipboard towing and mooring equipment</i> and MSC.1/Circ.1255 - <i>Revised guidelines for owners/operators on preparing emergency towing procedures</i> are expected.</p> <p>Implication: New ships will need to be fitted with towing arrangements which must, at all times, be capable of rapid deployment in the absence of main power on the ship and have adequate strength based on the size of the ship and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements must be approved by the Administration or their Recognised Organisations.</p> <p>Application: Emergency towing arrangements are to be fitted on ships - other than tankers - of 20,000GT and above, constructed on or after 1 January 2028.</p> <p>The expression "ships constructed" means ships the keels of which are laid, or which are at a similar stage of construction. In addition, the term "a similar stage of construction" means the stage at which:</p> <ul style="list-style-type: none"> • construction identifiable with a specific ship begins; and • assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

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Adopted by
Cape Town Agreement, 2012 and Torremolinos Convention 1977 and Protocol of 1993 (SFV-P/CONF.1)

Not yet met entry into force criteria

International Convention for the Safety of Fishing Vessels (Torremolinos Convention) Cape Town Agreement

Background: The Torremolinos Convention and its 1993 Protocol have not yet entered into force as the entry into force requirements have not been met. There have also been some problems with the technical requirements. In order to address these issues, an agreement has been reached which changes the entry into force requirements to 22 States with an aggregate of 3,600 fishing vessels of 24m in length and over and modifies some of the technical provisions. As of 13 November 2024, twenty-two States have become party to the Agreement, but the aggregate number of vessels has not been met. The diplomatic conference in Cape Town, South Africa, in October 2012 agreed that the survey and certification requirements were amended to a five-year cycle. A phased-in application for some parts of the requirements for existing fishing vessels was also agreed.

Implication:

Shipowners and Ship Managers: The Protocol has requirements covering the following areas:

- Construction, watertight integrity and equipment
- Stability and associated seaworthiness
- Machinery and electrical installations and periodically unattended machinery spaces
- Fire protection, detection, extinction and firefighting
- Protection of crew
- Life-saving appliances and arrangements
- Emergency procedures, musters and drills
- Radiocommunications
- Shipborne navigational equipment and arrangements

When it enters into force these safety items will need to be provided on board fishing vessels. Some of the requirements are applicable to existing fishing vessels as well as to new construction.

It should be noted that some flag Administrations have already enacted the Torremolinos Convention and Protocol, so fishing vessels flagged with these Administrations will find that nothing will change following entry into force of these amendments.

Shipbuilders / Designers of fishing vessels will need to ensure that the regulations are complied with. This may require additional or different safety equipment to be provided.

Flag Administrations and their Recognised Organisations will have to survey new and existing fishing vessels to the extent required and issue appropriate certification.

Application: The Torremolinos Convention and Protocol is, in general, applicable to fishing vessels of 24 metres in length and over. Although the majority of the requirements are applicable only to new ships, the following are also applicable to existing ships:

- Life-saving appliances and arrangements - only regulation 13 'Radio life-saving appliances' and regulation 14 'Radar transponders'

- Emergency procedures, musters and drills
- Radiocommunications
- Shipborne navigational equipment and arrangements

Part 3

IMO and ILO requirements currently under development

This part covers requirements that are under discussion and have not been adopted and have no agreed entry into force date. This section is subject to change as discussions progress.



<p>785</p> <p>Predicted entry into force 1 July 2026</p>	<p>Draft amendment to IGC Code - paragraph 16.9 - Alternative fuels and technologies - on the possibility to use toxic cargo as fuel if accepted by the Administration</p> <p>Background: Chapter 16.9 - Alternative fuels and technologies in the IGC Code has been amended to allow the use of toxic cargo as fuels, subject to approval of the ship's flag Administration</p> <p>Implication: It is expected that gas carriers to which this amendment applies will be allowed to use toxic cargo as fuel if they are able to demonstrate an equivalent level of safety to using natural gas (methane) carried as cargo as fuel. Special agreement from the ship's flag Administration will be required to permit this from 1 July 2026.</p> <p>Application: The amendments apply to new and, retroactively to existing, 2G/2PG ships which carry cargoes identified as toxic products in the IGC Code and are subject to the IGC Code.</p>
<p>734</p> <p>Predicted entry into force 9 October 2026</p>	<p>Draft amendments to MARPOL Annex V on reporting the exceptional discharges or accidental loss of fishing gear</p> <p>Background: Fishing gear may be lost or discarded at sea, adding to the growing quantity of plastic waste at sea and on beaches. As part of the IMO's action plan to address marine plastic litter work is being undertaken to address marine plastic pollution from lost or discarded fishing gear. This is likely to include amendments to MARPOL Annex V (Prevention of Pollution by Garbage) whilst minimising duplication and gaps in the existing regulatory framework.</p> <p>Implication: Fishing vessel operators and crews are likely to need to report lost or discharged fishing gear to the flag State, which should then report to the coastal State.</p> <p>Application: Fishing vessels, excluding recreational vessels, which are proposed to be defined as "ships used for sport or pleasure which are not used for commercial purposes or activities".</p>
<p>709</p> <p>Predicted entry into force 1 January 2027</p>	<p>Draft amendments to the IMSBC Code (Draft Amendment 08-25)</p> <p>Background: The IMSBC Code is regularly reviewed to take account of new requirements for existing substances or new substances. These amendments are expected to be published as Amendment 08-25.</p> <p>Implication: The new draft amendments which have been considered by E&T41 (September 2024), but not limited to, are:</p> <ul style="list-style-type: none"> • Amendments to existing individual schedules: - ALUMINIUM FERROSILICON POWDER UN 1395

	<ul style="list-style-type: none"> - ALUMINIUM SILICON POWDER, UNCOATED UN 1398 - ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 - CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969 - FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes) - FERROSILICON with at least 25% but less than 30% silicon, or 90% or more silicon - FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated, (group B) - IRON ORE PELLETS - DIRECT REDUCED IRON (A) - DIRECT REDUCED IRON (B) - FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 • New individual schedules: <ul style="list-style-type: none"> - FISH MEAL (FISH SCRAP), STABILIZED, (group C) - PHOSPHATE ROCK FINES (uncalcined) - IRON ORE BRIQUETTES - ZINC SLAG (coarse) - APATITE CONCENTRATETUFF (COARSE) - ALUMINIUM SULPHATE GRANULAR - FERRIC SULPHATE GRANULAR - CRUSHED GRANODIORITE, COARSE - ASPHALT GRANULATES - PEA PROTEIN CONCENTRATE PELLETS • Other draft amendments include: <ul style="list-style-type: none"> - Editorial modifications to the segregation tables in 9.3.3. - Various editorial amendments to update references to updated circulars. <p>The full set of draft amendments are expected to be submitted to MSC 110 (2025) for approval.</p> <p>Application: The amendments are expected to be applicable to all ships (including cargo ships of less than 500GT) carrying dangerous goods in solid bulk form from 1 January 2027. They are expected to be applied voluntarily from 1 January 2026.</p>
<p>467</p> <p>Predicted entry into force 1 March 2027</p>	<p>Draft amendments to MARPOL Annex VI and the NOx Technical Code on the use of multiple engine operational profiles for a marine diesel engine</p> <p>Background: MEPC 82 approved amendments to the NOx Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles. These draft amendments are expected to be adopted in April 2025 during MEPC 83 for entry into force in March 2027 when corresponding amendments to MARPOL Annex VI are expected to enter into force.</p>

The amendments to the Code control the use of auxiliary control devices for new and existing engines (that undergo significant modification) and address defeat devices' intended to circumvent the purpose of the NOx Technical Code. They also facilitate the certification of engines that are capable of operating in multiple profiles.

The amendments will apply to any engine not certified on or after the date of entry into force.

For existing engines already certified on or after the entry into force of the regulations the amendments will not have an impact unless the engine is subject to substantial modification on or after the entry into force date.

For existing engines this applied depending on the age of the ship the engine is installed onboard as follows:

- For engines installed on board ships constructed before 1 January 2000 the amendments apply to engines which undergo a substantial modification.
- For installations on board ships constructed on or after 1 January 2000 the amendments apply to engines which undergo a substantial modification if an auxiliary control device is used and/ or the engine has multiple operational profiles.

The amendments consider a substantial modification to be (for installations on ships constructed on or after 1 January 2000); any modification to an engine that could potentially cause the engine to exceed the applicable NOx emission limit in MARPOL Annex VI regulation 13. Routine replacement of engine components by parts specified in the technical file that do not alter emission characteristics is not considered a "substantial modification" regardless of whether one part or many parts are replaced.

For installations on ships constructed before 1 January 2000, the amendments consider a substantial modification to be; any modification made to an engine that increases its existing emission characteristics established by the simplified measurement method described in section 6 of the Code. These changes include, but are not limited to, changes in its operations or in its technical parameters (e.g. changing camshafts, fuel injection systems, air systems, combustion chamber configuration, or timing calibration of the engine). The installation of a certified approved method pursuant to MARPOL Annex VI regulation 13.7.1.1 or certification pursuant to regulation 13.7.1.2 is not considered to be a substantial modification.

The amendments introduce the definition and control of a rational emissions control strategy which aims to ensure that the emissions values at the individual mode points used during engine certification testing are representative of the emissions values during normal operation. Further, the amendments require such a rational control strategy to be applied to each engine across the whole of its operating load and speed range therefore ensuring an engine has not been designed to circumvent the intent of the NTC.

Implication:

Engine manufacturers: will need to be aware of the above and consider the impact any upgrades or modifications to existing engines will have on the need to seek re-certification and the new requirements that may apply.

Shipowners and operators: will need to be aware of the implications and methods for seeking re-certification should their engine go through substantial modification as described in these amendments.

	<p>Application: This is expected to apply to engines with power output of more than 130kW. These amendments will apply to engines (individual engines or an engine group/family) not certified on or after the expected entry into force of the amendments in Spring of 2027.</p> <p>For engines already certified on or after the entry into force date, the draft amendments do not apply, except in the case of substantial modifications.</p>
<p>613</p> <p>Predicted entry into force 1 March 2027</p>	<p>Draft Mid-Term GHG Reduction Measures.</p> <p>Background: The IMO has agreed a reduction pathway for GHG emissions from the shipping industry to meet the Paris climate target to limit the increase in the global temperature to 1.5°C by end of the century.</p> <p>In this context, the IMO has agreed the 2023 <i>IMO Strategy on Reduction of GHG Emissions from Ships</i> which includes GHG reduction indicative checkpoints of 20% (by 2030), 70% (by 2040) compared to 2008 levels and an overall target of reaching net-zero by around 2050.</p> <p>This reduction in emissions is regulated by defined measures for the short-term, mid-term and long-term. The IMO has already adopted measures (EEXI, CII) to encourage reduction of emissions up until 2027 as short-term GHG reduction measures and it is expected these measures will be refined to further encourage reduction through to 2030 (See 828).</p> <p>The IMO is developing mid-term GHG reduction measures to address reduction of emissions beyond 2027 which will consist of a goal based fuel standard and an economic pricing mechanism on GHG emissions. Whilst the details of both are still being negotiated in the IMO, it has been agreed that the fuel standard will regulate shipping's GHG intensity measured in grams of CO₂ equivalent per mega joule (gCO₂/MJ). It is also agreed that both measures will consider GHG emissions on a well-to-wake basis over a fuel's lifecycle (from feedstock through to consumption on board).</p> <p>During MEPC 82, a draft legal text was developed which narrows down the architecture of the goal-based fuel standard and sets out options for the pricing mechanism to be built on in the lead up to MEPC 83 (April 2025) where the regulations are expected to be approved.</p> <p>Whilst the exact emissions reduction trajectory for the fuel standard is to be agreed, it is understood that the regulations will be framed around the levels of ambition and indicative check points agreed in the 2023 <i>IMO Strategy on Reduction of GHG Emissions from Ships</i>. This would mean that the fuel standard would require ships' GHG fuel intensity to reduce by 20% (by 2030), 70% (by 2040) and close to 100% (by 2050) in comparison to 2008 levels.</p> <p>Implication: The measures will have significant impact on both capital and operational expenditure while providing a platform encouraging the shipping industry to develop and adopt efficient and zero-emission ships and/or fuels to enable the transition at every level of the shipping industry.</p> <p>Application: Whilst the exact application of the mid-term measures is to be agreed, Early expectation is that they will apply to ships of 5000GT and over, and at a future date ships of 400GT and over.</p>

731

Predicted entry into force
1 March 2027

Draft amendments to the NOx Technical Code with regard to re-certification procedures of existing engines

Background: Noting MARPOL Annex VI, regulation 13, permits substantial modifications and therefore re-certification of already installed engines, these amendments to the NOx Technical Code set out the procedure for such a re-certification which has not previously been specified. These amendments also capture instances where an existing engine is to be certified to a Tier to which it was not certified at the time of installation in which case the same procedure is to be followed.

Implication:

Shipowners and operators: Should be aware that any existing marine diesel engine already installed with a power output of more than 130kW which undergoes modification which alters the NOx parameters, or is to be certified to a NOx Tier it was not certified to at the point of installation, is to follow the procedure newly introduced to the NOx Technical Code.

Applicants Seeking re-certification: Should familiarise themselves with the detail of the procedure and be aware that they must prepare an Engine Emission Test Plan to be agreed by the ship's Administration or Recognised Organisation before the testing regime is conducted. Guidance is available on the content of the Engine Emission Test Plan which will be published by IMO at the time of the amendments to the Code entering force (Spring 2027).

Application: This applies to any marine diesel engine with a power output of more than 130kW which undergoes a substantial modification, or is to be certified to a NOx Tier to which it was not certified at the time of certification, therefore requiring re-certification.

750

Predicted entry into force
30 March 2027

Review of the Ballast Water Management Convention

Background: Following the approval of circular *BWM.2/Circ.79 Convention Review Plan (CRP) under the experience-building phase associated with the BWM Convention*, MEPC 81 endorsed a list of instruments which require revision and/or development as part of the review of the BWM Convention. Work is now proceeding to develop the draft text for a package of amendments to the Convention and its associated guidance. It is anticipated that draft texts will be available at MEPC 83 in spring 2025.

Implication: Clients should anticipate amendments to the Ballast Water Management Convention and as a result may need to make changes to how the requirements for compliance with the BWM Convention are met. In particular it is anticipated that amendments will be made to the following sections of the Ballast Water Management Convention:

Regulation A-3 (Exceptions)

- To legally enable the use of contingency measures and challenging water guidance, taking into account the guidelines and guidance developed by the IMO;
- To allow circumstances when the ship will discharge unmanaged or partially managed ballast water and sediments on the high seas, taking into account the guidelines and guidance developed by the IMO, due to the ship:

- experiencing challenging water quality at uptake resulting in bypass of its BWMS; and/or
- applying contingency measures due to BWMS failure; and/or
- needing to comply with any port State requirement for ballast water exchange plus treatment.

Regulation B-1 (Ballast Water Management Plans)

- Identifying ships with BWMS that are type approved in accordance with the BWMS Code, as opposed to older versions of the Guidelines (G8);
- Reflecting any important updates made to the standard format of the BWMP (appendix to the Guidelines (G4)) to standardise and improve consistency;
- Adding a new requirement that ships plan for contingency measures, taking into account BWM.2/Circ.62 (*Guidance on contingency measures under the BWM Convention*);
- Adding a new requirement that the BWMPs include a plan for safe ballast water exchange, including partially treated and/or non-neutralised ballast water;
- Requiring that the BWMP provides the maintenance procedures necessary to keep any BWMS installed in good working order;
- Adding a new requirement that the BWMP include a maintenance schedule that reflects the OEM manual and maintenance schedule; and
- Including the practice of temporary storage of grey water and/or treated sewage in ballast water tanks.

Regulation B-2 (Ballast Water Record Book)

- Adding a new requirement that the location of BWMS maintenance records will be recorded.

Regulation B-6 (Duties of officers and crew)

- Adding a new requirement for crew familiarisation/training with regard to the BWMS and how it should be documented/verified.

Regulation D-2 (Ballast Water Performance Standard)

- Requiring the Maximum Allowable Discharge Concentration (MADC) for BWMS that use active substances, to ensure that in-service ships regularly discharge effectively neutralised ballast water, for BWMS utilising active substances, in line with the limit set as part of the Final Approval of the BWMS.

Regulation D-3 (Approval Requirements for ballast water management systems)

- Creating a new requirement that any type-approved BWMS installed on a ship to meet the D-2 standard shall be maintained in good working order; and
- Creating a new requirement that during type approval BWMS should be verified to not exceed MADDC, to ensure that in-service ships regularly discharge effectively neutralised ballast water for BWMS that use active substances.

Regulation E-1 (Surveys)

- Requiring that annual surveys confirm required maintenance has been undertaken by verifying the Ballast Water Record Book (BWRB), including any BWMS maintenance log;
- Requiring a biological efficacy test (sampling and analysis) to be undertaken as part of intermediate and renewal surveys;
- Creating a new requirement to undertake annual sampling of residual active substances;
- Including testing in line with BWM.2/Circ.70/Rev.1 as part of the renewal and/or intermediate survey;
- Requiring items such as time-bound repair plans, destination State approvals, flag State approvals (dispensation), etc.

Appendix I - (Form of International Ballast Water Management Certificate)

- Amending appendix I to include a supplement with additional information in line with the approach of the IOPP Certificate.

	<p>In addition clients should also anticipate amendments to:</p> <ul style="list-style-type: none"> • MEPC.300(72) <i>Code for Approval of Ballast Water Management Systems (BWMS Code)</i> • MEPC.173(58) <i>Guidelines for ballast water sampling (G2),</i> • MEPC.173(58) <i>Guidelines for ballast water sampling (G2),</i> • MEPC.370(80) <i>Guidelines for ballast water management and development of Ballast Water Management Plans (G4),</i> • MEPC.169(57) <i>Procedure for approval of ballast water management systems that make use of Active substances (G9),</i> • MEPC.252(67) <i>Guidelines for port State control under the BWM Convention</i> • BWM.2/Circ.42/Rev.2 <i>Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)</i> • BWM.2/Circ.43/Rev.1 <i>Guidance for Administrations on the type approval process for ballast water management systems</i> • BWM.2/Circ.62 <i>Guidance on contingency measures under the BWM Convention</i> • BWM.2/Circ.69 <i>Guidance on System Design Limitations of ballast water management systems and their monitoring</i> • BWM.2/Circ.70/Rev.1 2020 <i>Guidance for the commissioning testing of ballast water management systems</i> <p>Finally clients should also expect the development of new guidance covering:</p> <ul style="list-style-type: none"> • The operation and maintenance of the BWMS, • A review process of type approvals for BWMS that do not use active substances, • Type approving BWMS which have undergone modifications since receiving type approval, • Information to be included in BWMS Operation Maintenance and Safety Manual (OMSM).and <p>Work is ongoing to develop the amendments to the relevant instruments of the Convention, with the expectation that the amendments should be ready for adoption at MEPC 85 (2026) and entry into force in 2027.</p> <p>Application: The Convention applies to all ships and offshore structures (i.e. vessels of any type operating in the aquatic environment, including submersibles, floating craft, floating platforms, floating storage units (FSUs) and floating production, storage and offloading (FPSO) units) that load and discharge ballast.</p>
<p>813</p> <p>Predicted entry into force 1 April 2027</p>	<p>Draft Amendments to Appendix IX to MARPOL Annex VI to include reporting of the period</p> <p>Background: The amendments to MARPOL Annex VI Appendix IX in MEPC.385(81) do not create a field for the portion of the year the report is made for both regulations 27 (Fuel oil consumption) and regulation 28 (Carbon Intensity).</p> <p>These draft amendments correct this by introducing such date fields to Appendix IX.</p> <p>Implication: There is no impact on clients expected as this is effectively a correction to ensure the portion of a year to which the data captured relates.</p> <p>Application: All ships of 5000GT and above</p>

	<p>Related Instruments</p> <ul style="list-style-type: none"> • MEPC.385(81) - Amendments to MARPOL Annex VI - Appendix IX - Accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS)
<p>378</p> <p>Predicted entry into force 1 September 2027</p>	<p>Draft amendments to appendix II (Form of the IOPP certificate and Supplements) and Appendix III (Form of Oil Record Book) of MARPOL Annex I</p> <p>Background: The IMO has agreed a draft MEPC circular on <i>Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)</i>, draft amendments to Appendix II (Form of the IOPP certificate and Supplements) and Appendix III (Form of Oil Record Book) of MARPOL Annex I, and the draft revised MEPC circular on <i>Guidance for the recording of operations in the Oil Record Book Part I – machinery space operations (all ships)</i>.</p> <p>At the time these instruments were considered for approval, the IMO discussed the use of forced evaporation of oily bilge water and considered if this is an accepted means of disposal. It was agreed that such forced evaporation is, in principle, an acceptable means of disposal of oily bilge water and invited proposals to amend MARPOL Annex I to implement this acceptance.</p> <p>To date, no such proposals have been submitted to the IMO. Noting the instruments above are to be approved as a package with an amendment to MARPOL Annex I to confirm acceptance of forced evaporation, it is unclear when this package will progress.</p> <p>Implication: On completion of this work, regulatory certainty will be provided to the use of forced evaporation of oily bilge water.</p> <p>The draft IBTS Guidelines are expected to give information to support the mandatory requirements applicable to handling of oily bilge water and oily residues (sludge).</p> <p>The draft revised <i>Guidance for recording of operations in the Oil Record Book Part I – Machinery space operations (all ships)</i> are intended to facilitate compliance with MARPOL requirements by providing advice to crews on how to record the various operations and the amendments focus on alternative methods of disposal.</p> <p>The draft amendments to Appendix II and III of Annex I introduce the ability to record alternative methods of disposal of oily bilge water which is expected to clarify the ability to use forced evaporation.</p> <p>Application: All oil tankers of 150GT or above and all other ships of 400GT or above engaged on international voyages.</p>

528

Predicted entry into force
1 January 2028

Draft amendments to the IGC Code - 2028 version

Background: The IGC code is regularly under development with the industry learning from new technologies, accidents, research and practices in order to stay as up to date as possible. These amendments include numerous consolidations from Unified Interpretations alongside new amendments.

Implication: The following non-exhaustive list of amendments/clarifications to the 2014 IGC Code were considered and finalised by CCC 10. The amendments include:

- Application of finite element analysis to type C tanks;
- Carriage of CO₂ cargoes and the use of LPG and toxic cargoes as fuel;
- The causes, and effects of an ESD (Emergency Shut down);
- Cargo tank filling limits; and
- Ethane was added to chapter 16 as a cargo to be used as fuel.

In addition, the draft amendments to the IGC Code incorporate the requirements of a number of unified interpretations on the IGC Code and the MSC.1/Circ.1679 *Interim Guidelines for Use of Liquefied Petroleum Gas (LPG) Cargo as Fuel*, listed below, which will remain in effect for existing ships constructed prior to the entry into force.

- MSC.1/Circ.1543 - *Unified Interpretation relating to the IGC Code*
- MSC.1/Circ.1559 - *Unified Interpretations of the IGC Code*
- MSC.1/Circ.1590 - *Unified Interpretation of Paragraph 13.3.5 of the IGC Code*
- MSC.1/Circ.1606 - *Unified Interpretation of Paragraph 13.3.5 of the IGC Code*
- MSC.1/Circ.1617 - *Unified Interpretation relating to the IGC Code*
- MSC.1/Circ.1625 - *Unified Interpretations relating to the IGC Code*
- MSC.1/Circ.1651 - *Amendments to MSC.1/Circ.1625 on Unified Interpretations of the IGC Code*
- MSC.1/Circ.1669 - *Unified Interpretation of the IGC Code*
- MSC.1/Circ.1679 - *Interim Guidelines for Use of Liquefied Petroleum Gas (LPG) Cargo as Fuel*.

Application: Applies to gas carriers regardless of their size, including those of less than 500GT, engaged in the carriage of liquefied gases having a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C and other products as listed in Chapter 19 of the IGC code, when carried in bulk.

As the list of amendments is extensive, some amendments are applicable to ships constructed on or after 1 January 2028 (pending approval at MSC 109) and others will apply to both new and existing ships. In general, amendments that require changes in design or construction are applicable to ships constructed on or after 1 January 2028. Amendments of an operational nature are applicable to new ships, and to existing ships under the 2014 IGC Code (Ships constructed on or after 1 July 2016). Editorial amendments that do not change the intent of the requirements are applicable to new and existing ships. Amendments are not applicable to those ships constructed before 1 July 2016, however, individual member States may take their own view.

	The draft amendments are expected to enter into force on 1 January 2028, provided that they are adopted before 1 July 2026 (approval is expected at MSC 109 with subsequent adoption at MSC 110 (June 2025)).
589 Predicted entry into force 1 January 2028	<p>Draft amendments to Resolution MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear</p> <p>Background: Resolution MSC.402(96) was adopted in 2016 with the aim of establishing a consistent, safe, and well-documented standard for maintaining, thoroughly examining, operationally testing, overhauling, and repairing lifeboats and rescue boats, as well as their launching appliances and release gear. Nevertheless, challenges have been experienced in implementing the resolution, primarily due to varying interpretations of terminologies. The IMO has now identified and categorised the issues as follows:</p> <ul style="list-style-type: none"> • Authorisation of service providers, including equipment manufacturers • Manufacturer's established certification programme • Clarification of the certification of personnel • Definitions of various terms • Other Issues such as Ambiguity in the ASP's access to tools, documents, training, etc. <p>The aforementioned issues will be considered when developing draft amendments to resolution MSC.402(96). The definition of "make" and "type" in the context of resolution has been agreed as the highest priority item.</p> <p>Implication: Shipowners, operators and equipment manufacturers are advised to monitor forthcoming amendments to Resolution MSC.402(96) and remain informed about the most recent requirements.</p> <p>Application: The amended version of Resolution MSC.402(96) is expected to be applicable to all passenger ships, and to all cargo ships of 500GT and above, engaged in international voyages. The expected entry into force is 1 January 2028.</p>
606 Predicted entry into force 1 January 2028	<p>Draft amendments to SOLAS chapters IV and V and performance standards and guidelines to introduce VHF Data Exchange System (VDES)</p> <p>Background: The Very High Frequency (VHF) Data Exchange System (VDES) integrates the functions of terrestrial and satellite VHF data exchange, Application Specific Message (ASM) and Automatic Identification System (AIS). VDES has additional capacity for the exchange of more digital data and could accommodate future growth in demand for utilising digital data in maritime radiocommunications. It is proposed at the IMO that there is a need to amend SOLAS chapters IV and V to introduce VDES, and to develop performance standards and guidelines to facilitate the widespread adoption of VDES. NCSR 11 agreed to continue the work through an intersessional correspondence group with the expectation of the amendments to SOLAS being finalised at NCSR 12 (expected May 2025).</p>

	<p>Implication: Shipowners and operators should note proposed developments regarding VDES, a new communication tool.</p> <p>Application: The new requirements relate to the development, installation and use of VDES, as a new communication tool under the GMDSS. The IMO agreed on a voluntary implementation of the VDES as further developments take place, which will allow it to be used concurrently with an AIS. Entry into force is not expected before 01 January 2028.</p> <p>SOLAS chapter IV applies to all cargo ships of 300GT and above, and to all passenger ships.</p> <p>The requirements for AIS carriage in SOLAS V/19 apply to all ships of 300GT and upwards engaged on international voyages and cargo ships of 500GT and upwards not engaged on international voyages and passenger ships irrespective of size.</p>
<p>607</p> <p>Predicted entry into force 1 January 2028</p>	<p>Draft amendments to the LSA code-development of design and prototype test requirements for the arrangements used in the operational testing of free fall lifeboat release systems without launching the lifeboat</p> <p>Background: Free-fall lifeboat release systems are typically tested without actually launching the free-fall lifeboat into the water, i.e. a simulated launching. The IMO has drafted amendments to paragraph 4.7.6.4 of the LSA Code to incorporate design requirements for these systems, based on the calculated maximum working load and the ultimate strength of the materials used considering the lifeboat's static weight and the dynamic loading. It is expected that the test requirements for these systems would also result in consequential amendments to resolution MSC.81(70) - <i>Revised Recommendation on Testing of Life-Saving Appliances</i>.</p> <p>Implication: Shipowners, operators and lifeboat manufacturers are advised to monitor forthcoming amendments to paragraph 4.7.6.4 of the LSA Code and remain informed about the most recent requirements. The requirement for the lifeboat release system to be designed to allow its testing without launching the lifeboat is expected to be replaced with a requirement to include an arrangement to test the release system under load without launching the lifeboat into the water, designed with a safety factor of at least 6, based on the calculated maximum working load and the ultimate strength of the materials used for its construction. It may also be a requirement that all components are constructed from materials that are corrosion resistant in the marine environment, without the need for coatings or galvanising.</p> <p>Application: The draft amendments are expected to apply to free-fall lifeboats installed on or after 1 January 2031 where the expression “installed on or after 1 January 2031” means:</p> <p>(New Ships)</p> <ul style="list-style-type: none"> for ships for which the building contract is placed on or after 1 January 2031, or in the absence of the contract, constructed on or after 1 January 2031, any installation date on the ship; or <p>(Existing Ships)</p> <ul style="list-style-type: none"> for ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment to the ship on or after 1 January 2031 or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2031.

609

Predicted entry into force
1 January 2028

Draft amendments to paragraph 8.3.5 and annex 1 of the 1994 and 2000 HSC Codes

Background: The draft amendments aim to ensure that the safety of infants on high-speed craft in an emergency situation is equal to that of infants on other passenger ships and remove any inconsistencies in terms of definitions and requirements between SOLAS Chapter III and the HSC Codes.

The IMO finalised the draft amendments to paragraph 8.3.5 (lifejackets carriage requirements) and annex 1 (HSC Safety Certificate) of the 1994 and 2000 HSC Codes with respect to the number of infant life jackets and accessories to adult life jackets to accommodate large persons to harmonise the lifejacket carriage requirements in the Codes with those in SOLAS chapter III.

Implication: **Shipowners and operators** of high-speed passenger craft are advised to note the following proposed upcoming lifejacket requirements, entering into force on 1 January 2028. From the first High-Speed Craft Safety Certificate renewal survey:

- Passenger craft on voyages of less than 24h are expected to need to carry infant lifejackets equal to 2.5% of the number of passengers on board;
- Passenger craft on voyages of 24h or greater are expected to need to carry an infant lifejacket for each infant on board; and
- Where adult lifejackets are not designed to fit persons weighing up to 140kg and with a chest girth of up to 1750mm, a sufficient number of accessories shall be available on board to allow them to be secured to such persons.

The Record of Equipment for the High-Speed Craft Safety Certificate is expected to be updated accordingly.

Application: This will apply to new and existing high-speed passenger craft. The amendments are expected to enter into force on 1 January 2028 and be applicable no later than the date of the first High-Speed Craft Safety Certificate renewal survey on or after 1 January 2028 for existing craft, and the High-Speed Craft Safety Certificate initial survey for new craft .

642

Predicted entry into force
1 January 2028

Draft amendments to SOLAS regulation V/23, Draft MSC resolution on Performance standards and Consequential draft amendments to the 1994 and 2000 HSC Codes and the 2008 SPS Code, to improve the safety of pilot transfer arrangements

Background: Accidents involving the tragic loss of pilots continue to happen worldwide despite previous efforts to improve pilot safety through amendments to SOLAS regulation V/23 (resolution MSC.308(88)) and standards for pilot transfers (resolution A.1045(27)). Statistics published by the International Maritime Pilots Association (IMPA) over the past few years show that an unacceptably high rate of non-compliant pilot transfer arrangements installed on all types of ships, together with the improper use of pilot ladders and a lack of regular and effective maintenance and inspection, are major contributing factors.

In response to the above, the IMO has now finalised amendments to SOLAS regulation V/23 to make the *Performance standards on pilot transfer arrangements* mandatory under the SOLAS Convention. A draft MSC resolution *Performance standards on pilot transfer arrangements* has been finalised too, which contains detailed requirements for design, manufacture, construction, inspection, maintenance, replacement, rigging and

	<p>training. There will be consequential draft amendments to the 1994 and 2000 HSC Codes and the 2008 SPS Code as well. The draft amendments to the regulations are expected to be approved by MSC 109, for adoption at MSC 110 (May 2025).</p> <p>The IMO via a draft MSC circular has also agreed to encourage interested Administrations to voluntarily implement the above amendments prior to the entry into force. The draft circular is expected to be approved at MSC 109 (December 2024).</p> <p>Implication:</p> <p>Shipowners/Operators: will need to comply with the new requirements. Specifically:</p> <ul style="list-style-type: none"> • Regardless of installation date, all pilot transfer arrangements would be required to undergo inspection, stowage, maintenance, replacement, and familiarisation in accordance with parts D and E of the performance standards. • Accommodation ladders, together with any associated fittings intended for use in accordance with the performance standards shall meet the requirements for the means of embarkation on and disembarkation from ships as required by SOLAS regulation II-1/3-9. This includes those installed prior to 1 January 2010 which do not currently need to comply with SOLAS regulation II-1/3-9. • Regardless of date of installation, maintenance and inspection of accommodation ladders used in the combination arrangement shall be carried out in accordance with SOLAS regulation II-1/3-9.3. <p>Equipment manufacturers: The design, manufacture, and construction of pilot transfer arrangements must comply with detailed requirements and be approved in accordance with Part F of the performance standards.</p> <p>Application: Entry into force of the new requirements is expected to be 1 January 2028. A detailed applications details are as follows:</p> <ul style="list-style-type: none"> • All new and existing ships on which pilots may be employed shall be provided with pilot transfer arrangements. • Pilot transfer arrangements installed on or after 1 January 2028, shall be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards. “Installed on or after 1 January 2028” means: <ul style="list-style-type: none"> - a contractual delivery date for the pilot transfer arrangement to the ship; or, - in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. • Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS chapter I applies (i.e. all ships engaged on international voyages unless expressly provided otherwise), are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards, not later than the first annual, periodical or renewal safety equipment survey after 1 January 2029, as referred to in MSC.1/Circ.1290. • Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS Chapter I does not apply, are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards, no later than 1 January 2030.
708	<p>Draft amendments to the IGF Code - 2028</p> <p>Background: The IGF Code is reviewed regularly. These amendments incorporate a number of consolidations and additional new provisions based on the industry’s experience.</p>

Predicted entry into force
1 January 2028

Implication: Owners and operators of ships using natural gas as fuel should be aware that from 1 January 2028:

- Vessels are permitted to have a suction well installed in fuel tanks protruding below the fuel tank without the well being considered part of the fuel tank in the context of damage requirements below the fuel tank.
- Fuel tanks must be segregated from cargo in accordance with the requirements of the IMDG Code where fuel tanks are regarded as bulk packaging, and a fuel tank on the open deck will be considered as a class 2.1 package in the context of the IMDG Code.

Designers of ships intending to use natural gas as fuel constructed on or after 1 January 2028, and potential owners of the same, should be aware of the following:

- Pressure relief valves discharging liquid or gas from piping systems must discharge into fuel tanks whenever the tank maximum allowable relief valve setting pressure is lower than the setting of the pressure relief valves fitted at fuel tank inlets and shall be designed to ensure that the required discharge capacity is met. Alternatively, they may discharge to the vent mast, if means are provided to detect and dispose of any liquid that may flow into the vent system.
- Fuel tank inlets from safety relief valve discharge lines, protecting the piping system shall be provided with non-return valves in lieu of valves that are automatically operated when the safety system is activated. Safe means for tank isolation during maintenance shall be available without affecting proper operation of safety relief valves.
- For the purposes of SOLAS regulation II-2/9 machinery spaces will be considered as fuel preparation rooms as opposed to any space containing equipment for the fuel preparation.
- An Administration may allow a non-A-60 boundary to be installed facing the fuel tank on the open deck which is separated by a minimum distance through heat analysis to provide protection equivalent to an A-60 class division as well as intermediate structures providing heat protection will be accepted.
- For oil tankers and chemical tankers, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, will be considered to meet the requirements regarding A-60 boundary provisions provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary.
- Notwithstanding the requirements for A-60 boundaries in the Code, where no source of gas release from the fuel containment system is considered possible, e.g. a type C tank in which tank connections are in a tank connection space, A-60 class shielding is not required.
- The existing provision for the fuel storage hold space surrounding a type C tank to be considered a cofferdam in the context of protecting the fuel containment system from machinery spaces or other rooms with high fire risk are changed so that the hold space can only be considered a cofferdam when the minimum distance to the A-60 boundary from the outer surface of the insulation system of type C tank or the boundary of the tank connection space, if any, is not less than 900mm. In this context, for the vacuum insulated type C tank, outer surface of the insulation system means outer surface of the outer shell.
- Hazardous areas zone 1 will not include fuel preparation room ventilation outlets and instead include ventilation outlets from zone 1 spaces.
- The following area will be designated as a Hazardous area zone 1, areas on open deck, or semi-enclosed spaces on open deck above and in the vicinity of fuel tank vent mast outlet within a vertical cylinder of unlimited height and 6m radius centred upon the centre of the outlet, and within a hemisphere of 6m radius below the outlet. Where due to the size and layout of the vessel it is not possible to maintain the above distances, a reduced zone can be accepted based on a dispersion analysis, based on 50% LEL criteria. The zone dimensions shall never be less than 3m, and Application shall include a surrounding zone 2 hazardous area of 1.5m.

	<ul style="list-style-type: none"> • In lieu of areas within 1.5m surrounding open or semi-enclosed spaces, Hazardous area zone 2 includes spaces 4m beyond the cylinder and 4m beyond the hemisphere defined in the above hazardous area zone 1 area surrounding fuel tank vent masts on open or semi enclosed deck spaces. • Where the ventilation ducts serving hazardous spaces pass through less hazardous spaces, the ducts shall be gas-tight and have under-pressure relative to less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through non-hazardous spaces, and that are fully welded and designed in accordance with the requirements for materials section of the Code, are acceptable without the need for under-pressure. <p>Application: To ships of 500GT and above and to all passenger ships using low-flashpoint fuels which are not gas carriers, constructed on or after 1 January 2028. “Constructed on or after 1 January 2028” in this context means:</p> <ul style="list-style-type: none"> • For which the building contract is placed on or after 1 January 2028; or • In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2028; or • The delivery of which is on or after 1 January 2032.
719 Predicted entry into force 1 January 2028	<p>Draft amendments to the ESP Code - Remote Inspection Techniques</p> <p>Background: The IMO is considering proposals to include remote inspection techniques (RIT), as an alternative means for Close-up Survey of the structure of ships. Further work is underway on the following areas before being incorporated into the ESP Code:</p> <ul style="list-style-type: none"> • Resolution of the camera image; • Limitations (for example age of the ship); • Record-keeping and sharing of the data; • Qualifications for the surveyors/operators. <p>Implication: Remote Inspection Techniques will still require an attending surveyor to be locally present to conduct the survey. There are numerous benefits in employing RIT such as greater efficiency, higher flexibility, and increased reliability in the day-to-day activities of survey and inspection without impairing the result of those surveys.</p> <p>Application: The draft amendments are expected to be applicable to existing bulk carriers and oil tankers of 500GT and above that need to comply with the ESP Code. It is anticipated that the draft amendments could be completed by 2026 with possible entry into force on 1 January 2028.</p>
721 Predicted entry into force 1 January 2028	<p>Draft amendments to SOLAS chapters II-1 (part C) and V - traditional and non-traditional propulsion and steering systems' requirements</p> <p>Background: Steering systems have evolved radically since current SOLAS regulations were adopted. Many modern systems are a combination of propulsion and steering. Current SOLAS requirements do not adequately consider these non-traditional propulsion/steering systems.</p>

Until now, this issue was addressed by means of unified interpretations (MSC.1/Circ.1416/Rev.1), however a review is considered necessary in order to reflect modern propulsion/steering systems in the IMO's regulatory framework.

Draft amendments now include:

- A new SOLAS regulation II-1/28-1 – Means of going astern and stopping. This regulation is expanded to include the stopping ability of the ship, with a goal to prevent casualties arising from malfunction or insufficient performance of astern propulsion to control or stop the ship.
- A new SOLAS regulation II-1/29-1 – Steering. This is to address the steering function and steering performance of the ship, as well as requirements for the steering system(s) and power supply, with a goal to prevent casualties arising from malfunction or insufficient performance or incorrect use of steering systems.

Future development could include amendments to the following sections of SOLAS:

- Expected Performance Standards in SOLAS regulations II-1/28 to 30
- SOLAS regulation II-1/30 - Additional requirements for electric and electrohydraulic steering gears
- SOLAS regulation II-1/42 - Emergency Source of Electrical Power in Passenger Ships
- SOLAS regulation II-1/43 - Emergency Source of Electrical Power in Cargo Ships
- SOLAS regulation V/25 - Operation of steering gear
- SOLAS regulation V/26 - Steering gear: Testing and drills

Amendments to the Resolutions and Circulars:

- MSC.1/Circ.1536 – *Unified Interpretation of SOLAS regulations II-1/29.3 and 29.4*
- Resolution A.467(XII) – *Guidelines for acceptance of non-duplicated rudder actuators for tankers, chemical tankers and gas carriers of 10,000 tons gross tonnage and above but less than 100,000 tonnes deadweight*
- Resolution MSC.137(76) – *Standards for Ship Manoeuvrability*
- MSC/Circ.1053 – *Explanatory Notes to the Standards for ship manoeuvrability*
- Resolution A.601(15) – *Provision and Display of Manoeuvring Information on board Ships*
- Possible revocation of resolutions A.415(XI) and A.416(XI), MSC.1/Circ.1398 and MSC.1/Circ.1416/Rev.1.

Implication: These amendments are expected to provide designers with a framework and supporting guidance to safely include alternative propulsion and steering systems on ships.

Application: It is expected that all new passenger ships and all cargo ships of 500GT and above, which are contracted for construction on or after 1 January 2028 will need to comply with the new provisions.

728

Predicted entry into force
1 January 2028

Draft amendment to the 1988 Load Line Protocol, regulation 25 - protection of the crew - setting of guard rails on the deck structure

Background: It has been observed that when ships are subject to intense weather conditions, the crew that operate on open decks are likely to fall through the gaps of guard rails. The proposed draft amendments to regulation 25 of the 1988 Load Line Protocol have the objective to ensure the safety of crew is enhanced to avoid such accidents.

Implication: New amendments will require that all guard rails or bulwarks which are located on exposed decks and are accessible to crews during navigation meet the same standard as those on exposed superstructure or freeboard decks:

- will have at least three courses;
- the opening below the lowest course of the guard rails shall not exceed 230 mm; and
- the other courses shall be not more than 380 mm apart.

Application: This regulation will apply to new ships of 24m in length and over with guard rails for the protection of crews on exposed decks.

807

Predicted entry into force
1 January 2028

Draft amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 43-26)

Background: The IMDG Code is regularly reviewed to take into account new requirements for existing substances, or add new substances.

Implication: The latest set of draft amendments (43-26) include *inter alia* the following amendments:

- Stowage and handling for SILENE (UN 2203) changed from compatibility category E to compatibility category D.
- Amendments to align the provision in paragraph 4.2.1.9.2 on the maximum degree of filling in portable tanks for liquid marine pollutants under generic or NOS (not otherwise specified) entries with UN Model Regulations.
- To clarify the requirements in table 7.1.4.5.18 - CLASS 7 – *Radioactive material Segregation table for persons* for segregation distances between radioactive material and passengers and crew.
- Editorial modifications to 7.6.3.5.2 - *Segregation table* in order to fully align the tables in the IMSBC Code and the IMDG Code.

The above mentioned list of draft amendments will be considered by E&T42 with the view of providing advice to CCC 11 with any additional proposals.

Application: The IMDG Code applies to all ships to which SOLAS, as amended, applies and which are carrying any of the substances, materials and articles covered by the IMDG Code (dangerous goods as defined in SOLAS chapter VII part A regulation 1). Amendment 43-26 is expected to come into force 1 January 2028.

808

Predicted entry into force
1 January 2028

Draft amendments to Transport Provisions for Vehicles within the IMDG Code (Special Provision 961, Special Provision 962)

Background: Following the fire aboard the roll-on/roll-off vehicle carrier *Höegh Xiamen*, and to address the rising hazards associated with the shipment of vehicles using alternative energy sources, work to further develop the provisions on the transport of vehicles (special provisions (SP) 961 & 962 of the IMDG Code) has been taking place.

SP 961 states which conditions - if met - will allow the transport of vehicles by sea so that the IMDG Code may not be applied. These include, for example, vehicles if stored in ro-ro spaces, or on the weather deck of a ro-ro ship, or a cargo space designated by the Administration in accordance with SOLAS, chapter II-2/20.

SP 962 complements SP 961 by stating the requirements that vehicles which are outside the scope of SP 961 will need to comply with when being transported by sea.

Implication: To date the following have been developed and agreed:

- Initial draft of new definitions to be used when SP 961 and SP 962 are applied (new, used, in-use, damaged, prototype vehicles).
- Criteria to apply to Electric Vehicles (EV) and Hybrid Electric Vehicles (HEV).

The following areas are also likely to be considered as part of this work, subject to proposals being submitted.

- Non-consumer vehicles
- Packaged vehicles
- Charging EVs and Hybrids while underway
- Special provision for RO-PAX vessels
- State of charge
- State of health (battery)
- Fuel Flashpoint
- Fuel Quantity
- Provisions for hybrid
- Inspections
- Damage from the weather (seawater versus freshwater)
- General damage Refrigerated vehicles Prototype components/vehicles

Application: These changes will apply to all those ships that have to comply with SOLAS and the IMDG Code and are engaged in the transport of vehicles in accordance with special provisions (SP) 961 and/or 962 of the IMDG Code.

The work is ongoing and it is anticipated that a possible entry into force for the updated provisions could be in 2028.

828

Predicted entry into force
1 March 2028

Review of the Short-Term Reduction Measure (CII and EEXI)

Background: MARPOL Annex VI regulation 28.11 requires a review of the CII framework and possible additional EEXI requirements to be conducted by 1 January 2026.

This work has begun and MEPC 82 agreed to conduct this work in two phases. The First Phase is to focus on:

- CII allowing individual ship-based assessment of energy efficiency performance.
- CII reduction factors between 2027 and 2030.
- Review of potential penalties CII imposes for idle time and port waiting time*.
- Review of potential penalties CII imposes for short voyages*.
- CII calculation potentially penalising cruise passenger ships with significant time in ports*.
- CII enforcement mechanisms needing to incentivise behaviour change*.
- CII potentially needing to incentivise port call efficiency and solutions such as just-in-time (JIT) arrival of ships*.
- CII ratings and DCS data not being accessible for analysis beyond Parties to MARPOL Annex VI needing consideration*.

The first phase is to conclude before 2026. * These items are expected to be continued in Phase 2 of the work

The Second Phase is to focus on:

- CII calculation potentially penalising self-unloading bulk carriers.
- CII calculation potentially penalising geared bulk carriers.
- CII calculation potentially penalising ships navigating in adverse weather.
- CII calculation potentially penalising ships using bow thrusters.
- CII calculation potentially penalising ballast voyages.
- CII potentially penalising ships carrying refrigerated cargo below deck.
- CII calculation potentially penalising steam driven LNG carriers compared to engine driven LNG carriers.
- CII calculation potentially penalising ro-ro cargo and ro-ro passenger ships.
- CII reference lines not accurately reflecting smaller LNG carriers.
- The fact that CII might overlap with the development of the basket of mid-term GHG reduction measures.
- CII does not address fuel emissions on their full life cycle only CO₂ Tank-to-Wake emissions.
- CII does not allow for pooling with other ships.

This second phase will go beyond 2026.

The work product from this package of work will result in amendments to various Guidance used to support the CII regulations as well as potential MARPOL Annex VI amendments. Amendments to Guidance would take effect after their approval whereas it is anticipated that MARPOL Annex VI amendments will not come into force until 2028 at the earliest.

Implication: **Shipowners and Operators** should be aware of the review and be aware of any amendments to guidelines which could affect the way in which CII is calculated.

	<p>Application: To ships of 5000GT and over falling into one of the following categories:</p> <ul style="list-style-type: none"> • Bulk Carrier • Combination Carrier • Container Ship • Cruise Passenger Ship • Gas Carrier • General Cargo Ship • LNG Carrier • Refrigerated Cargo Carrier • Ro-ro Cargo Ship • Ro-ro Cargo ship (vehicle carrier) • Ro-ro Passenger Ship • Tanker <p>How LR Can Support Clients</p> <p>LR will continue to keep clients up to date on developments of the short-term GHG measure review and any actions that need to be taken including when the method for calculating CII may change or where new correction factors are introduced etc.</p>
<p>572</p> <p>Predicted entry into force 1 March 2029</p>	<p>Comprehensive review of the 1978 STCW Convention and Code</p> <p>Background: The STCW Convention and Code are reviewed from time to time to ensure their currency with the latest technology, ship types, operational practices and training standards. It has been agreed that a comprehensive review of the STCW Convention and Code is required. The following areas will be considered as part of the review:</p> <ul style="list-style-type: none"> • Emerging technologies on ships and ship operations • Digitalisation of documentation, including certificates issued under STCW • Emerging technologies in education and training • Facilitation, flexibility and quality of onboard, shore-based and workshop skills training, including use of simulators • Flexibility and efficiency in implementation of new training requirements and reduction of administrative burdens • Requirements for sea time or practical experience in relation to new and emerging technologies including the use of simulation • Psychological safety, bullying and harassment, including SASH, gender diversity and gender sensitisation • Mental health • Twenty-first century and interpersonal skills • Addressing inconsistencies • Addressing different interpretations • Addressing taxonomy and terminologies • Flexibility in revalidation of certificates and endorsements • Overview of the implementation of the Convention, in particular the need to update the STCW "White List"

	<ul style="list-style-type: none"> • Lessons learned • Flexibility • Alternative certification under chapter VII • Watchkeeping arrangements and principles to be observed (chapter VIII) • Alignment of STCW with requirements placed on ships, seafarers, and shipowners by other IMO and relevant international instruments • Cybersecurity • Implementation and transitional provisions • Addressing outdated training requirements <p>Implication: It is expected that seafarers will need to be trained and competent in accordance with the new requirements of the Convention.</p> <p>Application: This is expected to apply to all seafarers following expected adoption in Autumn 2027.</p>
637 Predicted entry into force 1 June 2031	<p>Draft amendments to MARPOL Annex IV for the Prevention of Pollution by Sewage from Ships</p> <p>Background: It has been noted that 97% of ships tested did not meet sewage effluent discharge standards despite using approved Sewage Treatment Plants (STP), with poor performance or failure being common causes. It is anticipated that regular maintenance of STP, monitoring of STP effluent and strengthening the STP type approval test process can help reduce such poor performance and failures.</p> <p>Implication: Possible revised standards for the maintenance of STPs and monitoring of effluent.</p> <p>Application: Ships of 400GT and above, and ships of less than 400GT certified to carry more than 15 persons.</p> <p>Related Instruments</p> <ul style="list-style-type: none"> • MEPC.227(64) - 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants
497 Predicted entry into force 1 January 2032	<p>Draft Code for Maritime Autonomous Surface Ships (Mandatory)</p> <p>Background: The IMO completed the Regulatory Scoping Exercise (RSE) in relation to the use of Maritime Autonomous Surface Ships (MASS) aimed to establish a set of common gaps and themes and identify the most appropriate way of addressing MASS operations within such instruments. For the purpose of the RSE, MASS was defined as a ship, which to a varying degree can operate independently of human interaction. Four 'degrees of autonomy' for the RSE's purpose were identified as:</p> <ul style="list-style-type: none"> • Degree One: Ship with automated processes and decision support • Degree Two: Remotely controlled ship with seafarers on board • Degree Three: Remotely controlled ship without seafarers on board • Degree Four: Fully autonomous ship

The outcome of the RSE can be found in detail in:

- MSC.1/Circ.1638 Outcome of the Regulatory Scoping Exercise for the use of Maritime Autonomous Surface Ships (MASS);
- LEG.1/Circ.11 Outcome of the Regulatory Scoping Exercise and Gap Analysis of Conventions emanating from the Legal Committee with respect to MASS; and
- FAL.5/Circ.49 Outcome of the regulatory scoping exercise and gap analysis of the FAL Convention with respect to MASS.

As a result, the IMO has been working on the following tasks:

- To develop a non-mandatory goal-based MASS Code, which is expected to be effective from MSC 110 (2025) as an interim measure prior to the adoption of a mandatory MASS Code. The mandatory MASS Code is expected to enter into force 1 January 2032.
- While the scope of application is yet to be formally agreed, it is expected to initially be limited in application to cargo vessels only and exclude application to passenger ships. Discussion on the complexities of extending the application to passenger ships will take place at a later stage.
- It is intended that the mandatory Code will be a new instrument, however, SOLAS and associated instruments will need to be amended to ensure coherent implementation.
- Discussions through Inter-sessional Working Groups and Correspondence Groups are currently on-going at the IMO, dividing the draft Codes into focused reviews based on sections (through splinter groups) to maximise output. New definitions and terminology are under development by various industry stakeholders. The original 'degrees of autonomy' quoted above were only for the regulatory scoping exercise's purposes and are expected to be reframed away from 'ship-wide' definitions of autonomy and refer to more specific ship systems or functions/capabilities.

Implication:

Shipping regulators: will have to determine the applicability of the requirements of the newly developed non-mandatory and subsequent mandatory MASS code to MASS assets under development, and also interpret the goal-based measures for proving system integrity, verifications & validation, and certification.

Shipyards, Ship operators, port/vessel traffic controls service providers, equipment manufacturers, seafarer training centres, national maritime authorities and certification bodies: will get a view of MASS requirements as the industry heads towards this new aspect of shipping's future.

Application: Maritime Autonomous Surface Ships (currently under discussion at the IMO). The Code is expected to be applicable to cargo ships to which SOLAS chapter I applies which have functions that enable autonomous or remote operations including any associated ROC(s) when the Administration deems that compliance with base instruments is not practicable.

This Code will not apply to:

- cargo high speed craft to which SOLAS chapter X applies; and
- warships, naval auxiliaries, and other ships owned or operated by a Contracting Government and used only on Government non-commercial service.

Related Instruments

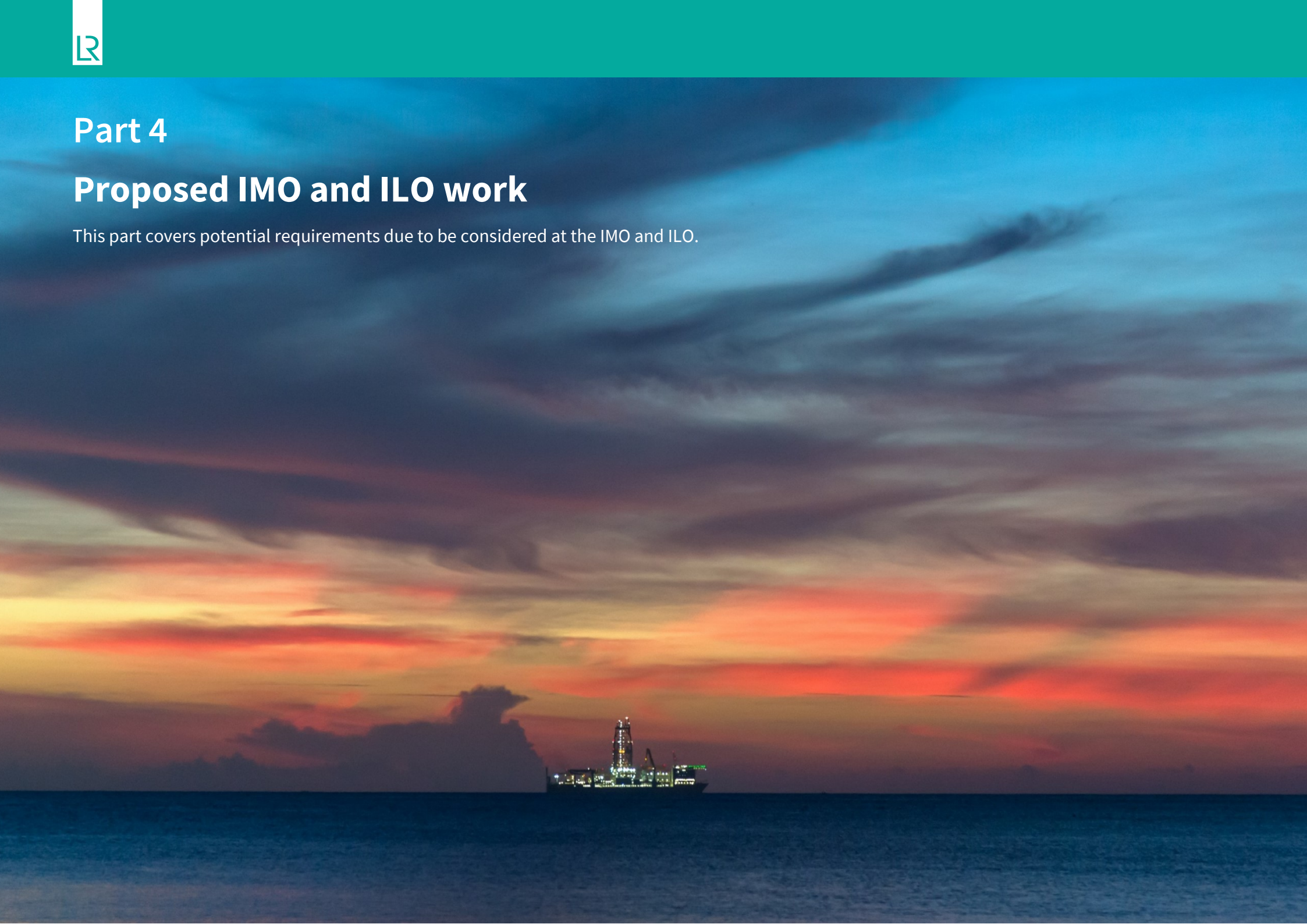
- **MSC.1/Circ.1638 Outcome of the Regulatory Scoping Exercise for the use of Maritime Autonomous Surface Ships (MASS)**

	<ul style="list-style-type: none"> • LEG.1/Circ.11 Outcome of the Regulatory Scoping Exercise and Gap Analysis of Conventions emanating from the Legal Committee with respect to MASS • FAL.5/Circ.49 Outcome of the regulatory scoping exercise and gap analysis of the FAL Convention with respect to MASS
586 Predicted entry into force 1 January 2032	<p>Draft revision of SOLAS chapter III and the LSA Code</p> <p>Background: The IMO has developed a draft roadmap for revising SOLAS Chapter III and the LSA Code, aimed at eliminating gaps, inconsistencies, and ambiguities, and restructuring the requirements into a goal-based format. Currently, the IMO is in the process of drafting functional requirements and expected performance criteria for SOLAS Chapter III and the LSA Code, based on identified goals and high-level hazards, such as transferring a rescued person (ship-to-ship or ship-to-helicopter).</p> <p>Implication: Shipowners, shipyards, designers, and equipment manufacturers should stay informed about the outcomes from the IMO, which may lead to the updated SOLAS Chapter III and the LSA Code and some consequential amendments.</p> <p>Application: The revised SOLAS Chapter III and the LSA Code, once approved and adopted, is expected to apply to ships in the same manner as before. Specifically, this includes cargo ships of 500GT or more and all passenger ships.</p>
823	<p>Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels</p> <p>Background: The IMO is conducting what is effectively a scoping exercise of fuels and technologies being considered by the industry and the risks associated with the deployment of those fuels and technologies, the technology readiness, and the regulatory framework already in existence. The goal is then to agree a work plan of further regulatory and guidance development to facilitate the safe deployment of those fuels and technologies at the scale needed.</p> <p>Implication: Shipowners and operators considering new fuels and technologies should follow the work to understand the regulatory framework that will be developed specific to the fuel and/ or technologies being considered.</p> <p>Application: The application will be decided based upon the fuel or technology being considered.</p>

Part 4

Proposed IMO and ILO work

This part covers potential requirements due to be considered at the IMO and ILO.



566

Proposed amendments to SOLAS chapter XV and the IP Code - Second phase

Background: The IMO agreed the need for future expansion of SOLAS chapter XV and the IP Code, and has agreed to a second phase of work to address industrial personnel (IP) being transported by passenger ships or high-speed passenger craft, as well as any outstanding matters from the first phase, subject to any proposals being submitted.

Implication: The updates should clarify the interaction between the IP and SPS Codes, as well as consider those ship types that might be engaging in IP transfers. Any proposals for new requirements are expected to be considered in January 2025.

Application: The new developments on the IP Code will introduce provisions for passenger ships and high-speed craft carrying industrial personnel.

Related Instruments

- **MSC.521(106) - Amendments to the International Convention for the Safety of Life at Sea, 1974 (Chapter XV)**
- **MSC.527(106) - International Code of Safety for Ships Carrying Industrial Personnel (IP Code)**

590

Proposed amendments to SOLAS chapter II-2 and the FSS Code - detection and control of fires in cargo holds and on the cargo deck of container ships

Background: The IMO is developing amendments to SOLAS chapter II-2 and the FSS Code to enhance provisions for early fire detection and effective control of fires in containerised cargoes stowed on and under deck of container ships. SSE 9 agreed that in depth consideration of these proposals should be postponed until the CARGOSAFE FSA study has been completed and SSE has reviewed the report at a future session.

Detection and control of fires in cargo holds and on the cargo deck of container ships

SSE 10 considered the risk control options identified in table 91 of the CARGOSAFE FSA study together with relevant documents, and focused on the following viable RCOs for detection and control of fires in cargo holds and on the cargo deck of container ships, as follows:

- Fixed fire detection within the cargo hold;
- Fixed fire detection for containers carried on deck;
- Portable IR cameras (thermal imagers);
- Measures for fire-fighting including:
 - Water mist lances and option of using devices with extended reach;
 - Review of present regulations applicable to mobile water monitors and option of introducing mobile water monitors with remote control; and
 - Systems using fixed water monitors with remote control;
- Fixed CO₂ fire extinguishing systems; and
- Protection of hatch covers.

List of items for the other sub-committees

SSE 10 identified a number of issues to be addressed including improved training of shoreside personnel throughout the supply chain, measures to ensure the quality and reliability of shipper's declarations, container scanning process in port, training of seafarers etc.

Implication: Designers, Shipyards and Shipowners: will need to comply with the amended SOLAS chapter II-2 and FSS Code requirements when they are finalised.

Application: Expected to apply to container ships of 500GT or over the keels of which are laid or which are at a similar stage of construction, on or after 1 January 2028.

Similar stage of construction is expected to mean the stage at which:

- Construction identifiable with a specific ship begins; and
- Assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

608

Proposed amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships

Background: The IMO considered a proposal to equip all passenger and cargo ships with automatically self-righting or canopied reversible liferafts (except for liferafts with a capacity of no more than six persons) and, consequentially, to amend regulations 21, 26 and 31 of SOLAS chapter III and paragraphs 4.2 and 4.3 of chapter IV of the LSA Code.

After consideration of the above there was not a consensus on the scope of application and further proposals are now expected providing relevant justification for or against the different scope of application on this matter.

Implication:

Equipment manufacturers: will need to be aware that the construction and testing standards for liferafts will be updated so their products will need to meet the new requirements.

Shipowners and Operators: will need to be aware that the equipment carriage requirements on their ships may change with this amendment.

Application: It is currently unclear whether the proposal would apply to liferafts replaced on existing ships, but it would most likely apply to new ships.

There is broad agreement that the new requirements should apply to passenger ships. An exemption could be supported for liferafts designed for 25 people or fewer on these vessels. Additionally, liferafts used with launching appliances, such as marine evacuation systems commonly installed on passenger ships, could also be exempted.

For cargo ships, the IMO could not agree on justification for the new requirements and has invited further proposals to be discussed at SSE 11 in February 2025.

610

Proposed revision of the 2010 FTP Code to allow for new fire protection systems and materials

Background: MSC 103 approved a new output to review and amend the 2010 FTP Code. The agenda item's scope includes allowing for new fire protection systems and materials, updating the FTP Code to include existing unified interpretations and updating references to the most recent ISO fire test standards.

The IMO has considered documents identifying ambiguities within the FTP Code and proposing new materials and new construction techniques to be addressed in development of the revision to the FTP Code, including the following:

- Evaluate the thermodynamic implications of the air gap between rated bulkheads in modular construction and the appropriateness of single-sided testing of these divisions;
- Identify appropriate test methods to allow new materials to be adequately evaluated under the current FTP Code, considering their unique physical properties and fire risk; and
- Identify the factors which should be noted on the approvals to limit the scope of an approval or determine worst-case configurations for testing.

Following discussion, the IMO concluded that, in general, there was support for the proposals stated above and invited proposals to SSE 11 for amending the 2010 FTP Code to allow for new fire protection systems and materials.

Implication:

Designers, Shipbuilders and testing laboratories: will need to take account of the revised FTP Code allowing for new fire protection systems and materials.

Application: If approved and adopted by June 2026, the draft amendments will enter into force from 1 January 2028.

The FTP Code is applicable for products which are required to be tested, evaluated and approved in accordance with the Fire Test Procedures Code as referenced in SOLAS, which is applicable to cargo ships of 500GT and above and passenger ships.

737

Proposed measures for the carriage of plastic pellets

Background: In response to the *MV X-Press Pearl* incident in 2021 (which resulted in the spillage of 11,000 tonnes of plastic pellets off the shore of Sri Lanka) the IMO is considering options for reducing the environmental risk associated with the maritime transport of plastic pellets. In particular, work is being undertaken to consider how mandatory instruments could be developed to regulate the carriage of plastic pellets. Such mandatory instruments could include amendments to MARPOL Annex III or assignment of individual UN numbers (class 9) for plastic pellets.

Implication: Shipowners and Ship Managers: will need to be aware of any new mandatory classification of plastic pellets and the associated carriage requirements.

Application: All ships carrying plastic pellets

Related Instruments

- MEPC.1/Circ.909 - Recommendations for the carriage of plastic pellets by sea in freight containers.

Proposed amendments to the IMDG Code to mitigate the risks and consequences of cargo fires on containerships

Background: In order to mitigate the risks and consequences of cargo fires on containerships, amendments to the IMDG code are underway. The IMO is recognising that with the increase in container ships' sizes and capacity, these types of accidents need to be properly prevented or mitigated. The CARGOSAFE study provides a starting point which will be used to develop mandatory provisions for containerships through the application of the IMDG Code.

Implication: Currently the IMO is considering amendments to the following aspects of the IMDG Code:

- misdeclaration of cargoes;
- stowage requirements; and
- test methods for self-heating cargoes.

If there is general agreement in considering the above listed areas, a holistic risk-based approach will be needed.

Other possible amendments which will not be part of the IMDG Code changes, but are related, could be:

- improved training of shore-side personnel (e.g. consideration of identification/certification regimes for shippers/handlers);
- container scanning process in port;
- possible risk control measures (RCMs) (see paragraph 4.3.1 of the CARGOSAFE study report).

Application: These are expected to be applicable to containerships. Any future amendments to the IMDG Code related to this topic, are expected to apply to the way that containers are stacked (stowage), the way they are declared and around the test methods for self heating cargoes.

Part 5 - Changes since previous version

This part covers changes from the Spring 2024 version to the Autumn 2024 version

(Note: Shows just the changes of items moving between sections, content for each individual item could still change even if an item has not moved)

Autumn 2024

Part 1 – Adopted requirements in a transitional period for full application

Deletions

- **154** (Deleted from document) - Ballast Water Management Convention

- **322** (Deleted from document) - Amendments to the Ballast Water Management Convention, Regulation B-3 – Ballast Water Management for Ships

Moved

518 (Moved from Part 2) - Amendments to MARPOL Annex VI establishing the Mediterranean Sea Emission Control Area for sulphur oxides and particulate matter

Part 2 – Adopted requirements entering into force in future

Deletions

- **458** (Deleted from document) – Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code) - (Various – including definitions, probability index fv, loading limit, fuel distribution, internal combustion engines, fuel containment system, type C tanks)

- **479** (Deleted from document) - Amendments to MARPOL Annex VI, Appendix V - Information to be included in the bunker delivery note (Regulation 18.5)

- **480** (Deleted from document) - Amendments to MARPOL Annex V – Garbage Record Book

- **484** (Deleted from document) - Amendment to MARPOL I, II, IV, V and VI to include regional reception facilities within Arctic waters

- **582** (Deleted from document) - Amendments to MARPOL Annex I – Form of the IOPP Certificate and Supplements

- **401** (Deleted from document) - Amendments to SOLAS - New Chapter XV - Safety Measures for Ships Carrying Industrial Personnel

- **402** (Deleted from document) - Amendments to the 2011 Enhanced Survey Programme (ESP) Code

- **471** (Deleted from document) - Amendments to The International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (Watertight Doors)

Moved

379 (Moved from Part 3) – Amendments to the LSA Code - single fall and hook systems with on-load release capability

406 (Moved from Part 3) - Amendments to the LSA Code to address the in-water performance of SOLAS adult lifejackets

409 (Moved from Part 3) - Amendments to SOLAS Chapter II-2/20 - Fire safety on ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles

412 (Moved from Part 3) - Amendments to SOLAS Regulation II-2/7.5.5 - Fire protection of control stations and cargo control rooms on new cargo ships

431 (Moved from Part 3) - Amendments to the IGF Code - 2026

525 (Moved from Part 3) - Amendments 42-24 to the International Maritime Dangerous Goods (IMDG) Code

527 (Moved from Part 3) - Amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59)) - loading conditions

532 (Moved from Part 3) - Amendments to SOLAS V/31 and V/32, and to Protocol I of MARPOL Article V - Reporting on the loss of containers

- 556** (Moved from Part 3) - Amendments to the 2011 ESP Code - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures
- 573** (Moved from Part 3) - Amendments to the STCW Code - Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault
- 585** (Moved from Part 3) - Amendments to the International Life-Saving Appliance (LSA) Code- Launching appliances using falls and a winch
- 658** (Moved from Part 3) - Amendments to the Fire Safety Systems (FSS) Code - fire safety on Ro-Ro passenger ships (Chapter 7 amendments) and all ships (Chapter 9 amendments)
- 661** (Moved from Part 3) - Amendments to the resolution MSC.402(96)- Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear
- 670** (Moved from Part 3) - Revised annex to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F)
- 671** (Moved from Part 3) - Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code
- 676** (Moved from Part 3) - Amendments to SOLAS regulation II-2/4 related to oil fuel parameters other than flashpoint
- 770** (Moved from Part 3) - Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter
- 771** (Moved from Part 3) - Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter
- 442** (Moved from Part 3) - Amendments to SOLAS - New Regulation II-1/3-4.2 – Emergency towing arrangements for new ships, other than tankers, of 20,000GT and over

Part 3 – IMO and ILO requirements still under development

Moved

- 734 (Moved from Part 4) - Draft amendments to MARPOL Annex V on reporting the exceptional discharges or accidental loss of fishing gear
- 750 (Moved from Part 4) - Review of the Ballast Water Management Convention
- 586 (Moved from Part 4) - Draft revision of SOLAS chapter III and the LSA Code
- 379** (Moved to Part 3) – Draft Amendments to the LSA Code - single fall and hook systems with on-load release capability
- 406** (Moved to Part 3) - Draft Amendments to the LSA Code to address the in-water performance of SOLAS adult lifejackets
- 409** (Moved to Part 3) - Draft Amendments to SOLAS Chapter II-2/20 - Fire safety on ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles
- 412** (Moved to Part 3) – Draft amendments to SOLAS Regulation II-2/7.5.5 SOLAS Chapter II-2 Construction –Fire Protection, Fire Detection and Fire Extinction
- 431** (Moved to Part 3) - Draft amendments to the IGF Code - 2026
- 525** (Moved to Part 3) - Draft amendments to the International Maritime Dangerous Goods (IMDG) Code (Draft Amendment 42-24)
- 527** (Moved to Part 3) - Draft amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59)) - loading conditions
- 532** (Moved to Part 3) - Draft amendments to SOLAS V/31 and V/32, and to Protocol I of MARPOL Article V
- 556** (Moved to Part 3) - Draft amendments to the 2011 ESP Code - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures
- 573** (Moved to Part 3) - Draft amendments to STCW Code - table A-VI/1-4 - Prevention and response to bullying and harassment including sexual assault and sexual harassment (SASH)
- 585** (Moved to Part 3) - Draft amendments to the LSA Code to revise the lowering speed of survival craft and rescue boats for cargo ships
- 658** (Moved to Part 3) - Draft amendments to the Fire Safety Systems (FSS) Code - fire safety on Ro-Ro passenger ships (Chapter 7 amendments) and all ships (Chapter 9 amendments)

- 661** (Moved to Part 3) - Draft amendments to the requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (MSC.402(96))
- 670** (Moved to Part 3) - Draft revised International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F)
- 671** (Moved to Part 3) - Draft Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code
- 676** (Moved to Part 3) - Draft amendments to SOLAS regulation II-2/4 related to oil fuel parameters other than flashpoint
- 770** (Moved to Part 3) - Draft Canadian Arctic Emission Control Area (ECA)
- 771** (Moved to Part 3) - Draft Norwegian Sea Emission Control Area (ECA)
- 442** (Moved to Part 3) - Draft amendments to SOLAS - New Regulation II-1/3-4 – Emergency towing arrangements and procedures for new ships, other than tankers, of 20,000GT and over

Additions

- + **785** (New) - **Draft amendment to IGC Code - paragraph 16.9 - Alternative fuels and technologies - on the possibility to use toxic cargo as fuel if accepted by the Administration**
- + **807** (New) - **Draft amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 43-26)**
- + **813** (New) - **Draft Amendments to Appendix IX to MARPOL Annex VI to include reporting of the period**
- + **808** (New) - **Draft amendments to Transport Provisions for Vehicles within the IMDG Code (Special Provision 961, Special Provision 962)**
- + **828** (New) - **Review of the Short-Term Reduction Measure (CII and EEXI)**
- + **823** (New) - **Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels**

Part 4 – Prospective IMO and ILO requirements

Deletions

- **459** (Deleted from document) - Proposed requirements for the marking of fishing gear in MARPOL Annex V

Moved

- 734 (Moved to Part 3) - Proposed reporting of lost or discharged fishing gear
- 750 (Moved to Part 3) - Proposed amendments to the Ballast Water Management Convention
- 586 (Moved to Part 3) - Proposed revision of SOLAS chapter III and the LSA Code

Additions

- + **809** (New) - **Proposed amendments to the IMDG Code to mitigate the risks and consequences of cargo fires on container ships**

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Regulatory Affairs

Lloyd's Register Global Technology Centre

Hampshire House

Hampshire Corporate Park, Southampton

SO53 3RY, United Kingdom

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