Tasneef
هيئة الإمارات للتصنيف
Emirates Classification Society

IMO Conventions, Codes and Amendments

Mandatory requirements entering into force between 2023 and 2032

Updated to December 2024

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INTRODUCTION

The International Maritime Organisation (IMO) is a specialised agency established by the United Nations in 1948 to deal the safety of life at sea and pollution prevention.

Since its establishment, the IMO has adopted nearly 50 conventions, numerous protocols and amendments, and well over 800 codes and recommendations, covering a wide range of subjects. It is sufficient to mention SOLAS, MARPOL and Load Line Conventions to illustrate the importance of the IMO in worldwide maritime activities.

In addition, the IMO has developed a number of amendments to existing instruments.

This publication contains a summary of the mandatory requirements adopted by IMO (e.g. amendments to SOLAS, MARPOL and other IMO conventions and codes) up to and including those adopted in December 2024 at MSC 109, entering into force between 2023 and 2032, listed in chronological order with respect to their application date. Adopted mandatory instruments for which dates of entry into force have yet to be established, have also been included.

Reference to the previous editions of this publication should be made for mandatory requirements that entered into force prior to 1 January 2023.

Three different indexes have been inserted to help readers to better identify the requirements of interest to them:

1. *a chronological index with respect to the application date of the requirements;*
2. *an alphabetical index with respect to the IMO mandatory instruments; and*
3. *a ship-type index, for new and existing ships respectively, showing the requirements applicable to each ship type at a given date.*

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SHIP-TYPE INDEX

New ships

Application date	All ship types	General Cargo Ships	Ro-Ro Cargo Ships	Container Ships	Bulk Carriers	Oil Tankers	Chemical Tankers	Gas Carriers	Passenger Ships	Ro-Ro Passenger Ships	High Speed Craft	Offshore Supply Vessels	Other ships
1 January 2023	3, 4, 5	2	2	2	2	1, 2	2	2	2	2	2, 3, 4, 5		2, 3, 4, 5
1 November 2023						8	8					8	
1 December 2023		9			9							9	
1 January 2024	10, 11, 12, 13, 16, 18, 21, 24, 25, 26, 27, 32, 33, 35, 38	22, 23, 34, 36, 37, 40	22,23, 34 36, 37, 40	22, 23, 34, 36, 37, 40	23, 34, 36, 37, 40	23, 36, 37, 39, 40	23, 36, 37, 40	23, 30, 31, 36, 37, 40	15, 17, 19, 20, 34, 40	15, 17, 19, 20, 34, 40	22, 29, 34, 38, 40	22,23, 34, 36, 37	38, 40
1 May 2024	41, 42, 43										41, 42, 43		41, 42, 43
1 July 2024	44, 46, 48, 50, 53, 56	51, 54			52	52	57		45, 47, 49	45, 47, 49	51, 54, 56	51, 54	56
1 January 2025	61, 62, 64, 63	59, 60		60	59, 60	60	60	60			61,62, 64, 63	59	60,61, 62, 64, 63
1 February 2025	65										65		65
1 May 2025	66										66		66
26 June 2025	67										67		67
1 August 2025	68, 69										68, 69		68, 69
1 October 2025	70										70		70
26 December 2025	71										71		71
1 January 2026	72, 73, 76, 77, 80, 81, 82, 83, 92, 93, 96, 99, 95, 100, 101, 102	75, 78, 88, 94, 97	75, 78, 94, 97	74, 75, 78, 94, 97	74, 75, 78, 84, 88, 94, 97	75, 78, 84, 98, 97	75, 78, 97	75, 78,91, 97	94,	79, 85, 86, 87, 94	90, 94, 100, 101, 102,	75, 94, 97	75, 97, 100, 101, 102, 104, 103
1 March 2026	105, 106, 107										105, 106, 107		105, 106, 107
1 July 2026	109							108					
1 September 2026	110										110		110
1 January 2027	111												
26 December 2027	114										114		114
1 January 2028	116, 118, 120, 123, 124, 126	121	121	121	121	125	125	121	115, 117, 119, 121	115, 117, 119, 121			
1 July 2028	127, 129					128	128						
1 January 2029	130												
1 July 2029	131										131		131
1 January 2030	132												
1 March 2030	133										133		133
1 January 2032	135												
Date pending		A	A	A							A		B

SHIP-TYPE INDEX

Existing ships

Application date	All ship types	General Cargo Ships	Ro-Ro Cargo Ships	Container Ships	Bulk Carriers	Oil Tankers	Chemical Tankers	Gas Carriers	Passenger Ships	Ro-Ro Passenger Ships	High Speed Craft	Offshore Supply Vessels	Other ships
1 January 2023	3, 4, 5	2	2	2	2	1, 2	2	2	2	2	2, 3, 4, 5		2, 3, 4, 5
1 April 2023	6										6		6
1 June 2023									7	7			
1 November 2023						8	8					8	
1 December 2023		9			9							9	
1 January 2024	11, 13,24, 25, 35, 38	23, 34, 36, 37, 40	23, 34, 36, 37, 40	23, 34, 36, 37, 40	23, 34, 36, 37, 40	23, 36, 37, 39, 40	23, 36, 37, 40	23, 31, 36, 37, 40	14, 20, 34, 40	14, 20, 34, 40	28, 29, 34, 38, 40	23, 34, 36, 37	38, 40
1 May 2024	41, 42, 43										41, 42, 43		41, 42, 43
1 July 2024	56	51, 54, 55			52	52	57				51, 54, 55, 56	51, 54, 55	56
1 January 2025	61, 64, 63	59			59				58		61, 64, 63	59	61, 64, 63
1 February 2025	65										65		65
1 May 2025	66										66		66
26 June 2025	67										67		67
1 August 2025	68, 69										68, 69		68, 69
1 October 2025	70										70		70
1 January 2026	72, 73, 76, 77, 80, 81, 82, 83, 92, 96, 99, 95,100,101, 102	88, 94	94	94	84, 88, 94	84, 98		91	94	86, 94	89, 90, 94, 100, 101, 102		100, 101, 102, 104, 103
1 March 2026	106, 107										106, 107		106, 107
1 July 2026								108					
1 January 2027		112, 113	112, 113	112, 113	112, 113	112, 113	112, 113	112, 113				112, 113	112, 113
1 January 2028										122			
1 January 2029	130												
1 July 2029	131										131		131
26 June 2030	134										134		134
Date pending		A	A	A							A		B

NOTES

- **Ship-type index**: the numbers and letters shown in the ship-type index correspond to the set of requirements described in Part 1 (the numbers) and Part 2 (the letters).

- **All ships:** include all ship types other than high speed craft and other ships.

- **High speed craft:** includes both passenger and cargo high speed craft.

- **Other ships:** includes fixed and floating platforms, FPSOs (floating production, storage and offloading facilities), FSUs (floating storage units), mobile offshore drilling units, stationary vessels, nuclear passenger and cargo ships, fishing vessels, livestock carriers.

- **Constructed:** means keel laid.

- **Application scheme**: when requirements apply to new ships according to the following scheme:

  i. for which the building contract is placed on or after [date XXX]; or

  ii. in the absence of a building contract, the keel of which is laid on or after [date YYY]; or

  iii. the delivery of which is on or after [date ZZZ]

  IMO Circular MSC-MEPC.5/Circ.8 clarifies that the requirements are to be applied as follows:

  .1 if a building contract signing date occurs on or after date XXX, then, those requirements apply;

  .2 only in the absence of a building contract does the keel laying date criteria apply and, if a ship's keel laying date occurs on or after date YYY, then, those requirements apply; and

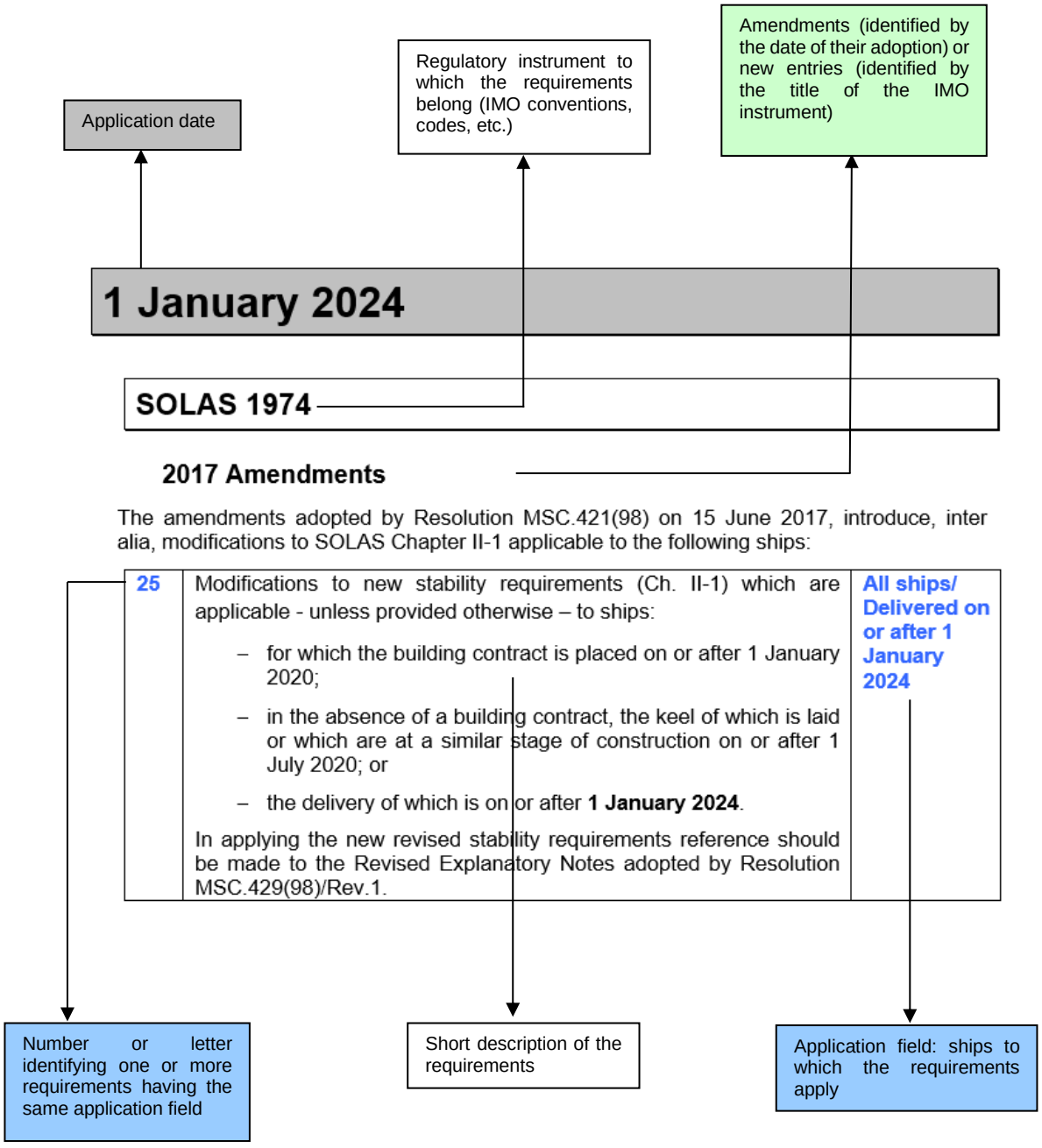
  .3 regardless of the building contract signing date or keel laying date, if a ship's delivery date occurs on or after date ZZZ, then, those requirements apply except in the case where the Administration has accepted that the delivery of the ships was delayed due to unforeseen circumstances beyond the control of the shipbuilder and the owner (refer to Unified Interpretation of "Unforeseen delay in the delivery of ships" in MSC.1/Circ.1247 and MARPOL Annex I, Unified Interpretation 4). The delivery means the completion date (day, month and year) of the survey on which the certificate is based (i.e. the initial survey before the ship is put into service and certificate issued for the first time) as entered on the relevant statutory certificates.

  The date on which the building contract is placed for optional ships should be interpreted to be the date on which the original building contract to construct the series of ships is signed between the ship owner and the shipbuilder provided:

  .1 the option for construction of the optional ship(s) is ultimately exercised within the period of one year after the date of the original building contract for the series of ships; and

  .2 the optional ships are of the same design plans and constructed by the same shipbuilder as that for the series of ships.

LEGEND


Application date
Regulatory instrument to which the requirements belong (IMO conventions, codes, etc.)
Amendments (identified by the date of their adoption) or new entries (identified by the title of the IMO instrument)
1 January 2024
SOLAS 1974
2017 Amendments
The amendments adopted by Resolution MSC.421(98) on 15 June 2017, introduce, inter alia, modifications to SOLAS Chapter II-1 applicable to the following ships:
25
Modifications to new stability requirements (Ch. II-1) which are applicable - unless provided otherwise – to ships:
– for which the building contract is placed on or after 1 January 2020;
– 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 2020; or
– the delivery of which is on or after 1 January 2024.
In applying the new revised stability requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.1.
All ships/ Delivered on or after 1 January 2024
Number or letter identifying one or more requirements having the same application field
Short description of the requirements
Application field: ships to which the requirements apply

PART 1

MANDATORY REQUIREMENTS ENTERING INTO FORCE BETWEEN 2023 AND 2030

2023

1 January 2023

2011 ESP CODE

2021 Amendments

Resolution MSC.483(103) adopted on 13 May 2021 amends Part A of Annex B so that:

1	the provisions for oil tankers are in line with the ones for bulk carriers, requiring only "suspect areas" to be subject to thickness measurements at the first renewal survey of a double hull oil tanker and deleting the other items currently listed in the table of minimum requirements for thickness measurements (i.e. "one section of deck plating for the full beam of the ship within the cargo area"; and "measurements, for general assessment and recording of corrosion pattern, of those structural members subject to close-up survey).	**Oil tankers/ New and existing**

MARPOL 73/78

2021 Revised MARPOL Annex VI "Regulations for the prevention of air pollution from ships"

Resolution MEPC.328(76) adopted new Revised MARPOL Annex VI which includes – inter alia - the decarbonization requirements aiming at achieving the goals set in the IMO strategy on reduction of GHG emissions:

2	1. Regulation 5 "Surveys", requiring ships of 400 GT to which Regulations 23 and 25 apply (see bullets No. 3 and 4 below) to have the attained EEXI verified - in accordance with the requirements in Regulations 23 and 25 - at the first annual, intermediate or renewal survey of the IAPP or the initial survey of the IECC Certificate, whichever is the first, on or after **1 January 2023**; 2. Regulation 23 "Attained Energy Efficiency Existing Ship Index (Attained EEXI)", requiring bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 400 GT and above engaged in international voyages, to calculate the Attained EEXI. The Attained EEXI shall be calculated taking into account the 2022 IMO Guidelines adopted by Res. MEPC.350(78).	**Bulk carriers, combination carriers, container ships, cruise passenger ships with non-conventional propulsion, gas carriers, general cargo ships, LNG carriers, refrigerated**

	For those ships already having a verified Attained EEDI, this value may be taken as the Attained EEXI if it is equal to or less than the Required EEXI. In this case, the Attained EEXI shall be verified based on the EEDI Technical File. 3. Regulation 25 "Required EEXI", requiring Attained EEXI to result equal or less than the Required EEXI, calculated as (1-Y/100) × EEDI Reference line value. The reduction factors Y are specific for each ship type The EEDI reference line values shall be calculated in accordance with MARPOL Annex VI Regulations 24.3 and 24.4. For ro-ro cargo ships and ro-ro passenger ships, the reference line values to be used are those from Phase 2.	**cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships, tankers of 400 GT/ New and existing**

Ship type	Size	Reduction factor
Bulk carrier	DWT >= 200,000	15
	20,000 <=DWT < 200,000	20
	10,000 <= DWT < 20,000	0-20
Gas carrier	DWT >= 15,000	30
	10,000 <= DWT < 15,000	20
	2,000 <= DWT < 10,000	0-20
Tanker	DWT >= 200,000	15
	20,000 <= DWT < 200,000	20
	4,000 <= DWT < 20,000	0-20
Container ship	DWT >= 200,000	50
	120,000 <= DWT < 200,000	45
	80,000 <= DWT < 120,000	35
	40,000 <= DWT < 80,000	30
	15,000 <= DWT < 40,000	20
	10,000 <= DWT < 15,000	0-20
General cargo ship	DWT >= 15,000	30
	3,000 <= DWT < 15,000	0-30
Refrigerated cargo carrier	DWT >= 5,000	15
	3,000 <= DWT < 5,000	0-15
Combination carrier	DWT >= 20,000	20
	4,000 <= DWT < 20,000	0-20
Ro-ro cargo ship (vehicle carrier)	DWT >= 10,000	15
Ro-ro cargo ship	DWT >= 2,000	5
	1,000 <= DWT < 2,000	0-5
Ro-ro passenger ship	DWT >= 1,000	5
	250 <= DWT < 1,000	0-5
LNG carrier	DWT >= 10,000	30
Cruise passenger ship having non-conventional propulsion	GT >= 85,000	30
	25,000 <= GT < 85,000	0-30

AFS CONVENTION, 2001 (INTERNATIONAL CONVENTION ON THE CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS)

2021 Amendments

The amendments, adopted by Resolution MEPC.331(76) on 17 June 2021, modify the following:

3	1. Annex 1 "Controls on anti-fouling systems", prohibiting the use of Anti-Fouling Systems containing cybutryne as follows: – ships shall not apply or re-apply anti-fouling systems containing this substance from **1 January 2023**; and – ships with an anti-fouling system that contains this substance in the external coating layer of their hulls or external parts or surfaces on **1 January 2023** shall either:	**All ships/ New and existing**

	▪ remove the anti-fouling system; or ▪ apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system 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. 2. Appendix 1 to Annex 4 "Model form of International Anti-fouling System Certificate", reflecting the above and identifying also the cases where ships that had applied an anti-fouling system containing cybutryne previously, but have such a system not currently contained in the external coating layer of their hulls or external parts or surfaces.	

STCW CONVENTION (CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERES)

2021 Amendments

The amendments, adopted by Resolution MSC.486(103) on 13 May 2021, introduce the following new definition:

4	"High voltage", meaning "alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts".	**All ships/ New and existing**

STCW CODE (CODE ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS)

2021 Amendments

The amendments, adopted by Resolution MSC.487(103) on 13 May 2021, include:

5	the "electro-technical officer" among those officers mentioned in the definition of the "operational level" and specify their responsibilities (section A-I/1, sub-paragraph 3.1).	**All ships/ New and existing**

1 April 2023

MARPOL 73/78

2020 Amendments to the revised Annex VI "Regulations for the prevention of air pollution from ships"

The amendments adopted by Resolution MEPC.324(75) on 20 November 2020 modify, inter alia, Regulation 14 "Sulphur oxides (SO_X) and particulate matter" requiring:

6	sampling point(s) to be fitted or designated on existing ships (i.e. ships constructed before 1 April 2022) for taking representative samples for the "in-use" fuel, not later than the first renewal survey of the IAPP Certificate on or after **1 April 2023**. Reference should be made to the following Guidelines: – 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships (MEPC.1/Circ.864/Rev.1); and – 2020 Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship (MEPC.1/Circ.889).	**All ships/ Constructed before 1 April 2022**

1 June 2023

MARPOL 73/78

2016 Amendments to the revised Annex IV "Regulations for the prevention of pollution by sewage from ships"

The amendments adopted by Resolution MEPC.274(69) on 22 April 2016, specify, inter alia, the implementation date of the new discharge requirements for passenger ships in the Baltic Sea Special Area. In particular:

7	The discharge of sewage in the Baltic Sea Special Area – adopted by Resolution MEPC.275(69) on 22 April 2016 – shall be prohibited from **1 June 2023** for passenger ships, contracted or constructed before 1 June 2019, en route directly to or from a port located outside the special area and to or from a port located east of longitude 28˚10' E within the special area that do not make any other port calls within the special area (as clarified by Res. MEPC.275(69)). A passenger ship may be exempted from the application of this requirement when has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements set in Regulation 9.2.1 of the Annex (taking into account the "2012 guidelines on implementation of effluent standards and performance standards on performance test" adopted by Resolution MEPC.227(64), as amended by Resolution MEPC.284(70) dated 28 October 2016)), and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.	**Passenger ships/ Contracted or constructed before 1 June 2019**

1 November 2023

MARPOL 73/78

2022 Amendments to Annex II "Regulations for the control of pollution of noxious liquid substances in bulk

The amendments adopted by Resolution MEPC.344(78) on 10 June 2022, modify Appendix I "Guidelines for the categorization of noxious liquid substances" due to the publication of the revised GESAMP Reports and Studies No. 64, as follows:

8	– refinement of column C3, adding a sub-categorization (inhalation toxicity) to provide a more realistic hazard profile for the purposes of risk management; and – modifications to column E1 on flammability hazard ratings.	**Tankers/ New and existing**

1 December 2023

IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)

2022 Amendments

The amendments adopted by Resolution MSC.500(105) on 28 April 2022, include, inter alia:

9	– revised definition of ”Group A cargoes” (i.e. cargoes which possess a hazard due to moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit); – new definition of ”Cargoes which may undergo dynamic separation” (i.e. cargoes which contain a certain proportion of fine particles and a certain amount of moisture, and may undergo dynamic separation if shipped at a moisture content in excess of their transportable moisture limit); – new definition of “Dynamic separation” (i.e. the phenomenon of forming a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability); – corresponding amendments throughout the Code due to the above-listed new/revised definitions; and – new schedules for “Ammonium nitrate based fertilizer”; “Clam shell”; “Leach residue containing lead”; and “Superphosphate (triple, granular)”.	**All Ships carrying solid bulk cargoes/ New and existing**

2024

1 January 2024

SOLAS 1974

2017 Amendments

The amendments adopted by Resolution MSC.421(98) on 15 June 2017, introduce, inter alia, modifications to SOLAS Chapter II-1 applicable to the following ships:

10	Modifications to new stability requirements (Ch. II-1) which are applicable - unless provided otherwise – to ships: – for which the building contract is placed on or after 1 January 2020; – 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 2020; or – the delivery of which is on or after **1 January 2024**. In applying the new revised stability requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.1.	**All ships/ Delivered on or after 1 January 2024**

2019 Amendments

The amendments, adopted by Resolution MSC.456(101) on 14 June 2019, modify Forms C, E and P as follows:

11	Item 8.1 is replaced by “Rudder, propeller, thrust, pitch and operational mode indicator”.	**All ships/ New and existing**

2020 Amendments

The amendments, adopted by Resolution MSC.474(102) on 11 November 2020, introduce modifications to Chapter II-1, as follows:

	1. Regulation II-1/1 ”Application”, defining ”ships constructed on or after 1 January 2024” as 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 are at a similar stage of construction on or after 1 July 2024; or	**NA**

	– the delivery of which is on or after 1 January 2028. – "all ships" as ships constructed before, on or after 1 January 2009 The unified interpretation issued as MSC.1/Circ.1673 clarified that "ships constructed before 1 January 2024" included those having a keel-laying date, or are at a similar stage of construction date, on or after 1 July 2020 but before 1 July 2024, provided they were delivered before 1 January 2028. In applying the new subdivision and damage stability requirements (see items 3 to 10 below) reference should be made to the Revised Explanatory Notes adopted by Res. MSC.429(98)/Rev.2.	
12	2. Regulation II-1/3-8 "Towing and mooring equipment" requiring for ships of 3000GT and above 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 – the mooring arrangement to be designed, and the mooring equipment including lines to be selected, in order to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619). Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1). Clarifications on the documentation necessary to support an Administration/RO in verifying compliance with Reg. II-1/3-8 are provided in MSC.1/Circ.1362/Rev.2.	**All ships/ Contracted on or after 1 January 2024**
13	– mooring equipment, including lines, of all ships to be inspected and maintained in a suitable condition for their intended purposes (reference should be made to MSC.1/Circ.1620).	**All ships/ New and existing**
14	3. Regulation II-1/7-2 "Calculation of the factor s_i", clarifying that – for passenger ships constructed before **1 January 2024**,the factor s_i is to be taken as zero in those cases where the final waterline, taking into account sinkage, heel and trim, immerses the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor s_i. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers;	**Passenger ships/ Contracted before 1 January 2024**

15	– for passenger ships constructed on or after **1 January 2024**, the factor s_i is to be taken as zero if, taking into account sinkage, heel and trim, it occurs in any intermediate stage or in the final stage of flooding, that immersion of the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor s_i. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers.	**Passenger ships/ Contracted on or after 1 January 2024**
16	4. Regulation II-1/12 "Peak and machinery space bulkheads, shaft tunnels, etc.", allowing the use any type of valve at the collision bulkhead (e.g. screw-down, butterfly). This requirement may be also voluntarily applicable to ships constructed before 1 January 2024 according to MSC.8/Circ.1.	**All ships/ Contracted on or after 1 January 2024**
17	5. Regulation II-1/13 "Openings in watertight boundaries below the bulkhead deck in passenger ships", clarifying – inter alia – the requirements of the safety centre and the central operating control, including its location. The unified interpretation issued as MSC.1/Circ.1362/Rev.2 clarifying that heat-sensitive piping systems penetrating a watertight bulkhead or deck on a passenger ship should be tested and type-approved for watertight integrity after the fire test, as per the Explanatory Notes to Reg. II-1/13.2.3.4 (Res. MSC.429(98)/Rev.1 or Rev.2, as applicable).	**Passenger ships/ Contracted on or after 1 January 2024**
18	6. Regulation II-1/15 "Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships", requiring – inter alia - 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 to be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship. In no case shall these openings be so fitted as to have their lowest point below the deepest subdivision draught.	**All ships/ Contracted on or after 1 January 2024**
19	7. Regulation II-1/17 " Internal watertight integrity of passenger ships above the bulkhead deck", requiring – the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck to be in accordance with the design arrangements necessary for compliance with the stability requirements. 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 shall be made to ensure their watertight integrity; and	**Passenger ships/ Contracted 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, to 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 shall always be ready to be immediately closed. 8. Regulation II-1/19 "Damage control information", requiring passenger ships constructed on or after 1 January 2024, and to which regulation II-1/8-1.3 applies, to include in the damage control information a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided.	
20	9. Regulation II-1/21 "Periodical operation and inspection of watertight doors, etc., in passenger ships", requiring weekly operational tests also for ash-chutes and rubbish-chutes.	**Passenger ships/ New and existing**
21	10. Regulation II-1/22 "Prevention and control of water ingress, etc.", requiring gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships and all watertight hatches to be effectively closed and secured watertight before the voyage commences, and be kept closed during navigation. However, the master may permit a watertight hatch to be opened during navigation for a limited period of time sufficient to permit passage or for access. It shall then be closed.	**All ships/ Contracted on or after 1 January 2024**

2021 Amendments

The amendments, adopted by Resolution MSC.482(103) on 13 May 2021, introduce new Regulation II-1/25-1 and changes to Regulation III/33, as follows:

22	1. Regulation II-1/25-1 requiring – multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024 (refer to the Unified Interpretation issued as MSC.1/Circ.1673) to be fitted with water level detectors in each cargo hold intended for dry cargoes, complying with the: ▪ performance standards not inferior to those specified in Res. MSC.188(79)/Rev.2, if installed on or after 1 January 2024; ▪ performance standards not inferior to those specified in Res. MSC.188(79), if installed before 1 January 2024. – the water level detectors to: ▪ give audible and visual alarms at the navigation bridge, one when the water level above the bottom of the cargo hold reaches a height of not less than 0.3 m, and another at a height not less than 15% of the depth of the cargo hold but not more than 2 m; and	**Multiple hold cargo ships other than bulk carriers and tankers/ Constructed on or after 1 January 2024**

	▪ be fitted at the aft end of the cargo holds. For cargo holds which are occasionally used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold. As an alternative to the water level detector at a height of not less than 0.3 m, a bilge level sensor serving the bilge pumping arrangements required by SOLAS Reg. II-1/35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to: ▪ the fitting of the bilge level sensor at a height of not less than 0.3 m at the aft end of the cargo hold; and ▪ the bilge level sensor giving audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by the other water level detector fitted in the cargo hold.	
23	2. Regulation III/33, excluding free-fall lifeboats on cargo ships of 20000 GT and upwards from the requirement to be launched with the ship making headway at speeds up to 5 knots in calm water.	**Cargo ships of 20000 GT/ New and existing ships**

2022 Amendments

The amendments, adopted by Resolution MSC.496(105) on 28 April 2022, modify the following - due to the modernization of the requirements for the Global Maritime Distress and Safety System (GMDSS):

24	1. Chapter II-1, updating references to Chapter IV; 2. Chapter III, relocating the provision for life-saving appliance communication equipment (e.g. two-way VHF radiotelephpne apparatus and search and rescue locating devices) to SOLAS Chapter IV; 3. Chapter IV, revising the entire Chapter to align it with the current technologies and satellite providers. While the performance standards were updated, the carriage requirements for ships subject to GMDSS remain unchanged. The revised Performance standards, Guidance and Guidelines include: – System performance standard for the promulgation and coordination of maritime safety information using high-frequency narrow-band direct-printing (Res. MSC.507(105)) – Performance standards for the reception of maritime safety information and search and rescue related information by MF (NAVTEX) and HF (Res. MSC.508(105)) – Provision of radio services for the GMDSS (Res. MSC.509(105)/Rev.1 adopted by MSC 109) – Performance standards for search and rescue radar transponders (Res. MSC.510(105))	**All ships/ New and existing**

	– Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling (Res. MSC.511(105)) – Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue related information (Res. MSC.512(105)) – Performance standards for INMARSAT-C ship earth stations capable of transmitting and receiving direct-printing communications (Res. MSC.513(105)) – Guidelines for the avoidance of false distress alerts (Res. MSC.514(105)) – Performance standards for survival craft portable two-way vhf radiotelephone apparatus (Res. MSC.515(105)) – Amendments to the performance standards for radiocommunication equipment (Res. MSC.516(105)) – Performance standards for a shipborne integrated communication system (ICS) when used in the GMDSS (Res. MSC.517(105)) – GMDSS operating guidance for ships in distress situations (MSC.1/Circ-1656); – Procedure for responding to DSC distress alerts by ships (MSC.1/Circ.1657); – Guidance on distress alerts (MSC.1/Circ.1658). In relation to the Performance standards adopted by Res. MSC.511(105), MSC.512(105), MSC.513(105) as listed above, the Maritime Safety Committee at its 107th session in June 2023 considered unrealistic for new shipborne VHF radio installations, shipborne MF and MF/HF radio installations or Inmarsat-C ship earth stations conforming to performance standards to be available for installation from 1 January 2024. Therefore, Member States were invited (MSC.1/Circ.1676) to consider permitting until 1 January 2028 the continued installation of: – shipborne VHF radio installations conforming to performance standards not inferior to those specified in the annex to Res. A.803(19), as amended; – shipborne MF and MF/HF radio installations conforming to performance standards not inferior to those specified in the annex to Res. A.804(19), as amended and A.806(19), as amended; and – Inmarsat-C ship earth stations conforming to performance standards not inferior to those specified in the annex to Res. A.807(19), as amended. Moreover, the Maritime Safety Committee at its 109th session in December 2024 agreed - in relation to the implementation of SOLAS Reg.s IV/10 and IV/15 - to modify footnote No.6 in	

	COMSAR.1/Circ.32/Rev.3, clarifying that for operating in sea area A3, a single MF/HF radio installation may be accepted both as a primary MF radio installation and a duplicated MF/HF radio installation as provided in the COMSAR Circular. 4. Chapter V, updating references to Chapter IV; and 5. the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate, the Nuclear Passenger Ship Safety Certificate and the Nuclear Cargo Ship Safety Certificate, including the associated records of equipment for passenger ship safety (Form P), cargo ship safety (Form E), cargo ship safety radio (Form R) and cargo ship safety (Form C), reflecting the amendments to Chapters above.	

SOLAS PROTOCOL 1988

2022 Amendments

The amendments, adopted by Resolution MSC.497(105) on 28 April 2022, modify the following Forms:

25	– Passenger Ship Safety Certificate; – Cargo Ship Safety Equipment Certificate; – Cargo Ship Safety Radio Certificate; and – Cargo Ship Safety Certificate.	**All ships/ New and existing**

FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)

2019 Amendments

The amendments, adopted by Resolution MSC.457(101) on 14 June 2020, replace the term “forward of” with “downstream of” used in the following paragraphs of Chapter 15 – in line with the Unified interpretation issued by MSC.1/Circ.1582/Rev.1:

26	– Para. 2.2.3.2.1, reading ”the inert gas main may be divided into two or more branches downstream of the non-return devices”; – Para. 2.2.3.2.6, reading ”the arrangements shall consist of a 250 mm nominal pipe size bolted flange, isolated from the inert gas main by a valve and located downstream of the non-return valve”; – Para. 2.2.4.2.1, reading ”the pressure of the inert gas mains downstream of the non-return devices”.	**All ships/ Constructed on or after 1 January 2024**

2021 Amendments

The amendments, adopted by Resolution MSC.484(103) on 13 May 2021 include fault isolation requirements for "individually identifiable fire detector systems" (i.e. a system with the capability to identify the exact location and type of detector or manually activated call point which has activated, and which can differentiate the signal of that device from all others) clarifying that:

27	in cargo ships and on passenger ship cabin balconies, where an individually identifiable system is fitted, isolator modules need not be provided at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.	**All ships/ Constructed on or after 1 January 2024**

1944 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

2022 Amendments

The amendments, adopted by Resolution MSC.498(105) on 28 April 2022, modify the following - in line with GMDSS modernization requirements included in SOLAS:

28	– Chapter 8, relocating the life-saving appliance communication equipment requirements to Chapter 14; – Chapter 14, requiring craft to be provided with radiocommunications facilities as specified in Chapter 14 of the 2000 HSC Code (Res. MSC.97(73)), as amended up to and including resolution MSC.499(105), that are fitted and operated in accordance with the provisions of that Chapter; and – the Form of Safety Certificate for High-Speed Craft, including the associated record of equipment for High-Speed Craft Safety Certificate, in line with the above-modifications.	**HSC/ Constructed before 1 July 2002**

2000 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

2022 Amendments

The amendments, adopted by Resolution MSC.499(105) on 28 April 2022, modify the following:

29	– Chapter 8, relocating the life-saving appliance communication equipment requirements to Chapter 14; – Chapter 14, replacing the entire text in line with GMDSS modernization requirements included in SOLAS ; and	**HSC/ New and existing**

	– the Form of Safety Certificate for High-Speed Craft, including the associated record of equipment for High-Speed Craft Safety Certificate, in line with the above-modifications.	

IGC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK)

2020 Amendments

30	Para. 6.5.3.5.1, introducing welding and non-destructive testing requirements for alternative materials, such as aluminum alloys, used in cargo tanks, fuel tanks and process pressure vessels.	**Gas carriers/ Constructed on or after 1 January 2024**

2021 Amendments

The amendments, adopted by Resolution MSC.492(104) on 8 October 2021, modify the following - in line with SOLAS Regulation II-1/13:

31	Paragraph 2.7.1.1 allowing the use in watertight bulkheads of: – hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, and – hinged watertight doors that are permanently closed at sea.	**Gas carriers/ New and existing**

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2019 Amendments

The amendments, adopted by Resolution MSC.458(101) on 14 June 2019, are applicable to new ships only (i.e. for which the building contract is placed **on or after 1 January 2024**; or 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 2024; or the delivery of which is on or after 1 January 2028) and require – inter alia - the following:

32	– in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%. (para. 6.8.3); – where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system (para. 9.5.4). This is not applicable for fully welded fuel gas vent pipes led through mechanically ventilated spaces (para. 9.5.5);	**Ships using low-flashpoint fuels/ Contracted on or after 1 January 2024**

	– liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. This requirement may be waived by the Administration if the piping system is in a fuel preparation room or a tank connection space. Where gas detection is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof (para. 9.5.6); – the exhaust system shall 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. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine (para. 10.3.1.1.1). – the space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. For type C tanks, the fuel storage hold space may be considered as a cofferdam (para. 11.3.3) – the fuel storage hold space may be considered as a cofferdam provided that (para. 11.3.3.1): ▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high 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, if any, is not less than 900 mm.	

2020 Amendments

The amendments, adopted by Resolution MSC.475(102) on 11 November 2020, modify the following:

33	– Regulation 6.7.1.1, excluding ”tank cofferdams” from having a suitable pressure relief system; – new regulation 11.8, requiring fuel preparation rooms containing pumps, compressors or other potential ignition sources to be provided with a fixed fire-extinguishing system complying with the provisions of SOLAS Regulation II-2/10.4.1.1 and taking into account the necessary concentrations/application rate required for extinguishing gas fires; and – Para. 16.3.3.5.1, introducing welding and non-destructive testing requirements for alternative materials, such as aluminum alloys, used in cargo tanks, fuel tanks and process pressure vessels.	**Ships using low-flashpoint fuels/ Constructed on or after 1 January 2024**

IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

2022 Amendments

The amendments, adopted by Resolution MSC.501(105) on 28 April 2022, include, inter alia, the following:

34	– new and revised definitions (e.g. “Working pressure”; “Pressure receptacle shell”; “Service equipment”); – new entry for "Electrical resistance" in the units of measurement; – clarification on labelling of overpacks containing radioactive materials (class 7 goods); and – new provisions for the design, construction, inspection and testing of portable tanks with shells made of fibre-reinforced plastics (FRP) materials. In line with the amendments to the IMDG Code, the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) has been completely revised and issued by MSC.1/Circ.1588/Rev.2.	**All ships carrying dangerous goods/ New and existing**

LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

2019 Amendments

The amendments, adopted by Resolution MSC.459(101) on 14 June 2019 modify the following:

35	– Para. 4.4.8.1, excluding lifeboat equipped with two independent propulsion systems (i.e. two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries) and free fall lifeboat to have sufficient buoyant oars to make headway in calm seas.	**All ships/ New and existing**
36	– Para. 6.1.1.3, permitting - on cargo ships, equipped with a rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition, with engine, but without the crew - the launching appliance of the boat not to be fitted with stored mechanical power provided that: ▪ manual hoisting from the stowed position and turning out to the embarkation position is possible by one person; ▪ the force on the crank handle does not exceed 160 N at the maximum crank radius of 350 mm; and ▪ means having sufficient strength such as bowsing line are provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.	**Cargo ships/ New and existing (for installation on or after 1 January 2024)**

2021 Amendments

The amendments, adopted by Resolution MSC.485(103) on 13 May 2021, modify the following - in line with SOLAS Regulation III/33, as amended by Res. MSC.482(103):

37	Para. 4.4.1.3.2 exempts free-fall lifeboats from being of sufficient strength to be capable of being launched and towed when the ship is making headway at speeds up to 5 knots in calm water. This has been also reflected in the Revised recommendation on testing of life-saving appliances (Res. MSC.81(70), as amended by Res. MSC.488(103)).	**Cargo ships/ New and existing**

LOAD LINES PROTOCOL 1988

2021 Amendments

The amendments, adopted by Resolution MSC.491(104) on 8 October 2021, modify the following - in line with SOLAS Regulation II-1/13:

38	Regulation 27(13)(a) allowing the use in watertight bulkheads of: – hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, and – hinged watertight doors that are permanently closed at sea.	**All ships/ New and existing**

MARPOL 73/78

2022 Amendments to Annex I "Regulations for the prevention of pollution by oil"

The amendments, adopted by Resolutions MEPC.343(78) on 10 June 2022, modify the following - in line with the SOLAS requirements:

39	Regulation 28 "Subdivision and damage stability", allowing the use of watertight doors of hinged-type.	**Oil tankers/ New and existing**

2021 Revised MARPOL Annex VI "Regulations for the prevention of air pollution from ships"

Resolution MEPC.328(76) adopted new Revised MARPOL Annex VI requiring – inter alia - after the end of calendar year 2023 and after the end of each following calendar year:

40	1. according to Regulation 6 "Issue or endorsement of Certificates and Statements of Compliance related to fuel oil consumption reporting and operational carbon intensity rating", the Administration to: – verify that the attained annual operational Carbon Intensity Indicator (CII) reported, is based on the data submitted; and	**Bulk carriers, combination carriers, container ships, cruise**

	– based on the verified attained annual operational CII, determine the operational carbon intensity rating of the ship. 2. according to Regulation 28 “Operational carbon intensity”, – bulk carriers, combination carriers, containerships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 5000GT and above engaged in international voyage to: ▪ calculate the Attained annual operational CII over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected and taking into account the 2022 IMO CII Guidelines G1, adopted by Res. MEPC.352(78). In case of change of Flag and/or Company, the Attained annual operational CII shall be calculated and reported for the full 12-month period from 1 January to 31 December in the calendar year during which the transfer took place; ▪ electronically report to the Administration the calculated attained annual operational CII within March of each calendar year; ▪ determine the Required annual operational CII as (1-Z/100) × CIIR where the annual reduction factor Z is a flat rate for all ship types (i.e. 5% for 2023; 7% for 2024; 9% for 2025; 11% for 2026 and % still to be decided for 2027-2030 (refer to 2021 IMO CII Reduction Factos Guidelines G3, adopted by Res. MEPC.338(76)) and the reference values CIIR are calculated according to the 2022 IMO CII Guidelines G2, adopted by Res. MEPC.353(78); – Administration to verify the Attained annual operational CII against the Required annual operational CII to determine operational carbon intensity rating A, B, C, D or E, taking into account the 2022 IMO CII Rating Guidelines G4, adopted by Res. MEPC.354(78). The middle point of rating level C shall be the value equivalent to the required annual operational CII; – a ship rated as D for three consecutive years or rated as E, to develop a plan of corrective actions to achieve the Required annual operational CII and include it in the SEEMP. The revised SEEMP shall be submitted to the Administration for verification, preferably together with, but in no case later than 1 month after reporting the attained annual operational CII.	**passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships, tankers of 5000 GT/ New and existing**

1 May 2024

MARPOL 73/78

2022 Amendments to Annex I "Regulations for the prevention of pollution by oil"

The amendments, adopted by Resolution MEPC.359(79) on 16 December 2022, modify the following:

	– Regulation 38 "Reception facilities", including the possibility for States, the coastline of which borders on Arctic waters, to enter into regional arrangements for port reception facilities. The 2012 Guidelines for the development of a regional reception facilities plan has been amended accordingly (Res. MEPC.363(79) adopted on 16 December 2022); and	**NA Related to Member States**
41	– Form B of the Supplement to IOPP Certificate introducing new references in the title of section 5 "Construction".	**All ships/ New and existing**

2022 Amendments to Annex II "Regulations for the control of pollution of noxious liquid substances in bulk"

The amendments adopted by Resolution MEPC.359(79) on 16 December 2022 modify the following:

	Regulation 18 "Reception facilities and cargo unloading terminal arrangements", including the possibility for States, the coastline of which borders on Arctic waters, to enter into regional arrangements for port reception facilities. The 2012 Guidelines for the development of a regional reception facilities plan has been amended accordingly (Res. MEPC.363(79) adopted on 16 December 2022).	**NA Related to Member States**

2022 Amendments to the revised Annex IV "Regulations for the prevention of pollution by sewage from ships"

The amendments adopted by Resolution MEPC.359(79) on 16 December 2022 modify the following:

	Regulation 12 "Reception facilities", including the possibility for States, the coastline of which borders on Arctic waters, to enter into regional arrangements for port reception facilities. The 2012 Guidelines for the development of a regional reception facilities plan has been amended accordingly (Res. MEPC.363(79) adopted on 16 December 2022).	**NA Related to Member States**

2022 Amendments to Annex V "Regulations for the prevention of pollution by garbage from ships"

The amendments adopted by Resolutions MEPC.360(79) on 16 December 2022 modify the following:

	– Regulation 8 "Reception facilities", including the possibility for States, the coastline of which borders on Arctic waters, to enter into regional arrangements for port reception facilities. The 2012 Guidelines for the development of a regional reception facilities plan has been amended accordingly (Res. MEPC.363(79) adopted on 16 December 2022); and	**NA Related to Member States**
42	– Regulation 10 "Placards, garbage management plans and garbage record-keeping", extending the obligation to carry a Garbage Record Book to all ships of 100 GT and above.	**All ships of 100GT and above/ New and existing**

2022 Amendments to Annex VI "Regulations for the prevention of air pollution from ships"

The amendments adopted by Resolutions MEPC.361(79) and MEPC.362(79) on 16 December 2022 modify the following:

	1. Regulation 14 "Sulphur oxides (SO_X) and particulate matter", designating the Mediterranean Sea as a new Emission Control Area for Sulphur oxides (Med SO_X ECA) effective from 1 May 2025. The coordinates of the area are included in new para. 4 of Appendix VII "Emission control areas (Reg.s 13.6 and 14.3)";	**NA**
	2. Regulation 17 "Reception facilities", including the possibility for States, the coastline of which borders on Arctic waters, to enter into regional arrangements for port reception facilities. The 2012 Guidelines for the development of a regional reception facilities plan has been amended accordingly (Res. MEPC.363(79) adopted on 16 December 2022);	**NA Related to Member States**
43	3. Appendix V "Information to be included in the bunker delivery note (Reg. 18.5)", adding the information on the Flashpoint (°C); 4. Appendix IX "Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Reg. 27)", including more information on the ship's carbon intensity performance, such as: – "Year of delivery" instead of "Year of building contract" since it is more relevant in the context of the CII; – "Attained EEDI" and "Attained EEXI"; – "Applicable CII: AER or cgDIST"; – "Required annual operational CII"; – "Attained annual operational CII before any correction"; – "Attained annual operational CII"; – "Operation carbon intensity rating"; – "CII for trial purpose".	**All ships/ New and existing**

1 July 2024

SOLAS 1974

2020 Amendments

Resolution MSC.474(102) on 11 November 2020, introduce amendments to Chapter II-1 (see **2020 Amendments – 1 January 2024**) and include, inter alia, the following modifications applicable to ships – 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**:

44	1. Regulation II-1/3-8 ”Towing and mooring equipment” requiring for ships of 3000GT and above 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 the mooring arrangement to be designed, and the mooring equipment including lines to be selected, in order to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619). Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1).	**All ships/ Keel laid on or after 1 July 2024**
45	2. Regulation II-1/7-2 ”Calculation of the factor s_i”, clarifying that for passenger ships the factor s_i is to be taken as zero if, taking into account sinkage, heel and trim, it occurs that the immersion of the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor s_i. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers. In applying the new subdivision and damage stability requirements reference should be made to the Revised Explanatory Notes adopted by Res. MSC.429(98)/Rev.2.	**Passenger ships/ Keel laid on or after 1 July 2024**
46	3. Regulation II-1/12 ”Peak and machinery space bulkheads, shaft tunnels, etc.”, allowing the use any type of valve at the collision bulkhead (e.g. screw-down, butterfly).	**All ships/ Keel laid on or after 1 July 2024**
47	4. Regulation II-1/13 ”Openings in watertight boundaries below the bulkhead deck in passenger ships”, clarifying – inter alia – the requirements of the safety centre and the central operating control, including its location.	**Passenger ships/ Keel laid on or after 1 July 2024**

48	5. Regulation II-1/15 ”Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships”, requiring – inter alia - 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 to be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship. In no case shall these openings be so fitted as to have their lowest point below the deepest subdivision draught.	**All ships/ Keel laid on or after 1 July 2024**
49	6. Regulation II-1/17 ” Internal watertight integrity of passenger ships above the bulkhead deck”, requiring – the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck to be in accordance with the design arrangements necessary for compliance with the stability requirements. 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 shall be made to ensure their watertight integrity; and – doors in internal watertight subdivision arrangements above the bulkhead deck, and also above the worst intermediate or final stage of flooding waterlines, to 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 shall always be ready to be immediately closed. 7. Regulation II-1/19 ”Damage control information”, requiring passenger ships keel laid on or after 1 January 2024, and to which regulation II-1/8-1.3 applies, to include in the damage control information a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided.	**Passenger ships/ Keel laid on or after 1 July 2024**
50	8. Regulation II-1/22 ” Prevention and control of water ingress, etc.”, requiring gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships and all watertight hatches to be effectively closed and secured watertight before the voyage commences, and be kept closed during navigation. However, the master may permit a watertight hatch to be opened during navigation for a limited period of time sufficient to permit passage or for access. It shall then be closed.	**All ships/ Keel laid on or after 1 July 2024**

2022 Amendments

The amendments adopted by Resolution MSC.521(106) dated 10 November 2022 introduce New Chapter XV "Safety measures for ships carrying industrial personnel", making the new International Code of Safety for Ships Carrying Industrial personnel (see **New Code – 1 July 2024**) mandatory as follows:

	1. Regulation XV/1 "Definitions", specifying – inter alia - that: – industrial personnel (IP) means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities; – Offshore industrial activities mean the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited to, exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.	**NA**
51	2. Regulation XV/2 "General", clarifying that: – wherever in the IP Code a reference is made to passenger ship requirements, the corresponding cargo ship requirements are deemed to be complied with; – IP shall not be treated or considered as passengers; – wherever in SOLAS Chapter XV, or in the IP Code, the number of IP appears as a parameter, it shall be the aggregate number of IP, special personnel and passengers carried on board, where the number of passengers shall not exceed 12. 3. Regulation XV/3 "Application", specifying that the requirements are applicable to: – cargo ships and cargo high-speed craft (HSC), of 500 GT and above, constructed on or after **1 July 2024** which carry more than 12 IP; – cargo ships and cargo HSC constructed before 1 July 2024, authorized by the Administration to carry more than 12 IP in accordance with the Interim recommendations on the safe carriage of more than 12 IP on board vessels engaged on international voyages (Res. MSC.418(97), shall comply with Reg.s III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8 of the IP Code by the first intermediate or renewal survey (cargo ship) by the third periodical or first renewal survey (HSC), whichever occurs first, after **1 July 2024**; – cargo ships and cargo HSC, irrespective of date of construction, which prior to the 1 July 2024 have not been authorized by the Administration to carry more than 12 IP based on the Interim recommendations on the safe carriage of more than 12 IP on board vessels engaged on international voyages (Res. MSC.418(97)), shall comply and be certified in accordance with SOLAS Chapter XV and the IP Code prior to the carriage of more than 12 IP on board.	**Cargo ships and cargo HSC carrying more than 12 IP/ New and existing**

	4. Regulation XV/5 ”Requirements”, requiring the above-listed cargo ships and HSC to: – be certified as a cargo ship or cargo HSC in accordance with either SOLAS Ch. I or Ch. VIII or Ch. X, as applicable; – meet the requirements of the IP Code; and – in addition to SOLAS or HSC Code, as applicable, be surveyed and certified, in accordance with the IP Code.	

2011 ESP CODE

2023 Amendments

The amendments, adopted by Resolution MSC.525(106) on 10 November 2022, introduce – inter alia - the following:

52	– tighter criteria for the annual examination of water ballast tanks, requiring the examination in case the coating is found to be less than GOOD, instead of POOR, as currently required; – annual examination of double-side skin void spaces for bulk carriers exceeding 20 years of age and of 150m in length and upwards if the protective coating is found to be in POOR condition and it is not renewed; and – clarification for oil tankers carrying oil in independent tanks not part of ship's hull, to which ESP does not apply.	**Oil tankers and bulk carriers/ New and existing**

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2019 Amendments

The amendments, adopted by Resolution MSC.458(101) on 14 June 2019, are applicable to new ships only (i.e. for which the building contract is placed on or after 1 January 2024; or 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 2024**; or the delivery of which is on or after 1 January 2028) and require – inter alia - the following:

53	– in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%. (para. 6.8.3); – where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system (para. 9.5.4). This is not applicable for fully welded fuel gas vent pipes led through mechanically ventilated spaces (para. 9.5.5);	**Ships using low-flashpoint fuels/ Keel laid on or after 1 July 2024**

	– liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. This requirement may be waived by the Administration if the piping system is in a fuel preparation room or a tank connection space. Where gas detection is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof (para. 9.5.6); – the exhaust system shall 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. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine (para. 10.3.1.1.1); – the space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. For type C tanks, the fuel storage hold space may be considered as a cofferdam (para. 11.3.3); – the fuel storage hold space may be considered as a cofferdam provided that (para. 11.3.3.1): ▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high 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, if any, is not less than 900 mm.	

IP CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL)

New Code

The new mandatory Code of safety for ships carrying industrial personnel (IP Code), adopted by Resolution MSC.527(106) on 10 November 2022, includes requirements – additional to those set in SOLAS Convention and HSC Code, as applicable – as follows:

54	The following ships – as per SOLAS Reg. XV/3 ”Application”: – new cargo ships and cargo HSC (i.e. constructed on or after **1 July 2024**) of 500GT and above, engaged on international voyages, carrying more than 12 IP (i.e. “all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities”);	**Cargo ships and cargo HSC carrying more than 12 IP/ New and existing**

	– existing cargo ships and cargo HSC (i.e. constructed before 1 July 2024) of 500GT and above which are not certified to carry IP prior to 1 July 2024; shall ▪ comply with the additional requirements in the IP Code relevant to the IP competences and their training (Reg. III/1); their safe transfer (Reg. III/2); the ship's design in term of stability (Reg.s IV/2 and V/2), machinery (Reg.s IV/3, IV/4, V/3 and V/4), electrical installations (Reg.s IV/5 and V/5); fire safety (Reg.s IV/6 and V/6); life-saving appliances (Reg.s IV/7 and V/7); carriage of dangerous goods (Reg.s IV/8 and V/8); ▪ carry onboard two additional Certificates: IP Safety Certificate; and Record of Equipment.	
55	– Existing cargo ships and cargo HSC constructed before 1 July 2024, authorized by the Administration to carry more than 12 IP in accordance with the Interim recommendations on the safe carriage of more than 12 IP on board vessels engaged on international voyages (Res. MSC.418(97)), shall ▪ comply with Reg.s III/1, III/2 (except for para. 2.1.7), IV/7 and IV/8 of the IP Code by the first intermediate or renewal survey (cargo) by the third periodical or first renewal survey (HSC), whichever occurs first, after **1 July 2024**; and ▪ carry onboard two additional Certificates: IP Safety Certificate; and Record of Equipment.	**Cargo ships and cargo HSC carrying more than 12 IP/ Constructed before 1 July 2024 and not earlier certified to carry 12 IP**

MARPOL 73/78

2021 Amendments to Annex I "Regulations for the prevention of pollution by oil"

The amendments, adopted by Resolutions MEPC.329(76) on 17 June 2021, include:

56	new Regulation 43A "Special requirements for the use and carriage of oils as fuel in Arctic waters", banning - on and after **1 July 2024** -the use and carriage in Arctic waters of the oils, other than crude oils, having a density at 15°C higher than 900 kg/m^3 or a kinematic viscosity at 50°C higher than 180 mm^2/s. Ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response, are exempted. A five-year delay in the implementation of such ban (i.e. 1 July 2029) is granted for vessels that already comply with MARPOL Annex I Reg. 12A or with Reg. 1.2.1 of the Polar Code, as these ships have existing fuel tank protections that reduce the risk of fuel oil spills.	**All ships/ New and existing**

IBC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK)

2022 Amendments

The amendments, adopted by Resolutions MEPC.345(78) and MSC.526(106) modify:

57	Paragraph 2.9.2.1, allowing the use of watertight doors of hinged-type.	**Chemical tankers/ New and existing**

2025

1 January 2025

SOLAS 1974

2018 Amendments

The amendments adopted by Resolution MSC.436(99) on 24 May 2018, make – inter alia- retroactively applicable the requirements in Regulation II-1/8-1, as follows:

58	Passenger ships of 120m in length or more or at least 3 MVZ, constructed on or after 1 January 2009 but before 1 January 2014 shall have an onboard stability computer, or shore-based support not later than the first renewal survey after **1 January 2025**.	**Passenger ships of L≥120m or 3 or more MVZ/ Constructed before 1 January 2014**

IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)

2023 Amendments

The amendments adopted by Resolution MSC.539(107) on 8 June 2023 include, inter alia:

59	1. Inclusion of definitions for “dynamic separation” and “Cargoes which may undergo dynamic separation”; 2. Inclusion of “bulk density” both in the list of cargo information in para. 4.2.2, and in the form for cargo information for solid bulk cargoes of provision 4.2.3 of the IMSBC Code (circulated also as annex to MSC.1/Circ.1664, encouraging shippers to use cargo information in accordance with the revised form); and 3. Addition of/amendments to the following schedules: – Baryte, flotation chemical grade; – Brown fused alumina; – Celestine Concentrate; – Celestine;	**All Ships carrying solid bulk cargoes/ New and existing**

	– Crushed granodiorite fines; – Direct reduced iron (D); – Dunite and Dunite Fines; – Electric arc furnace dust, pelletized; – Fish meal (Fish Scrap), Stabilized anti-oxidant treated; – Potassium nitrate; – Sodium nitrate; and – Sodium nitrate and potassium nitrate mixture. IMSBC-related Guidelines were revised according to the above-mentioned amended and issued as follows: – 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"; – 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 IMSBC Code and their conditions of carriage"; – 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".	

MARPOL 73/78

2011 Amendments to the revised Annex VI "Regulations for the prevention of air pollution from ships"

The amendments adopted by Resolution MEPC.203(62), introduce new requirements on energy efficiency for ships, which, inter alia, foresee the following:

60	According to Table 1 of Regulation 21 "Required EEDI", bulk carriers; gas carriers; tankers; container ships; general cargo ships; refrigerated cargo carriers (as defined in MEPC.1/Circ.795/Rev.9); and combination carriers, fall into Phase 3 (1 January 2025 and onwards) for the calculation of the reduction factor X of the required EEDI if, as specified by MEPC.1/Circ.795/Rev.9: – the building contract is placed in Phase 3; or – the keel is laid or which is at a similar stage of construction on or after 1 July 2025; or – the delivery is on or after 1 January 2029. If the design of a ship allows it to fall into more than one of the above-listed ship types, the required EEDI for the ship shall be the most stringent (i.e. the lowest).	**All ships ≥ 400GT other than passenger ships and ro-ro cargo and ro-ro passenger ships, not having diesel-electric, turbine or hybrid propulsion systems/ Contracted In Phase 3 (on or after 1 January 2025)**

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (first set)

61	The amendments to Appendix IX "Information to be submitted to the IMO Ship Fuel Oil Consumption Database", adopted by Res. MEPC.385(81) enhance the granularity of the data to be collected. The amendments enter into force on 1 August 2025, however Administrations are allowed to early implement them from **1 January 2025** (see **2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships"- 1 August 2025).** MEPC.1/Circ.913 clarifies that all data should be collected and reported at the same level of granularity for each calendar year, meaning that for ships flying the flag of Administrations which implement the amendments on **1 January 2025**, the SEEMP Part II is to be updated and revised before 1 January 2025 according to the 2024 Guidelines for the development of a SEEMP (Res. MEPC.395(82)). Those planning to retrofit flowmeters or other methodologies should complete these actions within the same time frame. Data shall be collected and reported with an enhanced level of granularity for the entire 2025 and beyond. A new Form of Confirmation of Compliance - SEEMP Part II has been issued (MEPC.1/Circ.914).	**All ships of 5.000GT and above/ New and existing**

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (second set)

The amendments adopted by Resolution MEPC.392(82) on 4 October 2024 designate – inter alia :

62	the "Canadian Artic" as a new Emission Control Areas for Nitrogen Oxides (NOx) applicable to ships constructed on or after **1 January 2025**. The same area is designated also as an Emission Control Area for Sulphur Oxides (SOX) from 1 March 2026.	**All ships/ Constructed on or after 1 January 2025 operating in Canadian Artic from 1 March 2026**

STCW CONVENTION (CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERES)

2023 Amendments

The amendments, adopted by Resolution MSC.540(107) on 8 June, allow the use of electronic certificates and modify:

63	– Regulation I/1 "Definitions and clarifications", including in the definition of "original form" also the "electronic form of any certificate"; – Regulation I/2 "Certificates and endorsements", specifying that If an electronic form is used, the minimum required data must be accessible as defined by the Administration in accordance with the	**All ships/ New and existing**

	STCW Code, which is necessary to initiate a verification procedure. Reference is made to the Guidelines on the use of electronic certificates of seafarers were approved (MSC.1/Circ.1665).	

STCW CODE (CODE ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS)

2023 Amendments

The amendments, adopted by Resolution MSC.541(107) on 8 June 2023, modify:

64	Section A-I/2 “Certificates and endorsements”, allowing the use of electronic certificates.	**All ships/ New and existing**

1 February 2025

BWM CONVENTION (INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS)

2023 Amendments

The amendments adopted by Resolution MEPC.369(80) on 7 July 2023 modify the following:

65	The Form of Ballast Water Record Book (BWRB) (Appendix II), deleting the duplication of the information contained in the International Ballast Water Management Certificate and reviewing the BWRB items to improve clarity on how to record the operation of the ship. The related "Guidance on matters relating to ballast water record-keeping and reporting" has been revised and issued as BWM.2/Circ.80/Rev.1.	**All ships/ New and existing**

1 May 2025

MARPOL 73/78

2022 Amendments to Annex VI "Regulations for the prevention of air pollution from ships"

The amendments adopted by Resolution MEPC.361(79) on 16 December 2022 - entered into force on 1 May 2024 - modify the following:

66	Regulation 14 "Sulphur oxides (SO_X) and particulate matter", designating the Mediterranean Sea as a new Emission Control Area for Sulphur oxides (Med SO_X ECA) effective from **1 May 2025**. The coordinates of the area are included in new para. 4 of Appendix VII "Emission control areas (Reg.s 13.6 and 14.3)".	**All ships/ New and existing**

26 June 2025

HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009

New convention

The Hong Kong Convention was adopted at a Diplomatic Conference held in Hong Kong, China, in May 2009 and with the deposit of instruments of accession by the People's Republic of Bangladesh and the Republic of Liberia on 26 June 2023, the conditions for the entry into force were fulfilled. The Convention includes – inter alia - the following:

	1. Article 1 “Definitions”, defining – inter alia: – “Ship” as a vessel of any type whatsoever operating or having operated in the marine environment and includes submersibles, floating craft, floating platforms, self-elevating platforms, Floating Storage Units (FSUs), and Floating Production Storage and Offloading Units (FPSOs), including a vessel stripped of equipment or being towed; – “Ship Recycling Facility” as a defined area that is a site, yard or facility used for the recycling of ships.	**NA**
67	2. Article 3 “Application”, specifying that the Convention applies to – all ships as defined above entitled to fly the flag of a Party of 500GT and above; – all the Ship Recycling Facilities (SRF) operating under its jurisdiction; with the exclusion of – warships, naval auxiliary, or other ships owned or operated by a Party and used, for the time being, only on government non-commercial service; ships operating throughout their life only inside the waters subject to the sovereignty or jurisdiction of the State whose flag the ship is entitled to fly. 3. Regulation 5 “Inventory of Hazardous Materials”, requiring new ship to have onboard an Inventory of Hazardous Materials verified either by the Administration or by any person or organization authorized by it, taking into account 2023 Guidelines for the Development of the Inventory of Hazardous Materials adopted by Resolution MEPC.379(80) on 7 July 2023. New ship is defined as a ship: – for which the building contract is placed on or after **26 June 2025**; or	**All ships ≥ 500GT/ New and existing**

	– 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. The inventory is made up by three parts: – Part I, listing the hazardous materials contained in ship's structure and equipment, their location and approximate quantities; – Part II for operationally generated wastes (to be prepared prior to recycling); – Part III for stores (to be prepared prior to recycling). Part I of the Inventory shall be developed at design and construction stage and shall identify the hazardous materials listed in Appendixes 1 and 2 to the Convention, their location and approximate quantities. Prior to recycling the Inventory shall, in addition to the properly maintained and updated Part I, incorporate Part II for operationally generated wastes, and Part III for stores. Existing ships shall comply with this requirement not later than 26 June 2030, or before going for recycling if this is earlier. The Hazardous Materials listed in Appendix 1, at least, shall be identified when the Inventory is developed. For existing ships a plan shall be prepared describing the visual/sampling check by which the Inventory of Hazardous Materials is developed, taking into account the 2023 Guidelines for the Development of the Inventory of Hazardous Materials adopted by Resolution MEPC.379(80) on 7 July 2023. 4. Regulation 9 "Ship Recycling Plan", requiring SRF to develop a ship-specific Ship Recycling Plan prior to any recycling of a ship, taking into account the 2011 Guidelines for the development of the Ship Recycling Plan, adopted by Resolution MEPC.196(62) on 15 July 2011. 5. Regulation 11 "Issuance and endorsement of certificates", requiring ships - to which the Convention applies – to have two different certificates: – the International Certificate on Inventory of Hazardous Materials, issued either by the Administration or by any organization authorized by it after successful completion of an initial or renewal survey and certifying that Part I of the Inventory complies with the applicable requirements of the Convention; and – the Ready for Recycling Certificate, prior to any recycling activity taking place, issued either by the Administration or by any organization authorized by it, after successful completion of a final survey. The International Ready for Recycling Certificate shall be issued for a period specified by the Party that shall not exceed 3 months. Reference should be made to the 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention	

	adopted by Resolution MEPC.222(64) on 5 October 2012; and 2012 Guidelines for the inspection of ships under the Hong Kong Convention, adopted by Resolution MEPC.223(64).	
	6. Regulation 16 “Authorization of Ship Recycling Facilities”, requiring SRF to be authorized by a Party taking into account the 2012 Guidelines for the authorization of ship recycling facilities adopted by Resolution MEPC.211(63) on 2 March 2012. The authorization shall be valid for a period specified by the Party but not exceeding five years. 7. Regulation 18 “Ship Recycling Facility Plan” (SRFP), requiring SRF to have a SRFP adopted by the board or the appropriate governing body of the Recycling Company. Such plan shall be developed and maintained taking into account 2012 Guidelines for safe and environmentally sound ship recycling”, adopted by Resolution MEPC.210(63) on 2 March 2012.	**NA Applicable to SRF**

1 August 2025

MARPOL 73/78

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (first set)

The amendments adopted by Resolution MEPC.385(81) on 22 March 2024 modify the following:

	1. Regulation 2 "Definitions", defining the term "gas fuel" (i.e. a fuel oil with a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C;	**NA**
68	2. Regulation 13 "Nitrogen oxides (NO_x)", clarifying the meaning of major conversion in case of a marine diesel engine replacing a steam system. In this case, the engine is to be considered as a replacement engine which may be according to Tier II instead of Tier III in those cases foreseen by the "2024 Guidelines in respect of non-identical replacement engines not required to meet the Tier III limit" (Res. MEPC.386(81)). The Administration shall notify the IMO in case of instances where a Tier II rather than a Tier III replacement engine has been installed on or after 1 August 2025; 3. Regulation 14 "Sulphur oxides (SO_x), clarifying that the sampling point requirements are not applicable to systems used for low-flashpoint fuel or gas fuel. 4. Regulation 18 "Fuel oil availability and quality", specifying the items (items 1 to 6 of Appendix V) of the Bunker Delivery Note applicable to low-flashpoint fuel and gas fuel.	**All ships/ New and existing**
	5. Regulation 27 "Collection and reporting of ship fuel oil consumption data", empowering the IMO Secretary-General to – share data with analytical consultancies and research entities, under strict confidentiality rules; and – on a request of a Company, grant access to the fuel oil consumption reports of the company's owned ship(s) in a non-anonymized form to the general public.	**NA**
69	6. Form of International Air Pollution Prevention Certificate (IAPP), reflecting the modification to Regulation 14 to exempt from the sampling point requirement the fuel oil service system used for low-flashpoint fuel and gas fuel.	**All ships/ New and existing**
	7. Appendix IX "Information to be submitted to the IMO Ship Fuel Oil Consumption Database", enhancing the granularity of the data to be collected, including: – Period of the calendar year for which the data is submitted; – the distinction of fuel oil consumed (total fuel consumption and fuel consumption when the ship is not underway) per consumer	**NA**

	type (i.e. main engine(s), auxiliary engine(s)/generator(s), oil-fired boilers, others); – the installation of innovative technologies (if applicable); and – the total transport work, using actual tonne-mile, TEU-mile and/or passenger-mile data. The modifications to Appendix IX can be early implemented by Administration from 1 January 2025. MEPC.1/Circ.913 clarifies that all data should be collected and reported at the same level of granularity for each calendar year. It means that: – for ships flying the flag of Administrations which implement the amendments on 1 January 2025, the SEEMP Part II is to be updated and revised before 1 January 2025. Those planning to retrofit flowmeters or other methodologies should complete these actions within the same time frame. Data shall be collected and reported with an enhanced level of granularity for the entire 2025 and beyond; – for ships flying the flag of Administrations which implement the amendments on 1 August 2025, the SEEMP Part II is to be updated and revised before 1 January 2026. Those planning to retrofit flowmeters or other methodologies should complete these actions within the same timeframe. Data will be collected and reported with the existing level of granularity throughout the entire 2025 and with an enhanced level of granularity for 2026 and beyond. Consequently, the Commiteee adopted a new version of the SEEMP Guidelines (2024 Guidelines - Res. MEPC.395(82)); a new Form of Confirmation of Compliance - SEEMP Part II (MEPC.1/Circ.914) and amended the 2022 Guidelines for Administration verification of ship fuel oil consumption data and operation carbon intensity (Res. MEPC.389(81)).	

1 October 2025

BWM CONVENTION (INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS)

2024 Amendments

The amendments adopted by Resolution MEPC.383(81) on 22 March 2024 modify the following:

70	1. Regulation A-1 "Definitions", including the term "electronic record book" (i.e. a device or system, approved by the Administration, used to electronically record the entries for each ballast water operation as required under this Convention in lieu of a hard copy record book) 2. Regulation B-2 "Ballast water record book", allowing the use of electronic record book according to the "Guidance for the use of electronic record books under the BWM Convention" (Res. MEPC.372(80), as may be amended).	**All ships/ New and existing**

26 December 2025

HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009

New convention

The Hong Kong Convention - in force from 26 June 2025 (see **New convention – 26 June 2025**) - requires:

71	New ship - defined as a ship: – 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. to have onboard an Inventory of Hazardous Materials verified either by the Administration or by any person or organization authorized by it, taking into account 2023 Guidelines for the Development of the Inventory of Hazardous Materials adopted by Resolution MEPC.379(80) on 7 July 2023.	**All ships ≥ 500 GT / Keel laid on or after 26 Dec. 2025**

2026

1 January 2026

SOLAS 1974

2022 Amendments

The amendments adopted by Resolutions MSC.520(106) on 10 November 2022 modify Regulation II-2/4 “Probability of ignition”, requiring:

72	– all ships (i.e. new and existing, including those constructed before 1 July 2012) to be provided prior to bunkering with a declaration signed and certified by the oil fuel supplier’s representative, that the oil fuel to be supplied has a flashpoint not less than 60°C as required by SOLAS Reg II-2/4.2.1 and the test method used for determining the flashpoint. A bunker delivery note for the oil fuel delivered to the ship shall contain either the flashpoint specified in accordance with standards acceptable to the IMO (e.g. ISO 2719:2016), or a statement that the flashpoint has been measured at or above 70°; and – Administrations to report all confirmed cases (flashpoint) where oil fuel suppliers have failed to meet SOLAS flashpoint requirements (i.e. flashpoint as measured resulted to be below 60°C).	**All ships/ New and existing**

2023 Amendments

The amendments adopted by Resolution MSC.532(107) on 8 June 2023 include the following:

	1. Amendments to Regulation II-1/2 “Definitions”, adding: – “Lifting appliance” defined as any load-handling ship's equipment: ▪ used for cargo loading, transfer, or discharge; ▪ used for raising and lowering hold hatch covers or moveable bulkheads; ▪ used as engine-room cranes; ▪ used as stores cranes; ▪ used as hose handling cranes; ▪ used for launch and recovery of tender boats and similar applications; and ▪ used as personnel handling cranes.	**NA**

	– "Anchor handling winch" defined as any winch for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations. – "Loose gear" defines as an article of ships equipment by means of which a load can be attached to a lifting appliance or an anchor handling winch but which does not form an integral part of the appliance or load. – "installed on or after 1 January 2026" to be read as: ▪ 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 ▪ for ships other than those above, 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**.	
73	2. new Regulation II-1/3-13 "Lifting appliances and anchor handling winches", applicable to lifting appliances and anchor handling winches, and loose gear utilized with the lifting appliances and the anchor handling winches; except for – lifting appliances on ships certified as MODUs; – lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration; – integrated mechanical equipment for opening and closing hold hatch covers; and – life-saving launching appliances complying with the LSA Code. Existing lifting appliances with valid certificates of test and thorough examination under another international instrument (e.g. ILO Convention No.152) acceptable to the Administration and issued prior **1 January 2026**, will be considered compliant. The new Regulation requires: – Lifting appliances installed on or after 1 January 2026 (refere to the definition above) shall be: ▪ designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of Reg. XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety; and ▪ load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character; and ▪ permanently marked and provided with documentary evidence for the safe working load (SWL).	**All ships/ New and existing**

	– Lifting appliances installed before **1 January 2026** shall be tested and thoroughly examined, based on the Guidelines for lifting appliances (MSC.1/Circ.1663); be permanently marked and provided with documentary evidence for the SWL no later than the date of the first renewal survey on or after **1 January 2026**; – 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 the Guidelines for anchor handling winches (MSC.1/Circ.1662). – Anchor handling winches installed before **1 January 2026** shall be tested and thoroughly examined, based on the based on the Guidelines for anchor handling winches (MSC.1/Circ.1662) no later than the date of the first renewal survey on or after **1 January 2026**. – All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilized with any lifting appliances and anchor handling winches, shall be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines for lifting appliances (MSC.1/Circ.1663) and the Guidelines for anchor handling winches (MSC.1/Circ.1662). Regulation II-2/10 "Fire fighting", prohibiting the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) on new ships (i.e. constructed on or after **1 January 2026**). Existing ships shall comply with the requirements not later the first survey on or after **1 January 2026**. Such substances are to be delivered to appropriate shore-based reception facilities	
74	3. Amendments to Regulation V/19 "Carriage requirements for shipborne navigational systems and equipment", requiring containerships and bulk carriers of 3.000GT and above, constructed on or after **1 January 2026**, to be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion. For the purpose of Chapter V: – Bulk carrier is a bulk carrier as defined in Reg. XII/1.1; and – Containership is defined as a ship which is intended primarily to carry containers. In light of the above, it has been clarified that the requirement does not apply to cargo ships occasionally carrying cargoes in bulk and general cargo ships carrying containers on deck.	**Bulk carriers and Containership ≥ 3000GT/ Constructed on or after 1 Jan. 2026**
75	4. Amendments to Ch. XIV "Safety measures for ships operating in polar waters", requiring new (i.e. constructed on or after **1 January 2026**) – fishing vessels of 24 m in length overall and above, – pleasure yachts of 300 GT and above not engaged in trade, and – cargo ships of 300 GT and above but below 500 GT	**Fishing vessels of L ≥24m, pleasure yachts of ≥300GT and cargo ship 300≤GT<500/ Constructed**

	performing voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly, to comply with the newly introduced provisions of the Polar Code relevant to safety of navigation (new Ch. 9-1) and voyage planning (new Ch. 11-1) (see **2023 Amendments – 1 January 2026**). The above-listed ships constructed before 1 January 2026 are required to comply with the new requirements by 1 January 2027.	**on or after 1 Jan. 2026**
76	5. Amendments to the following Forms to align the "Details of life-saving appliances" to the expression used in the LSA Code regarding the type of immersion suits.: – Record of the Equipment for Cargo Ship Safety (Form C) – Record of Equipment for Cargo Ship Safety (Form E) – Record of Equipment for Passenger Ship Safety (Form P) 6. Amendments to the following Forms to add "containership" in the list of the ship type and a new entry "Electronic inclinometer" in the "details of navigational systems and equipment", in line with the requirements described in item 4 above – Form of Safety Equipment Certificate for Cargo Ships – Form of Safety Certificate for Nuclear Cargo Ships – Record of Equipment for Cargo Ship Safety (Form E) – Record of the Equipment for Cargo Ship Safety (Form C).	**All ships/ New and existing**

2024 Amendments

The amendments, adopted by Resolution MSC.550(108) on 23 May 2024, modify – inter alia - the following:

77	1. Regulation II-2/4 "Probability of ignition", specifying that oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel;	**All ships/ New and existing**
78	2. Regulation II-2/7 "Detection and alarm", requiring all control stations and cargo control rooms of cargo ships constructed on or after **1 January 2026** to be fitted with a fire detection and fire alarm system according to the applicable method (i.e. IC; IIC; IIIC). The relevant unified interpretation has been revised accordingly (MSC.1/Circ.1456/Rev.1);	**Cargo ships/ Constructed on or after 1 January 2026**
79	3. Regulation II-2/20, including fire protection requirements for ro-ro passenger ships which shall be fitted – inter alia – with: – individually identifiable fixed fire detection and fire alarm system in vehicle, special category and ro-ro spaces, capable to detect smoke and heat throughout the spaces. The system shall comply with the requirements of the FSS Code. Linear heat detectors may be accepted by the Administration (para.s 4.1.1 and 4.1.1.1); – a fixed fire detection and fire alarm system and a fixed water-based fire-extinguishing system for the area on the weather	**Ro-ro passenger ships/ Constructed on or after 1 January 2026**

	deck intended for the carriage of vehicle. The type of detectors, their spacing and location shall be to the satisfaction of the Administration, on the basis of the effects of several factors, including weather conditions and cargo obstruction (para. 4.1.4). Ro-ro passenger ships constructed before 1 January 2026 shall comply with this requirement not later than the first survey after 1 January 2028; – an effective video monitoring in vehicle, special category and ro-ro spaces for continuous monitoring, making the replay available for 7 days (para. 4.4.1). Ro-ro passenger ships constructed before 1 January 2026 shall comply with this requirement, with the availability of the replay for 24h (instead of 7days), not later than the first survey after 1 January 2028 (para. 4.4.2); – "A-30" fire integrity deck if it subdivides a special category space or ro-ro space and the fixed water-based fire-extinguishing system cannot simultaneously cover the applicable area above and below such a deck (para. 5.1.2); – arrangement of openings (e.g. distance and fire integrity) in ro-ro spaces and special category spaces and arrangement (e.g. safety distance from the designated vehicle lanes) of weather deck intended for the carriage of vehicles so that a fire in these spaces does not endanger accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouse above the ro-ro space; embarkation and assembly stations; and stowage areas for survival craft (para.s 5.2 and 5.3); – fixed water-based fire-extinguishing system based on monitor(s) and relevant drainage to cover the weather decks intended for the carriage of vehicles. The system shall be sized to remove no less than 125% of the combined capacity of both the monitor(s) and the required number of fire hose nozzles. (para.s 6.2.1 and 6.2.2). Ro-ro passenger ships constructed before 1 January 2026 – including those constructed before 1 July 2012 - shall comply with this requirement, not later than the first survey after 1 January 2028. Administration may permit different arrangements, such as lower flow rate than the required one (1,250 L/min) when it is not practical given the size and arrangement of the ship (para. 6.2.3). – suitable signage and marking on deckhead and bulkhead in vehicle, special category and ro-ro spaces where fixed pressure water-spraying systems are fitted (para. 7).	
80	4. Regulation V/31 "Danger messages", introducing for the master mandatory reporting of lost/observed freight container(s); 5. Regulation V/32 "Information required in danger messages", including new information relevant to the loss/observation of freight containers.	**All ships/ New and existing**

SOLAS PROTOCOL 1978

2022 Amendments

The amendments, adopted by Resolution MSC.522(106) on 10 November 2022, modify the following:

81	the Form of the Cargo Ship Safety Equipment Certificate to bring in line with the SOLAS amendments due to the modernization of the GMDSS (see **2022 Amendments – 1 January 2024**).	**All ships/ New and existing**

2023 Amendments

The amendments, adopted by Resolution MSC.533(107) on 8 June 2023, modify the following:

82	the Form of the Safety Equipment Certificate for Cargo Ships to include “containership” in the list of the type of ships in line with the adopted SOLAS carriage requirements in Regulation V/19 relevant to the inclinometer (see **2023 Amendments – 1 January 2026**).	**All ships/ New and existing**

SOLAS PROTOCOL 1988

2023 Amendments

The amendments, adopted by Resolution MSC.534(107) on 8 June 2023, modify the following:

83	the Forms of the Safety Equipment Certificate for Cargo Ships and the Safety Certificate for Cargo Ships to include “containership” in the list of the type of ships in line with the adopted SOLAS carriage requirements in Regulation V/19 relevant to the inclinometer (see **2023 Amendments – 1 January 2026**).	**All ships/ New and existing**

2011 ESP CODE

2024 Amendments

The amendments, adopted by Resolution MSC.553(108) on 23 May 2024 introduce modifications to both Annexes A and B in relation to the:

84	“Procedures for approval and certification of a firm engaged in thickness measurement of hull structures”, permitting Administrations – and not only Recognized Organizations - to exercise the right to audit a firm conducting thickness measurement of hull structures.	**Bulk carriers and oil tankers/ New and existing**

FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)

2024 Amendments

The amendments, adopted by Resolution MSC.555(108) on 23 May 2024 modify Chapters 7 and 9 in line with the SOLAS amendments to Reg.II-2/20 (see **2024 Amendments – 1 January 2026**):

85	1. Chapter 7 includes a new Section 2.5 “Fixed water-based fire-extinguishing system on ro-ro passenger ships' weather decks intended for the carriage of vehicles”, detailing the specification of fixed water-based fire-extinguishing system on ro-ro passenger ships constructed on or after 1 January 2026 and having weather decks intended for the carriage of vehicles as required by SOLAS Ch. II-2;	**Ro-ro passenger ships/ Constructed on or after 1 January 2026**
86	2. Chapter 9 includes: – Component requirements for heat detectors and linear heat detectors (para. 2.3.1.3 and 2.3.1.4);	**Ro-ro passenger ships/ Constructed on or after 1 July 2012**
87	– testing requirement for linear heat detectors (standards EN 54-22:2015 and IEC 60092-504) even if alternative testing standards may be used as determined by the Administration (para. 2.3.1.5); – installation requirements in relation to the position of detectors (para. 2.4.2.2 and para.s 2.4.2.2.1 and 2.4.2.2.2); and – Visual and audible fire signals requirements relevant to alarm notifications and the interface (para.s 2.5.1.2 and 2.5.1.3).	**Ro-ro passenger ships/ Constructed on or after 1 January 2026**

GRAIN CODE (INTERNATIONAL CODE FOR THE SAFE CARRIAGE OF GRAIN IN BULK)

2024 Amendments

The amendments, adopted by Resolution MSC.552(108) on 23 May 2025, include a new class of loading conditions for "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" and specify the requirements under which grain could be carried in such compartments and modify the following:

88	1. Para. A 2.8, including the definition of the term “specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed” (i.e. a specially suitable compartment which is not filled to the maximum extent possible in way of the hatch opening but is filled to a level equal with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening by the provisions of A 10.4);	**Ships engaged in the carriage of grain in bulk/ New and existing**

	2. Para. A 10.4, requiring that in any "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed", the bulk grain shall be filled to a level equal with or above the bottom edge of the hatch end beams but may be at its natural angle of repose outside the periphery of the hatch opening. A compartment may qualify for this classification if it is "specially suitable", in which case dispensation may be granted from trimming the ends of that compartment; 3. Part B, introducing a new Section 4 “Assumed volumetric heeling moment of a specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed”.	

1944 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

2023 Amendments

The amendments, adopted by Resolution MSC.536(107) on 8 June 2023, introduce the following - in line with SOLAS Regulation II-2/10, as modified by Res. MSC.532(107) (see **2023 Amendments - 1 January 2026**):

89	– prohibition of the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) on all craft not later than the first survey after **1 January 2026**; – obligation to deliver PFOS to appropriate shore-based reception facilities when removed; and – modifications to the Form of the Record of Equipment for High-Speed Craft Safety Certificate to align the “Details of life-saving appliances” to the expression used in the LSA Code regarding the type of immersion suits and anti-exposure suits.	**HSC/ Constructed before 1 July 2002**

2000 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

2023 Amendments

The amendments, adopted by Resolution MSC.537(107) on 8 June 2023, introduce the following - in line with SOLAS Regulation II-2/10, as modified by Res. MSC.532(107) (see **2023 Amendments - 1 January 2026**):

90	– prohibition of the use or storage of extinguishing media containing PFOS on new craft (i.e. constructed on or after **1 January 2026**) and on existing craft, not later than the first survey after **1 January 2026**; – obligation to deliver PFOS to appropriate shore-based reception facilities when removed; and	**HSC/ New and existing**

	– modifications to the Forms of the Record of Equipment to align the "Details of life-saving appliances" to the expression used in the LSA Code regarding the type of immersion suits and anti-exposure suits.	

IGC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK)

2022 Amendments

The amendments, adopted by Resolution MSC.523(106) on 10 November 2022, modify the following:

91	Tables 6.3 "Plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels for design temperatures below -55°C and down to -165°C" to allow the use of high manganese austenitic steels and make reference to the revised guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.2).	**Gas carriers/ New and existing**

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2022 Amendments

The amendments, adopted by Resolution MSC.524(106) on 10 November 2022, modify the following:

92	Tables 7.3 "Plates, sections and forgings for fuel tanks, secondary barriers and process pressure vessels for design temperatures below -55°C and down to -165°C" to allow the use of high manganese austenitic steels and make reference to the revised guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.2).	**All ships/ New and existing**

2024 Amendments (first set)

The amendments, adopted by Resolution MSC.551(108) on 23 May 2024, modify – inter alia - the following:

	1. Regulation 2.2 "Definitions", specifying that ships constructed on or after 1 January 2026 means: – contracted for construction on or after **1 January 2026**; or – in the absence of a building contract, the keel is laid on or after 1 July 2026; or – delivered on or after 1 January 2030.	**NA**

93	2. Chapter 6 ”Fuel containment system”, requiring the pressure relief system for each liquefied gas fuel tank shall be designed so that, regardless of the state of any one PRV, the capacity of the residual PRVs meets the combined relieving capacity requirements of the system. The combined relieving capacity shall be the greater of the following, with no more than 20% rise in liquefied gas fuel tank pressure above the MARVS. The tank shall not be loaded until the full relieving capacity is restored (para. 6.7.3.1); 3. Chapter 7 ”Material and general pipe design”, correcting the minimum wall thickness formula, in relation to parameter “a” (para. 7.3.2.1); 4. Chapter 8 ”Bunkering”, introducing arrangements for the connection at the bunkering station to achieve a dry-disconnect operation. If the dry-disconnect operation is achieved by using either a manual or hydraulic connect coupler; or bolted flange, the arrangement shall be subject to special consideration informed by a bunkering arrangement risk assessment conducted at the design stage (para.s 8.4.1 to 8.4.3). This requirement can be voluntarily applied earlier than the entry into force of the amendments (MSC.1/Circ.1677); 5. Chapter 9 ”Fuel supply to consumers”, introducing – redundancy and segregation requirements for fuel supply system of single fuel installations (para. 9.3.1) – ventilation requirements for the gas supply pipe, when the master gas fuel valve is automatically shut down (para. 9.4.7); – requirements for the design pressure of the outer pipe or duct of fuel system (paras. 9.8.1, 9.8.2 and 9.8.4); 6. Chapter 11 ”Fire safety”, clarifying the application of SOLAS Reg. II-2/9 for fuel preparation rooms which are to be considered as a machinery space of category A (para.11.3.1); and 7. Chapter 12 ”Explosion prevention”, modifying the list of spaces/equipment/ducts/tank included in the hazardous area zones 0 and 1, including interbarrier spaces in hazardous area zone 0 and excluding them from hazardous area zone 1 (para.s 12.5.1 and 12.5.2).	**All ships/ Contracted for construction on or after 1 January 2026**

IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

2024 Amendments

The amendments, adopted by Resolution MSC.556(108) on 23 May 2024, include – inter alia - the following:

94	- additional requirements for “devices containing dangerous goods, which are in use or intended for use during transport”;	**All ships/ New and existing**

	- new entries, such as "VEHICLE, LITHIUM ION BATTERY POWERED" (UN 3556), "VEHICLE, LITHIUM METAL BATTERY POWERED" (UN 3557) and "VEHICLE, SODIUM ION BATTERY POWERED" (UN 3558); - new Special Provisions (SP), such as those for sodium batteries; carbon of animal or vegetable origin; carbon activated; - modifications to SP961, adding the case of vehicles solely powered by a sodium ion battery, and the battery is short-circuited in a way that the battery does not contain electrical energy; - modifications to SP962, requiring installed batteries to meet the provisions of SP388 or SP977, as applicable, and be protected from damage, short circuit, and accidental activation during transport; - clarification on necessary documentation for goods not subject to the IMDG Code (i.e. a certificate exempting a substance, material or article from the provisions of the IMDG Code and referred to in a special provision assigned to an individual entry in the Dangerous Goods List shall be submitted together with the cargo information required by SOLAS Reg.VI/2). Consequential amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (MSC.1/Circ.1588/Rev.3) are approved.	

LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

2023 Amendments

	The amendments, adopted by Resolution MSC.535(107) on 8 June 2023, introduce new ventilation requirements for totally enclosed lifeboats (para.s 4.6.6 and 4.6.7) installed on or after 1 January 2029 (see **2023 Amendments – 1 January 2029**).	**NA**

LSA - REQUIREMENTS FOR MAINTENANCE, THOROUGH EXAMINATION, OPERATIONAL TESTING, OVERHAUL AND REPAIR OF LIFEBOATS AND RESCUE BOATS, LAUNCHING APPLIANCES AND RELEASE GEAR (RES. MSC.402(96))

2024 Amendments

In line with the amendments to the LSA Code relevant to ventilation requirements for totally enclosed lifeboats (**see 2023 Amendments – 1 January 2026**), the amendments, adopted by Resolution MSC.559(108) on 23 May 2024, include:

95	"ventilation systems, when fitted", in the items to be thoroughly examined and checked for lifeboats (including free-fall lifeboats), rescue boats and fast rescue boats (para. 6.2).	**All ships/ New and existing**

2024 Amendments

The amendments, adopted by Resolution MSC.554(108) on 23 May 2024, revise:

96	– The lifejackets' in-water performance (para.2.2.1.6.2); – single fall and hook systems requirements (para.s 4.4.7.6.8 and 4.4.7.6.17), and – minimum and maximum lowering speed of fully loaded survival craft or rescue boats (para.s 6.1.2.8 and 6.1.2.10). Such modifications apply to life-saving appliances "installed on or after **1 January 2026**", meaning all installations on: – 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; or – ships other than those ships above, having a contractual delivery date for the equipment or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after **1 January 2026**. Consequent amendments to the "Revised recommendation on testing of life-saving appliances" (Res. MSC.81(70)) were adopted by Res. MSC.563(108) as well as the "Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances)" (MSC.1/Circ.1628/Rev.3).	**LSA installed on or after 1 January 2026/ New and existing**

POLAR CODE (INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS)

2023 Amendments

The amendments, adopted by Resolution MSC.538(107) on 8 June 2023 require:

97	– fishing vessels of 24 m in length overall and above, – pleasure yachts of 300 GT and above not engaged in trade, and – cargo ships of 300 GT and above but below 500 GT constructed on or after **1 January 2026** and performing voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly, to comply with 1. new Chapter 9-1,"Safety of navigation for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage" introducing new provisions for the nautical information; the navigational equipment functionality; and the requirements for ship to have the ability to visually detect ice when operating in darkness;	**Fishing vessels of L ≥24m, pleasure yachts of ≥300GT and cargo ship 300≤GT<500/ Constructed on or after 1 January 2026**

	2. new Chapter 11-1 "Voyage planning for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage", including requirements for the voyage plan, specifying that the master shall consider the potential hazards of the intended voyage. The above-listed ships constructed before 1 January 2026 are required to comply with the new requirements by 1 January 2027.	

PROTECTIVE COATINGS FOR CARGO OIL TANKS OF CRUDE OIL TANKERS - PERFORMANCE STANDARD (RES. MSC.288(87))

2024 Amendments

The amendments, adopted by Resolution MSC.554(108) on 23 May 2024, modify the following:

98	Para. 6.1.1 to update the name of the coating inspector certification (i.e. AMPP Certified Coatings Inspector instead of NACE Coating Inspector Level 2). Similar modification is introduced in the Guidelines for maintenance and repair of protective coatings for cargo oil tanks of crude oil tankers (MSC.1/Circ.1399/Rev.1).	**Crude oil tankers/ New and existing**

PROTECTIVE COATINGS FOR DEDICATED SEAWATER BALLAST TANKS IN ALL TYPES OF SHIPS AND DOUBLE SIDE SKIN SPACES OF BULK CARRIERS - PERFORMANCE STANDARD (RES. MSC.215(82))

2024 Amendments

The amendments, adopted by Resolution MSC.557(108) on 23 May 2024, modify the following:

99	Para. 6.1.1 to update the name of the coating inspector certification (i.e. AMPP Certified Coatings Inspector instead of NACE Coating Inspector Level 2). Similar modification is introduced in the Guidelines for maintenance and repair of protective coatings (MSC.1/Circ.1330/Rev.1).	**All ships/ New and existing**

MARPOL 73/78

2024 Amendments to Protocol I of MARPOL Convention

The amendments, adopted by Resolution MEPC.384(81) on 22 March 2024 modify:

100	Article V "Reporting procedures", requiring to report the loss of freight container(s) in accordance with the requirements on danger messages as provided in SOLAS Reg.s V/31 and V/32 as amended by Res. MSC.550(108) (see **2024 Amendments – 1 January 2026**).	**All ships/ New and existing**

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (first set)

101	The amendments to Appendix IX "Information to be submitted to the IMO Ship Fuel Oil Consumption Database", adopted by Res. MEPC.385(81) enhance the granularity of the data to be collected (see **2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships"- 1 August 2025).** MEPC.1/Circ.913 clarifies that all data should be collected and reported at the same level of granularity for each calendar year, meaning that for ships flying the flag of Administrations which implement the amendments on 1 August 2025, the SEEMP Part II is to be updated and revised before **1 January 2026** according to the 2024 Guidelines for the development of a SEEMP (Res. MEPC.395(82)). Those planning to retrofit flowmeters or other methodologies should complete these actions within the same time frame. Data shall be collected and reported with an enhanced level of granularity for the entire 2026 and beyond. A new Form of Confirmation of Compliance - SEEMP Part II has been issued (MEPC.1/Circ.914).	**All ships of 5.000GT and above/ New and existing**

STCW CODE (CODE ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS)

2024 Amendments

The amendments, adopted by Resolution MSC.560(108) on 23 May 2024, include:

102	requirements to prevent and respond to bullying and harassment in the minimum standard of competence in personal safety and social responsibilities (Table A-VI/4).	**All ships/ New and existing**

1995 STCW-F CONVENTION (CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR FISHING VESSEL PERSONNEL, 1995)

2024 Amendments

103	The comprehensive revision of the Annex to the 1995 STCW-F Convention, adopted by Res. MSC.561(108) on 23 May 2024, includes - inter alia – the necessary modifications due to the GMDSS modernization.	**Fishing vessels/ New and existing**

STCW-F CODE (CODE ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR FISHING VESSEL PERSONNEL)

2024 Amendments

104	In line with the comprehensive revision of the annex to the 1995 STCW-F Convention, the STCW-F Code has been adopted by Res. MSC.562(108) on 23 May 2024 including: – Part A (Mandatory standards regarding provisions of the annex to the 1995 STCW-F Convention) of the Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel Code (STCW-F Code), – Part B (Recommended guidance regarding provisions of the annex to the 1995 STCW-F Convention) of the Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel Code (STCW-F Code).	**Fishing vessels/ New and existing**

1 March 2026

MARPOL 73/78

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (second set)

The amendments adopted by Resolution MEPC.392(82) on 4 October 2024 modify the following:

105	1. Regulation 13 " Nitrogen Oxides (NO_x)" to designate two new Emission Control Areas (ECA) for are established: – Norwegian Sea for ships constructed on or after 1 March 2026, meaning ships ▪ for which the building contract is placed on or after **1 March 2026**; 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 September 2026; or ▪ the delivery of which is on or after 1 March 2030; and	**All ships/ Contracted for construction on or after 1 March 2026 and operating in Norwegian Sea**
106	– Canadian Artic for ships constructed on or after 1 January 2025	**All ships/ Constructed on or after 1 January 2025 and operating in Canadian Artic from 1 March 2026**
107	2. Regulation 14 "Sulphur oxides (SO_x) and particulate matter" to designate the above mentioned new ECAs (i.e. Canadian Artic and norwegian Sea) also as new Emission Control Area for SO_x from **1 March 2026**; 3. Appendix 1 "Form of International Air Pollution Prevention (IAPP) Certificate", to include - in section 1.3 of the Record of construction and equipment - the date of building contract; the date of keel laid: and the date of delivery.	**All ships/ New and existing**
	4. Appendix VII "Emission control areas" to include the boundaries of the newly established ECA of Canadian Artic.	**NA**

1 July 2026

IGC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK)

2024 Amendments

The amendments, adopted by Resolution MSC.566(109) on 6 December 2024, modify the following:

108	Chapter 16 “use of cargo as fuel”, permitting the use as fuel of toxic products in column "f" of Ch.19 (e.g. ammonia) carried in type 2G/2PG ships (as required by column ”c” in table of Ch. 19), provided that the same level of safety as natural gas is ensured in accordance with IGC Code and taking into account the guidelines (still to be developed), after special consideration has been given by the Administration. The use of cargoes requiring carriage in type 1G ships, as identified in column “c” of Ch.19, shall not be permitted. Administration can early implement them on a voluntary basis according to MSC.1/Circ.1681.	**Gas carriers/ New and existing**

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2024 Amendments (first set)

The amendments, adopted by Resolution MSC.551(108) on 23 May 2024, modify – inter alia - the following:

109	The amendments, adopted by MSC.551(108) on 23 May 2024 (see **2024 Amendments – 1 January 2026**), apply to ships constructed on or after 1 January 2026 meaning: – contracted for construction on or after 1 January 2026; or – in the absence of a building contract, the keel is laid on or after **1 July 2026**; or – delivered on or after 1 January 2030 and modify the following:	**All ships/ Keel laid on or after 1 July 2026**

	1. Chapter 6 ”Fuel containment system”, requiring the pressure relief system for each liquefied gas fuel tank shall be designed so that, regardless of the state of any one PRV, the capacity of the residual PRVs meets the combined relieving capacity requirements of the system. The combined relieving capacity shall be the greater of the following, with no more than 20% rise in liquefied gas fuel tank pressure above the MARVS. The tank shall not be loaded until the full relieving capacity is restored (para. 6.7.3.1); 2. Chapter 7 ”Material and general pipe design”, correcting the minimum wall thickness formula, in relation to parameter “a” (para. 7.3.2.1); 3. Chapter 8 ”Bunkering”, introducing arrangements for the connection at the bunkering station to achieve a dry-disconnect operation. If the dry-disconnect operation is achieved by using either a manual or hydraulic connect coupler; or bolted flange, the arrangement shall be subject to special consideration informed by a bunkering arrangement risk assessment conducted at the design stage (para.s 8.4.1 to 8.4.3). This requirement can be voluntarily applied earlier than the entry into force of the amendments (MSC.1/Circ.1677); 4. Chapter 9 ”Fuel supply to consumers”, introducing – redundancy and segregation requirements for fuel supply system of single fuel installations (para. 9.3.1) – ventilation requirements for the gas supply pipe, when the master gas fuel valve is automatically shut down (para. 9.4.7); – requirements for the design pressure of the outer pipe or duct of fuel system (paras. 9.8.1, 9.8.2 and 9.8.4); 5. Chapter 11 ”Fire safety”, clarifying the application of SOLAS Reg. II-2/9 for fuel preparation rooms which are to be considered as a machinery space of category A (para.11.3.1); and 6. Chapter 12 ”Explosion prevention”, modifying the list of spaces/equipment/ducts/tank included in the hazardous area zones 0 and 1, including interbarrier spaces in hazardous area zone 0 and excluding them from hazardous area zone 1 (para.s 12.5.1 and 12.5.2).	

1 September 2026

MARPOL 73/78

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (second set)

110	The Norwegian Sea has been established as a new Emission control Areas for Nitrogen Oxides (NO_x) (see **2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" – 1 March 2026**) applicable for ships constructed on or after 1 March 2026, meaning ships: – for which the building contract is placed on or after 1 March 2026; 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 September 2026**; or – the delivery of which is on or after 1 March 2030.	**All ships/ keel laid on or after 1 September 2026 and operating in Norwegian Sea**

2027

1 January 2027

SOLAS 1974

2020 Amendments

Resolution MSC.474(102) on 11 November 2020, introduce amendments to Chapter II-1 (see **2020 Amendments – 1 January 2024**) requiring, inter alia:

111	ships of 3.000GT and above delivered on or after **1 January 2027** to be fitted with mooring arrangement and mooring equipment including lines able to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619). Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1).	**All ships/ Delivered on or after 1 January 2027**

2023 Amendments

The amendments adopted by Resolution MSC.532(107) on 8 June 2023 include retroactive requirements as follows:

112	Ch. XIV "Safety measures for ships operating in polar waters", requires existing (i.e. constructed before 1 January 2026): – fishing vessels of 24 m in length overall and above, – pleasure yachts of 300 GT and above not engaged in trade, and – cargo ships of 300 GT and above but below 500 GT operating in polar waters to comply by **1 January 2027** with the newly introduced provisions of the Polar Code relevant to safety of navigation (new Ch. 9-1) and voyage planning (new Ch. 11-1) (see **2023 Amendments – 1 January 2026**).	**Fishing vessels of L ≥24m, pleasure yachts of ≥300GT and cargo ship 300≤GT<500/ Constructed before 1 January 2026**

POLAR CODE (INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS)

2023 Amendments

The amendments, adopted by Resolution MSC.538(107) on 8 June 2023 require:

113	– fishing vessels of 24 m in length overall and above, – pleasure yachts of 300 GT and above not engaged in trade, and – cargo ships of 300 GT and above but below 500 GT constructed before 1 January 2026 and performing voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly, to comply by 1 January 2027 with: 1. new Chapter 9-1,"Safety of navigation for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage" introducing new provisions for the nautical information; the navigational equipment functionality; and the requirements for ship to have the ability to visually detect ice when operating in darkness; 2. new Chapter 11-1 "Voyage planning for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage", including requirements for the voyage plan, specifying that the master shall consider the potential hazards of the intended voyage.	**Fishing vessels of L≥24m, pleasure vessels of 300GT and above and cargo ships of 300≤GT<500/ Constructed before 1 January 2026**

26 December 2027

HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009

New convention

The Hong Kong Convention - in force from 26 June 2025 (see **New convention – 26 June 2025**) - requires:

114	New ship - defined as a ship: – 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**. to have onboard an Inventory of Hazardous Materials verified either by the Administration or by any person or organization authorized by it, taking into account 2023 Guidelines for the Development of the Inventory of Hazardous Materials adopted by Resolution MEPC.379(80) on 07 July 2023.	**All ships ≥ 500 GT / Delivered on or after 26 December 2027**

2028

1 January 2028

SOLAS 1974

2020 Amendments

Resolution MSC.474(102) on 11 November 2020, introduce amendments to Chapter II-1 (see **2020 Amendments – 1 January 2024**) and include, inter alia, the following modifications applicable to ships delivered on or after **1 January 2028**:

115	1. Regulation II-1/7-2 ”Calculation of the factor s_i”, clarifying that for passenger ships the factor s_i is to be taken as zero if, taking into account sinkage, heel and trim, it occurs that in any intermediate stage or in the final stage of flooding, the immersion of the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor s_i. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers. In applying the new subdivision and damage stability requirements reference should be made to the Revised Explanatory Notes adopted by Res. MSC.429(98)/Rev.2.	**Passenger ships/ Delivered on or after 1 January 2028**
116	2. Regulation II-1/12 ”Peak and machinery space bulkheads, shaft tunnels, etc.”, allowing the use any type of valve at the collision bulkhead (e.g. screw-down, butterfly).	**All ships/ Delivered on or after 1 January 2028**
117	3. Regulation II-1/13 ”Openings in watertight boundaries below the bulkhead deck in passenger ships”, clarifying – inter alia – the requirements of the safety centre and the central operating control, including its location.	**Passenger ships/ Delivered on or after 1 January 2028**

118	4. Regulation II-1/15 ”Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships”, requiring 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 to be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship. In no case shall these openings be so fitted as to have their lowest point below the deepest subdivision draught.	**All ships/ Delivered on or after 1 January 2028**
119	5. Regulation II-1/17 ” Internal watertight integrity of passenger ships above the bulkhead deck”, requiring – the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck to be in accordance with the design arrangements necessary for compliance with the stability requirements. 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 shall be made to ensure their watertight integrity; and – doors in internal watertight subdivision arrangements above the bulkhead deck, and also above the worst intermediate or final stage of flooding waterlines, to 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 shall always be ready to be immediately closed. 6. Regulation II-1/19 ”Damage control information”, requiring passenger ships delivered on or after 1 January 2028 to which regulation II-1/8-1.3 applies, to include in the damage control information a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided	**Passenger ships/ Delivered on or after 1 January 2028**
120	7. Regulation II-1/22 ”Prevention and control of water ingress, etc.”, requiring gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships and all watertight hatches to be effectively closed and secured watertight before the voyage commences, and be kept closed during navigation. However, the master may permit a watertight hatch to be opened during navigation for a limited period of time sufficient to permit passage or for access. It shall then be closed.	**All ships/ Delivered on or after 1 January 2028**

2024 Amendments

The amendments adopted by Resolutions MSC.549(108) and MSC.550(108) on 23 May 2024, introduce modifications to:

121	1. Regulation II-1/3-4 "Emergency towing arrangements and procedures", requiring also ships other than tankers of 20.000 GT and above constructed on or after **1 January 2028**, to be fitted with emergency towing arrangements which shall be: – capable, at all times, of rapid deployment in the absence of main power on the ship to be towed and easy connection to the towing ship; and – of adequate strength taking into account the size of the ship, and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements shall be approved by the Administration, based on the guidelines, expected to be finalized in 2025.	**All ships other than tankers of 20.000GT and above/ Constructed on or after 1 January 2028**
122	2. Regulation II-2/20, including – inter alia - fire protection requirements for existing ro-ro passenger ships (i.e. constructed before 1 January 2026) which shall be provided not later than the first survey after **1 January 2028** with: – a fixed fire detection and fire alarm system and a fixed water-based fire-extinguishing system for the area on the weather deck intended for the carriage of vehicle. The type of detectors, their spacing and location shall be to the satisfaction of the Administration, on the basis of the effects of several factors, including weather conditions and cargo obstruction (para. 4.1.4); – an effective video monitoring in vehicle, special category and ro-ro spaces for continuous monitoring, making the replay available for 24h (para. 4.4.2). This is applicable also to ro-ro passenger ships constructed before 1 July 2012; – fixed water-based fire-extinguishing system based on monitor(s) and relevant drainage to cover the weather decks intended for the carriage of vehicles. Administration may permit different arrangements, such as lower flow rate than the required one (1,250 L/min) when it is not practical given the size and arrangement of the ship (para. 6.2.3). This is applicable also to ro-ro passenger ships constructed before 1 July 2012.	**Ro-ro passenger ships/ Constructed before 1 January 2026**

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2019 Amendments

The amendments, adopted by Resolution MSC.458(101) on 14 June 2019, are applicable to new ships only (i.e. for which the building contract is placed on or after 1 January 2024; or 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 2024; or the delivery of which is on or after **1 January 2028**) and require – inter alia - the following:

123	– in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%. (para. 6.8.3); – where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system (para. 9.5.4). This is not applicable for fully welded fuel gas vent pipes led through mechanically ventilated spaces (para. 9.5.5); – liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. This requirement may be waived by the Administration if the piping system is in a fuel preparation room or a tank connection space. Where gas detection is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof (para. 9.5.6); – the exhaust system shall 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. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine (para. 10.3.1.1.1). – the space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. For type C tanks, the fuel storage hold space may be considered as a cofferdam (para. 11.3.3) – the fuel storage hold space may be considered as a cofferdam provided that (para. 11.3.3.1): ▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and	**Ships using low-flashpoint fuels/ Delivered on or after 1 January 2028**

	▪ 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, if any, is not less than 900 mm.	

2024 Amendments (second set)

The amendments, adopted by Resolution MSC.567(109) on 6 December 2024, modify – inter alia - the following:

	1. Regulation 2.2 “Definitions”, specifying that ships constructed on or after 1 January 2028 means: – contracted for construction on or after **1 January 2028**; or – in the absence of a building contract, the keel is laid on or after 1 July 2028; or – delivered on or after 1 January 2032.	**NA**
124	2. Chapter 5 “Ship design and arrangement”, including design requirements for suction wells installed in fuel tanks (i.e. the bottom of the suction well may protrude into the vertical extent of the minimum distance specified in 5.3.3.5, provided that such wells are as small as practicable and the protrusion below the inner bottom plating does not exceed 25% of the depth of the double bottom or 350 mm, whichever is less). 3. Chapter 7 “Material and general pipe design”, requiring pressure relief valves discharging liquid or gas from the piping system to – discharge into the fuel tanks whenever the tank MARVS pressure is lower than the setting of the pressure relief valves in accordance with the arrangements in 9.4.2, and – 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. 4. Chapter 9 “Fuel supply to consumers”, requiring fuel tank inlets from pressure relief valve discharge lines, protecting the piping system according to 7.3.1.4, to be provided with non-return valves in lieu of valves that are automatically operated when the safety system required in 15.2.2 is activated. Safe means for tank isolation during maintenance shall be available according to 18.3 without affecting the proper operation of pressure relief valves. 5. Chapter 11 “Fire safety”, specifying fire protection requirements: – any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions; – the A-60 class divisions shall extend up to the underside of the deck of the navigation bridge;	**All ships/ Contracted for construction on or after 1 January 2028**

	– the boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable.	
125	For oil tankers and chemical tankers, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-listed requirements 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.	**Oil and chemical tankers/ Contracted for construction on or after 1 January 2028**
126	– 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; – fuel tanks shall be segregated from cargo in accordance with the requirements of the International Maritime Dangerous Goods (IMDG) Code where fuel tanks are regarded as bulk packaging. For the purposes of stowage and segregation requirements of the IMDG Code, a fuel tank on the open deck shall be considered as a class 2.1 package. 6. Chapter 12 “Explosion prevention”, including additional areas to be considered as: – “hazardous area zone 1” (i.e. 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 outlet, and within a hemisphere of 6m radius below the outlet); – “hazardous area zone 2” (i.e. spaces 4m beyond the cylinder and 4m beyond the hemisphere); 7. Chapter 13 ”Ventilation”, requiring ventilation ducts: – serving non-hazardous spaces pass through a hazardous space, to be gastight and have overpressure relative to that hazardous space; and – serving hazardous spaces pass through less hazardous or non-hazardous spaces, to be gastight and have underpressure relative to the less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through less hazardous or non-hazardous spaces are acceptable without the need for underpressure, provided that they are fully welded and designed in accordance with chapter 7.	**All ships/ Contracted for construction on or after 1 January 2028**

1 July 2028

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2024 Amendments (second set)

127	The amendments, adopted by Resolution MSC.567(109) (see **2024 Amendments – 1 January 2028**), apply to ships constructed on or after 1 January 2028 meaning: – contracted for construction on or after 1 January 2028; or – in the absence of a building contract, the keel is laid on or after **1 July 2028**; or – delivered on or after 1 January 2032 and modify the following: 1. Chapter 5 “Ship design and arrangement”, including design requirements for suction wells installed in fuel tanks (i.e. the bottom of the suction well may protrude into the vertical extent of the minimum distance specified in 5.3.3.5, provided that such wells are as small as practicable and the protrusion below the inner bottom plating does not exceed 25% of the depth of the double bottom or 350 mm, whichever is less). 2. Chapter 7 “Material and general pipe design”, requiring pressure relief valves discharging liquid or gas from the piping system to – discharge into the fuel tanks whenever the tank MARVS pressure is lower than the setting of the pressure relief valves in accordance with the arrangements in 9.4.2, and – 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. 3. Chapter 9 “Fuel supply to consumers”, requiring fuel tank inlets from pressure relief valve discharge lines, protecting the piping system according to 7.3.1.4, to be provided with non-return valves in lieu of valves that are automatically operated when the safety system required in 15.2.2 is activated. Safe means for tank isolation during maintenance shall be available according to 18.3 without affecting the proper operation of pressure relief valves. 4. Chapter 11 “Fire safety”, specifying fire protection requirements: – any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions;	**All ships/ Keel laid on or after 1 July 2028**

	– the A-60 class divisions shall extend up to the underside of the deck of the navigation bridge; – the boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable.	
128	For oil tankers and chemical tankers, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-listed requirements 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.	**Oil and chemical tankers/ Keel laid on or after 1 July 2028**
129	– 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; – fuel tanks shall be segregated from cargo in accordance with the requirements of the International Maritime Dangerous Goods (IMDG) Code where fuel tanks are regarded as bulk packaging. For the purposes of stowage and segregation requirements of the IMDG Code, a fuel tank on the open deck shall be considered as a class 2.1 package. 5. Chapter 12 “Explosion prevention”, including additional areas to be considered as: – “hazardous area zone 1” (i.e. 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 outlet, and within a hemisphere of 6m radius below the outlet); – “hazardous area zone 2” (i.e. spaces 4m beyond the cylinder and 4m beyond the hemisphere); 6. Chapter 13 ”Ventilation”, requiring ventilation ducts: – serving non-hazardous spaces pass through a hazardous space, to be gastight and have overpressure relative to that hazardous space; and – serving hazardous spaces pass through less hazardous or non-hazardous spaces, to be gastight and have underpressure relative to the less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through less hazardous or non-hazardous spaces are acceptable without the need for underpressure, provided that they are fully welded and designed in accordance with chapter 7.	**All ships/ Keel laid on or after 1 July 2028**

2029

1 January 2029

LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

2023 Amendments

130	The amendments, adopted by Resolution MSC.535(107) on 8 June 2023, introduce new ventilation requirements for totally enclosed lifeboats (para.s 4.6.6 and 4.6.7) applicable to totally enclosed lifeboats installed on or after **1 January 2029**, meaning: ▪ 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 ▪ for ships other than those ships above, a contractual delivery date for the equipment 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** Such totally enclosed lifeboats shall be provided with means of ventilation which: – achieve a ventilation rate of at least 5 m^3/h per person for the number of persons which the lifeboat is permitted to accommodate and for a period of not less than 24 hours; – are operable from inside the lifeboat and arranged so that there is no stratification or formation of unventilated pockets; – have a source of power different from the radio batteries, if electrically powered, or be provided with sufficient fuel if powered by the lifeboat engine; – have opening provided with mean of closing, operable from inside and able to be kept closed before and during the launching of the lifeboat; and – have inlet and outlet openings located and designed to minimize the ingress of water through the openings, without using the means of closing required. Specific requirements for the openings and their means of closing are provided based on the type of totally enclosed lifeboat (i.e. free-fall lifeboat; lifeboat with a self-contained air support system; and fire-protected lifeboat). Consequent amendments to the “Revised recommendation on testing of life-saving appliances (Res. MSC.81(70))” were adopted by Res. MSC.544(107) on 8 June 2023, and the “Revised standardized life-	**LSA installed on or after 1 January 2029/ New and existing**

	saving appliance evaluation and test report forms (survival craft)" (MSC.1/Circ.1630/Rev.3) approved.	

1 July 2029

MARPOL 73/78

2021 Amendments to Annex I "Regulations for the prevention of pollution by oil"

131	The amendments, adopted by Resolutions MEPC.329(76), introduce new Regulation 43A banning – on or after 1 July 2024 - the use and carriage in Arctic waters of the oils, other than crude oils, having a density at 15°C higher than 900 kg/m^3 or a kinematic viscosity at 50°C higher than 180 mm^2/s. However, vessels compliant with MARPOL Annex I Reg. 12A or with Reg. 1.2.1 of the Polar Code shall comply with such ban on or after **1 July 2029**.	**All ships/ New and existing**

2030

1 January 2030

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2024 Amendments (first set)

132	The amendments, adopted by MSC.551(108) on 23 May 2024 (see **2024 Amendments – 1 January 2026**), apply to ships constructed on or after 1 January 2026 meaning: – contracted for construction on or after 1 January 2026; or – in the absence of a building contract, the keel is laid on or after 1 July 2026; or – delivered on or after **1 January 2030** and modify the following: 7. Chapter 6 ”Fuel containment system”, requiring the pressure relief system for each liquefied gas fuel tank shall be designed so that, regardless of the state of any one PRV, the capacity of the residual PRVs meets the combined relieving capacity requirements of the system. The combined relieving capacity shall be the greater of the following, with no more than 20% rise in liquefied gas fuel tank pressure above the MARVS. The tank shall not be loaded until the full relieving capacity is restored (para. 6.7.3.1); 8. Chapter 7 ”Material and general pipe design”, correcting the minimum wall thickness formula, in relation to parameter “a” (para. 7.3.2.1); 9. Chapter 8 ”Bunkering”, introducing arrangements for the connection at the bunkering station to achieve a dry-disconnect operation. If the dry-disconnect operation is achieved by using either a manual or hydraulic connect coupler; or bolted flange, the arrangement shall be subject to special consideration informed by a bunkering arrangement risk assessment conducted at the design stage (para.s 8.4.1 to 8.4.3). This requirement can be voluntarily applied earlier than the entry into force of the amendments (MSC.1/Circ.1677); 10. Chapter 9 ”Fuel supply to consumers”, introducing – redundancy and segregation requirements for fuel supply system of single fuel installations (para. 9.3.1) – ventilation requirements for the gas supply pipe, when the master gas fuel valve is automatically shut down (para. 9.4.7);	**All ships/ Delivered on or after 1 January 2030**

	– requirements for the design pressure of the outer pipe or duct of fuel system (paras. 9.8.1, 9.8.2 and 9.8.4); 11. Chapter 11 ”Fire safety”, clarifying the application of SOLAS Reg. II-2/9 for fuel preparation rooms which are to be considered as a machinery space of category A (para.11.3.1); and 12. Chapter 12 ”Explosion prevention”, modifying the list of spaces/equipment/ducts/tank included in the hazardous area zones 0 and 1, including interbarrier spaces in hazardous area zone 0 and excluding them from hazardous area zone 1 (para.s 12.5.1 and 12.5.2).	

1 March 2030

MARPOL 73/78

2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" (second set)

133	The Norwegian Sea has been established as a new Emission control Areas for Nitrogen Oxides (NO_x) (see **2024 Amendments to Annex VI "Regulations for the prevention of air pollution from ships" – 1 March 2026**) applicable for ships constructed on or after 1 March 2026, meaning ships: – for which the building contract is placed on or after 1 March 2026; 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 September 2026; or – the delivery of which is on or after **1 March 2030**.	**All ships/ Delivered on or after 1 March 2030 and operating in Norwegian Sea**

26 June 2030

HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009

New convention

The Hong Kong Convention - in force from 26 June 2025 (see **New convention – 26 June 2025**) - requires:

134	Existing ships to have onboard an "Inventory of Hazardous Materials" (Regulation 5) - verified either by the Administration or by any person or organization authorized by it - not later than **26 June 2030**, or before going for recycling if this is earlier. The Hazardous Materials listed in Appendix 1, at least, shall be identified when the Inventory is developed. For existing ships a plan shall be prepared describing the visual/sampling check by which the Inventory of Hazardous Materials is developed, taking into account the 2023 Guidelines for the Development of the Inventory of Hazardous Materials adopted by Resolution MEPC.379(80) on 7 July 2023.	**All ships ≥ 500 GT / Contracted before 26 June 2025**

2032

1 January 2032

IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

2024 Amendments (second set)

135	The amendments, adopted by Resolution MSC.567(109) (see **2024 Amendments – 1 January 2028**), apply to ships constructed on or after 1 January 2028 meaning: – contracted for construction on or after 1 January 2028; or – in the absence of a building contract, the keel is laid on or after 1 July 2028; or – delivered on or after **1 January 2032** and modify the following: 7. Chapter 5 “Ship design and arrangement”, including design requirements for suction wells installed in fuel tanks (i.e. the bottom of the suction well may protrude into the vertical extent of the minimum distance specified in 5.3.3.5, provided that such wells are as small as practicable and the protrusion below the inner bottom plating does not exceed 25% of the depth of the double bottom or 350 mm, whichever is less). 8. Chapter 7 “Material and general pipe design”, requiring pressure relief valves discharging liquid or gas from the piping system to – discharge into the fuel tanks whenever the tank MARVS pressure is lower than the setting of the pressure relief valves in accordance with the arrangements in 9.4.2, and – 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. 9. Chapter 9 “Fuel supply to consumers”, requiring fuel tank inlets from pressure relief valve discharge lines, protecting the piping system according to 7.3.1.4, to be provided with non-return valves in lieu of valves that are automatically operated when the safety system required in 15.2.2 is activated. Safe means for tank isolation during maintenance shall be available according to 18.3 without affecting the proper operation of pressure relief valves. 10. Chapter 11 “Fire safety”, specifying fire protection requirements:	**All ships/ Delivered on or after 1 January 2032**

	– any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions; – the A-60 class divisions shall extend up to the underside of the deck of the navigation bridge; – the boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable.	
136	For oil tankers and chemical tankers, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-listed requirements 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.	**Oil and chemical tankers/ Delivered on or after 1 January 2032**
137	– 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; – fuel tanks shall be segregated from cargo in accordance with the requirements of the International Maritime Dangerous Goods (IMDG) Code where fuel tanks are regarded as bulk packaging. For the purposes of stowage and segregation requirements of the IMDG Code, a fuel tank on the open deck shall be considered as a class 2.1 package. 11. Chapter 12 “Explosion prevention”, including additional areas to be considered as: – “hazardous area zone 1” (i.e. 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 outlet, and within a hemisphere of 6m radius below the outlet); – “hazardous area zone 2” (i.e. spaces 4m beyond the cylinder and 4m beyond the hemisphere); 12. Chapter 13 ”Ventilation”, requiring ventilation ducts: – serving non-hazardous spaces pass through a hazardous space, to be gastight and have overpressure relative to that hazardous space; and	**All ships/ Delivered on or after 1 January 2032**

	– serving hazardous spaces pass through less hazardous or non-hazardous spaces, to be gastight and have underpressure relative to the less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through less hazardous or non-hazardous spaces are acceptable without the need for underpressure, provided that they are fully welded and designed in accordance with chapter 7.	

PART 2

MANDATORY REQUIREMENTS WITH ENTRY INTO FORCE DATE PENDING

CSC 1972 (INTERNATIONAL CONVENTION FOR SAFE CONTAINERS)

1993 Amendments

A	The 1972 Convention for Safe Containers has two goals. One is to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements. The other is to facilitate the international transport of containers by providing uniform international safety Regulations, equally applicable to all modes of surface transport. In this way, proliferation of divergent national safety Regulations can be avoided. The requirements of the Convention apply to the great majority of freight containers used internationally, except those designed especially for carriage by air. As it was not intended that all containers or reusable packing boxes should be affected, the scope of the Convention is limited to containers of a prescribed minimum size having corner fittings - devices which permit handling, securing or stacking. These amendments, adopted on 4 November 1993 by the IMO Assembly through Resolution A.737(18), will enter into force one year after their acceptance by two thirds of the Contracting Parties in accordance with paragraph 2(c) of Article IX of the Convention. They mainly concern definitions and the inclusion in the Convention of the International System of Units (SI). When the CSC amendments which introduce the SI units enter into force, SOLAS Regulation VI/5 should be amended accordingly. Revised recommendations on harmonized interpretation and implementation of the CSC Convention were circulated by CSC.1/Circ.138 and CSC.1/Circ.138/Rev.1 (and its Corrigendum), which supersedes CSC/Circ.100, CSC/Circ.123, CSC/Circ.124, CSC/Circ.134 and CSC/Circ.137.	**Container ships, general cargo ships, ro-ro cargo ships and cargo high speed craft/ New and existing**

SFV-P 1977 (TORREMOLINOS INTERNATIONAL CONVENTION FOR THE SAFETY OF FISHING VESSELS)

1993 Protocol to the Convention

B	A Protocol to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels was adopted on 2 April 1993, at an International Conference on the Safety of Fishing Vessels held in Torremolinos, Spain. The Protocol was needed because the original treaty has never entered into force and in the meantime has become outdated. The Protocol updates the Convention, takes into account recent	**Fishing vessels L ≥ 24 m/ New and existing**

	technological evolution and eliminates the provisions incorporated in the present Convention which have made it difficult for States to bring it into force. The Protocol applies to fishing vessels of 24 m in length and over, including those vessels that also process their catch: however, some chapters, or part of them, apply to lengths of 45 or 60 m and over (machinery and electrical installations, fire protection, life-saving appliances and radiocommunications). Some requirements, like radiocommunications and safety of navigation apply both to New and existing vessels. An important innovation is contained in Art. 3(5) which allows regional arrangements to be made to establish harmonised requirements for vessels which are 24 m in length and over but which are below the length of application of Chapters IV, V, VII and IX. The Protocol will enter into force one year after being ratified by 15 States with at least an aggregate fleet of 14,000 vessels, which is approximately equivalent to 50 per cent of today's world fishing fleet of 24 m in length and over.	

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