

Updated to February 2021

IMO Conventions, Codes and Amendments

IMO Conventions, Codes and Amendments

GUI/019

Mandatory requirements entering into force between 2020 and 2028

IMO Conventions, Codes and Amendments

**Mandatory requirements entering
into force between
2020 and 2028**

**Updated to
February 2021**

IMO CONVENTIONS, CODES AND AMENDMENTS

February 2021

Compiled by

[Tasneef](#)

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 November 2020 at MEPC 75, entering into force between 2020 and 2028, 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 2020.

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.*

NOTICE AND TERMS OF USE

The Regulations mentioned in this publication are briefly summarised and not integrally reported.

Any person who applies them should refer to the original text of the referenced IMO documents.

Tasneef shall not be held liable or responsible for any inaccuracy or omission.

TABLE OF CONTENTS

- **CHRONOLOGICAL INDEX**
- **ALPHABETICAL INDEX**
- **SHIP-TYPE INDEX**
- **NOTES**
- **LEGEND**
- **PART 1 – MANDATORY REQUIREMENTS ENTERING INTO FORCE BETWEEN 2020 AND 2028**
- **PART 2 - MANDATORY REQUIREMENTS WITH ENTRY INTO FORCE DATE PENDING**

CHRONOLOGICAL INDEX

(with respect to the application dates)

PART 1 MANDATORY REQUIREMENTS ENTERING INTO FORCE BETWEEN 2020 AND 2028	17
2020	18
1 JANUARY 2020	18
SOLAS 1974	18
2016 Amendments (first set)	18
2016 Amendments (second set)	19
2017 Amendments	19
2018 Amendments	22
FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)	23
2016 Amendments (first set)	23
2016 Amendments (second set)	24
2010 FTP CODE (CODE FOR THE APPLICATION OF FIRE TEST PROCEDURES, 2010)	24
2018 Amendments	24
1994 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)	24
2017 Amendments	24
2018 Amendments	24
2000 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)	25
2017 Amendments	25
2018 Amendments	25
IBC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK)	26
2018 Amendments	26
IGC CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)	26
2016 Amendments	26
2018 Amendments	26
IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)	27
2017 Amendments	27
IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)	27
2018 Amendments	27
2008 IS CODE	28
2016 Amendments	28
2018 Amendments	29
LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)	29
2017 Amendments	29
MARPOL 73/78	29
Revised Annex VI “Regulations for the prevention of air pollution from ships”	29
2011 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	30
1 MARCH 2020	31
MARPOL 73/78	31
2018 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	31
1 JULY 2020	32
SOLAS 1974	32
2010 Amendments (first set)	32
2017 Amendments	33

1 OCTOBER 2020	34
MARPOL 73/78	34
2019 Amendments to Annex I “Regulations for the prevention of pollution by oil”	34
2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk”	34
2019 Amendments to Annex V “Regulations for the prevention of pollution by garbage from ships”	34
2019 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	34
2019 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	35
NOx TECHNICAL CODE	35
2019 Amendments	35
28 OCTOBER 2020	36
BWM CONVENTION (INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS’ BALLAST WATER AND SEDIMENTS)	36
2018 Amendments	36
2021	37
1 JANUARY 2021	37
SOLAS 1974	37
2015 Amendments	37
2011 ESP CODE	37
2019 Amendments	37
IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)	38
2019 Amendments	38
MARPOL 73/78	38
2014 Amendments to Annex I “Regulations for the prevention of pollution by oil”	38
2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk”	39
2017 Amendments to Annex VI “Regulations for the prevention of air pollution from ships”	40
IBC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK)	40
2014 Amendments	40
2019 Amendments	41
1 JUNE 2021	42
MARPOL 73/78	42
2016 Amendments to the Annex IV “Regulations for the prevention of pollution by sewage from ships”	42
1 JULY 2021	43
IGC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK)	43
2014 Amendments	43
2022	44
1 APRIL 2022	44
MARPOL 73/78	44
2020 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	44
1 JUNE 2022	46
IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)	46
2020 Amendments	46
BWM CONVENTION (INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS’ BALLAST WATER AND SEDIMENTS)	47
2020 Amendments	47
2023	48

1 APRIL 2023	48
MARPOL 73/78	48
2020 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	48
1 JUNE 2023	49
MARPOL 73/78	49
2016 Amendments to the Annex IV “Regulations for the prevention of pollution by sewage from ships”	49
2024	50
1 JANUARY 2024	50
SOLAS 1974	50
2017 Amendments	50
2019 Amendments	50
2020 Amendments	50
FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)	53
2019 Amendments	53
IGC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK)	53
2020 Amendments	53
IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)	53
2019 Amendments	53
2020 Amendments	55
LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)	55
2019 Amendments	55
1 JULY 2024	56
SOLAS 1974	56
2020 Amendments	56
IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)	58
2019 Amendments	58
2025	60
1 JANUARY 2025	60
SOLAS 1974	60
2018 Amendments	60
MARPOL 73/78	60
2011 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”	60
2027	62
1 JANUARY 2027	62
SOLAS 1974	62
2020 Amendments	62
2028	63
1 JANUARY 2028	63
SOLAS 1974	63
2020 Amendments	63
IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)	64
2019 Amendments	64
PART 2 MANDATORY REQUIREMENTS WITH ENTRY INTO FORCE DATE PENDING	66
CSC 1972 (INTERNATIONAL CONVENTION FOR SAFE CONTAINERS)	67
1993 Amendments	67

<i>HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009</i>	67
New convention	67
<i>SFV-P 1977 (TORREMOLINOS INTERNATIONAL CONVENTION FOR THE SAFETY OF FISHING VESSELS)</i>	72
1993 Protocol to the Convention	72

ALPHABETICAL INDEX

(with respect to the mandatory IMO Instruments)

B

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

2018 Amendments – 20 October 2020	36
2020 Amendments – 1 June 2022	47

C

CSC 1972 (INTERNATIONAL CONVENTION FOR SAFE CONTAINERS)

1993 Amendments – <i>Date pending</i>	67
---------------------------------------	----

E

2011 ESP CODE (INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011)

2019 Amendments - 1 January 2021	37
----------------------------------	----

F

FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)

2016 Amendments (first set) – 1 January 2020	23
2016 Amendments (second set) – 1 January 2020	24
2019 Amendments – 1 January 2024	53

2010 FTP CODE (CODE FOR THE APPLICATION OF FIRE TEST PROCEDURES, 2010)

2018 Amendments – 1 January 2020	24
----------------------------------	----

H

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

New Convention – <i>Date pending</i>	67
--------------------------------------	----

1994 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

2017 Amendments – <i>1 January 2020</i>	24
2018 Amendments – <i>1 January 2020</i>	24

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

2017 Amendments – <i>1 January 2020</i>	25
2018 Amendments – <i>1 January 2020</i>	25

I

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

2018 Amendments – <i>1 January 2020</i>	26
2014 Amendments – <i>1 January 2021</i>	40
2014 Amendments – <i>1 January 2021</i>	41

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

2016 Amendments – <i>1 January 2020</i>	26
2018 Amendments – <i>1 January 2020</i>	26
2014 Amendments – <i>1 July 2021</i>	43
2020 Amendments – <i>1 January 2024</i>	53

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

2017 Amendments – <i>1 January 2020</i>	27
2019 Amendments – <i>1 January 2024</i>	53
2020 Amendments – <i>1 January 2024</i>	55

2019 Amendments – 1 July 2024	58
2019 Amendments – 1 January 2028	64

IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

2018 Amendments – 1 January 2020	27
2020 Amendments – 1 June 2022	46

IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)

2019 Amendments – 1 January 2021	38
----------------------------------	----

2008 IS CODE (INTERNATIONAL CODE ON INTACT STABILITY, 2008)

2016 Amendments – 1 January 2020	28
2018 Amendments – 1 January 2020	29

L

LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

2017 Amendments – 1 January 2020	29
2019 Amendments – 1 January 2024	55

M

MARPOL 73/78

Revised Annex VI “Regulations for the prevention of air pollution from ships “ – 1 January 2020	29
2011 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – 1 January 2020	30
2018 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – 1 March 2020	31
2019 Amendments to Annex I “Regulations for the prevention of pollution by oil” – 1 October 2020	34
2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk” – 1 October 2020	34
2019 Amendments to Annex V “Regulations for the prevention of pollution by garbage from ships” – 1 October 2020	34
2019 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – 1 October 2020	34
2019 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – 1 October 2020	35
2014 Amendments to Annex I “Regulations for the prevention of pollution by oil” – 1	38

<i>January 2021</i>	
2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk” – <i>1 January 2021</i>	39
2017 Amendments to Annex VI “Regulations for the prevention of air pollution from ships” – <i>1 January 2021</i>	39
2016 Amendments to the revised Annex IV “Regulations for the prevention of pollution by sewage from ships” – <i>1 June 2021</i>	42
2020 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – <i>1 April 2022</i>	44
2020 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – <i>1 April 2023</i>	48
2016 Amendments to the revised Annex IV “Regulations for the prevention of pollution by sewage from ships” – <i>1 June 2023</i>	49
2011 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships” – <i>1 January 2025</i>	60

N

NOx TECHNICAL CODE, 2008

2019 Amendments – <i>1 October 2020</i>	35
---	----

S

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

1993 Protocol to the Convention – <i>Date pending</i>	72
---	----

SOLAS 1974

2016 Amendments (first set) – <i>1 January 2020</i>	18
2016 Amendments (second set) – <i>1 January 2020</i>	19
2017 Amendments – <i>1 January 2020</i>	19
2018 Amendments – <i>1 January 2020</i>	22
2010 Amendments (first set) – <i>1 July 2020</i>	32
2017 Amendments – <i>1 July 2020</i>	33
2015 Amendments – <i>1 January 2021</i>	37
2017 Amendments – <i>1 January 2024</i>	50
2019 Amendments – <i>1 January 2024</i>	50
2020 Amendments – <i>1 January 2024</i>	50
2020 Amendments – <i>1 July 2024</i>	56
2018 Amendments – <i>1 January 2025</i>	60
2020 Amendments – <i>1 January 2027</i>	62
2020 Amendments – <i>1 January 2028</i>	63

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 2020	2, 3, 7, 9, 12, 14, 15, 16, 17, 27, 29, 30, 31	6,28, 33	6, 28,	6, 28, 33	28, 33	33	6, 24, 33	6, 25, 26, 33	1, 8, 10, 11, 13, 18, 19, 28	10, 11, 19, 28	19, 22, 23, 28, 31,	6, 28	31, 33
1 March 2020	34										34		34
1 July 2020	36				35	35							
1 October 2020	37, 39, 41						38				37, 39, 41		37, 39, 40, 41
28 October 2020	42										42		42
1 January 2021	43, 48	45			44, 45	44	47, 50				48	45	48
1 April 2022	53, 55	54		54				54	54		53, 55		53, 55
1 June 2022	57	56	56	56	56				56	56	56, 57	56	57
1 January 2024	60, 61, 62, 63, 66, 68, 71, 72, 74, 75, 76	77	77	77	77	77	77	73, 77	65, 67, 69, 70	65, 69, 70		77	
1 July 2024	78, 80, 82, 84, 85								79, 81, 83	79, 81, 83			
1 January 2025		87		87	87	87	87	87					87
1 January 2027	88												
1 January 2028	90, 92, 94, 95								89, 91, 93	89, 91, 93			
Date pending	B	A	A	A							A, B		B, C

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 2020	3, 4, 5, 12, 14, 15, 16, 29, 31, 32	6, 28	6, 28	6, 28	28		6, 24	6, 26	8, 13, 19, 28	19, 28	19, 20, 21, 22, 23, 28, 31	6, 28	31, 32
1 March 2020	34										34		34
1 October 2020	37, 39, 41						38				37, 39, 41		37, 39, 40, 41
28 October 2020	42										42		42
1 January 2021		45			44, 45	44, 46	47, 49, 50				48	45	48
1 June 2021									51	51			
1 July 2021								52					
1 April 2022	55										55		55
1 June 2022	57	56	56	56	56				56	56	56, 57	56	57
1 April 2023	58										58		58
1 June 2023									59	59			
1 January 2024	61, 63, 76	77	77	77	77	77	77	77	64, 70	64, 70		77	
1 January 2025									86				
Date pending	B	A	A	A							A, B		B, C

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

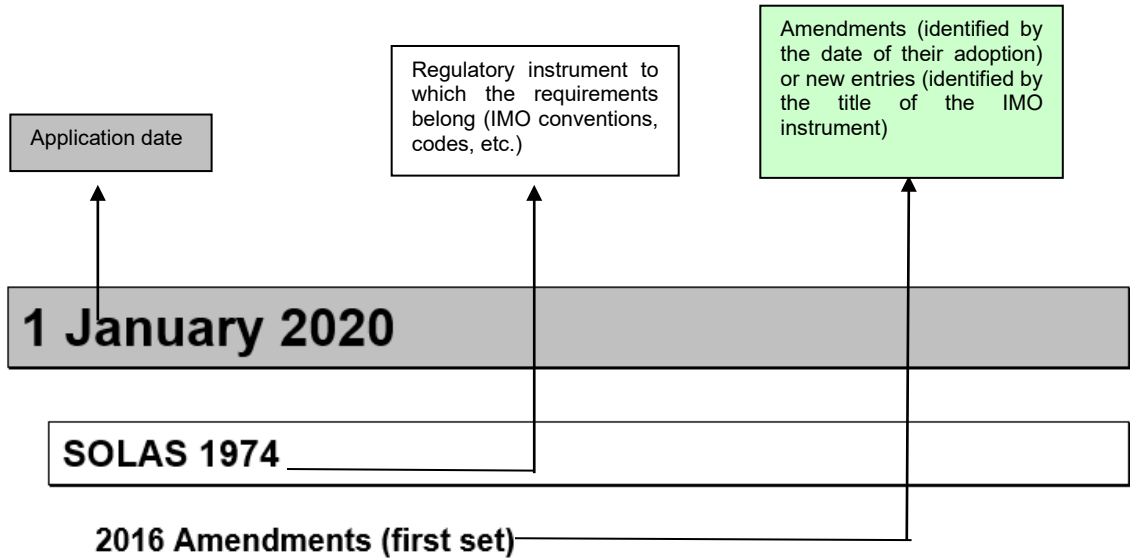
.3 regardless of the building contract signing date or keel laying date, if a ship's delivery date occurs on or after date ZZZ, then, those requirements apply except in the case where the Administration has accepted that the delivery of the ships was delayed due to unforeseen circumstances beyond the 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



The amendments, adopted by Resolution MSC.404(96) on 19 May 2016, introduce, inter alia, the following modifications to SOLAS Chapters II-2 and III:

	1. Regulation II-2/3 "Definitions", adding the terms " Helicopter landing area" and " Winching area".	NA
1	2. Regulation II-2/13 " Means of escape", <ul style="list-style-type: none"> - updating reference to the revised Guidelines for evacuation analysis (MSC.1/Circ.1533, issued on 6 June 2016); - requiring also passenger ships - other than ro-ro - constructed on or after 1 January 2020 and carrying more than 36 passengers, to make an evacuation analysis early in the design. 	Passenger ships/ Constructed on or after 1 January 2020

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 2020 AND 2028**

2020

1 January 2020

SOLAS 1974

2016 Amendments (first set)

The amendments, adopted by Resolution MSC.404(96) on 19 May 2016, introduce, inter alia, the following modifications to SOLAS Chapters II-2 and III:

	1. Regulation II-2/3 "Definitions", adding the terms "Helicopter landing area" and "Winching area".	NA
1	2. Regulation II-2/13 "Means of escape", <ul style="list-style-type: none"> – updating reference to the revised Guidelines for evacuation analysis (MSC.1/Circ.1533, issued on 6 June 2016); – requiring also passenger ships - other than ro-ro - constructed on or after 1 January 2020 and carrying more than 36 passengers, to make an evacuation analysis early in the design. 	Passenger ships/ Constructed on or after 1 January 2020
2	3. Regulation II-2/18 "Helicopter facilities", requiring ships constructed on or after 1 January 2020 and having a helicopter landing area, to be provided with a foam firefighting appliances in compliance with the requirements in Chapter 17 of FSS Code (see 2016 Amendments (first set) – 1 January 2017).	All Ships with helideck/ Constructed on or after 1 January 2020
	4. Regulation III/3 "Definitions", adding the term "Requirements for maintenance, through examination, operational testing, overhaul and repair", as adopted by Resolution MSC.402(96).	NA
3	5. Regulation III/20 "Operational readiness, maintenance and inspections": <ul style="list-style-type: none"> – deleting reference to MSC.1/Circ.1260/Rev.1; – making the newly adopted "Requirements for maintenance, thorough examination, operational testing, overhaul and repair" (Resolution MSC.402(96)) mandatory for Launching appliances, lifeboat and rescue boat on-load release gear, and davit-launched liferaft automatic release hooks; and 	All ships/ New and existing

	<ul style="list-style-type: none"> - clarifying that the operational testing of free-fall lifeboat release systems shall be performed either by free fall launch with only the operating crew on board or by a test without launching the lifeboat carried out based on the requirements adopted by Resolution MSC.402(96). 	
--	--	--

2016 Amendments (second set)

The amendments adopted by Resolution MSC.409(97) on 25 November 2016, modify Chapters II-1, II-2 and XI-1 as summarised below. It is worth noting that it is left the decision to Contracting Governments to voluntarily early implement SOLAS Regulations II-2/1 and II-2/10 (refer to MSC.1/Circ.1566).

4	<p>1. Regulations II-1/3-12 "Protection against noise", clarifying that the Noise Code – adopted by Resolution MSC.337(91) – is not applicable to ships delivered before 1 July 2018, contracted for construction before 1 July 2014, whose keel is laid on or after 1 January 2009. Such ships shall take measures to reduce machinery noise in machinery spaces to acceptable levels as determined by the Administration, making reference to Code on Noise levels on board ships (Resolution A.468(XII)).</p>	<p>All ships/ Delivered before 1 July 2018, contracted before 1 July 2014 and constructed on or after 1 January 2009</p>
5	<p>2. Regulation II-2/1 "Application", specifying that the newly amended Regulation II-2/10 (see item 3 below) is applicable to all ships constructed before 1 January 2020, including those constructed before 1 July 2012.</p> <p>3. Regulation II-2/10 "Firefighting", specifying that for boilers protected by fixed water-based local application fire-extinguishing systems, as required by para 5.6, shall not have an approved foam-type extinguisher of at least 135 L capacity.</p>	<p>All ships/ Constructed before 1 January 2020</p>
6	<p>4. New Regulation XI-1/2-1 "Harmonization of survey periods of cargo ships not subject to the ESP Code", specifying that for cargo ships not subject to enhanced surveys under regulation XI-1/2, the intermediate and renewal surveys may be carried out over the corresponding periods as specified in the 2011 ESP Code, and the HSSC Guidelines.</p>	<p>Non ESP cargo ships/ New and existing</p>

2017 Amendments

The amendments adopted by Resolution MSC.421(98) on 15 June 2017, introduce modifications to stability (Ch. II-1), fire protection (Ch. II-2) and drill requirements (Ch. III) and the Appendix, including – inter alia – the following:

	<p>1. Regulation II-1/1 "Application", clarifying the application of the stability requirements in Chapter II-1, as follows:</p> <ul style="list-style-type: none"> - the newly adopted requirements apply – unless provided otherwise – to ships: <ul style="list-style-type: none"> • 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 	<p>NA</p>
--	---	------------------

	<ul style="list-style-type: none"> • the delivery of which is on or after 1 January 2024. – newly adopted Regulation II-1/19-1 apply to all ships. <p>In applying the new revised stability requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.1.</p> <p>2. Regulation II-1/2 “Definitions”, replacing the following terms: amidships; draught; deepest subdivision draught; trim; bulkhead deck.</p>	
7	<p>3. Regulation II-1/5-1 “Stability information to be supplied to the master”</p> <ul style="list-style-type: none"> – adding curves or tables of maximum trim versus draught among the information to be provided; and – requiring to present a single envelope curve based on the minimum values when additional subdivision indices are calculated for different trims. An alternative to the single envelope curve is described in new para. 5. <p>4. Regulation II-1/6 “Required subdivision index R”, making the value R severer for passenger ships, modifying the formulas and the value N, intended as the total number of person on board.</p> <p>5. Regulation II-1/7-2 “Calculation of the factor s_i”, including</p> <ul style="list-style-type: none"> – $s_{intermediate}$ also for cargo ships fitted with cross-flooding devices; – the time for equalization not to exceed 10 min also for cargo ships fitted with cross-flooding devices; – specific requirements for ro-ro passenger in the calculation of $s_{final,i}$, making them severer than those used for other ship types (i.e. $TGZ_{max}=0.20$ and $TRange=20^\circ$). <p>6. Regulation II-1/9 “Double bottoms in passenger ships and cargo ships other than tankers”, adding</p> <ul style="list-style-type: none"> – requirements for wells, such as those for lubricating oil under main engines, on cargo ships of 80m in length and upwards and passenger ships. Cargo ships of less than 80m in length shall be arranged at the satisfaction of the Administration; – details in the vertical extent of damage (para. 8) in order to specify that B/20 is to be taken not less than 0.76m and not more 2m. <p>7. Regulation II-1/12 “Peak and machinery space bulkheads, shaft tunnels, etc...”</p> <ul style="list-style-type: none"> – requiring ship to be so designed that s_i calculated will not be less than 1 at the deepest subdivision draught loading condition, level trim or any forward trim loading conditions, if any part of the ship forward of the collision bulkhead is flooded without vertical limits; – permitting for cargo ships the use of butterfly valves in lieu of screw-down valves in the pipe which pierces the collision 	All ships/ Contracted on or after 1 January 2020

	<p>bulkhead for dealing with fluid in the forepeak tank. These valves shall be made of steel, bronze or other approved ductile material, suitably supported by a seat or flanges, capable of being operated from above the freeboard deck.</p> <p>8. Regulation II-1/16 "Construction and initial tests of watertight closure", specifying that for cargo ships not covered by damage stability requirements, watertight doors and hatches shall be tested by water pressure to a head of water measured from the lower edge of the opening to one metre above the freeboard deck acceptance of butterfly valves, suitably supported by a seat or flanges and capable of being operated from above the freeboard deck.</p> <p>9. Regulation II-1/17 "Internal watertight integrity of passenger ships above the bulkhead deck", requiring to consider air pipes terminating within a superstructure which are not fitted with watertight means of closure as unprotected openings when applying Reg. II-1/7-2.6.1.1.</p>	
8	<p>10. new Regulation II-1/19-1 "Damage control drills for passenger ships", requiring:</p> <ul style="list-style-type: none"> – a damage control drill to take place every three months with the participation of only those crew members with damage control responsibilities; – the damage control drill scenario to vary each drill so that emergency conditions are simulated for different damage conditions; – each damage control drill to include at least the items specified in para. 4; – at least once a year, the damage control drill to include activation of the shore-based support if required by Reg. II-1/8-1; and – a record to be maintained. <p>11. Regulation II-1/21 "Periodical operation and inspection of watertight doors etc in passenger ships", replacing the term "drill" with "operational tests".</p>	Passenger ships/ New and existing
9	<p>12. Regulation II-1/22 "Prevention and control of water ingress, etc",</p> <ul style="list-style-type: none"> – deleting the possibility to permit watertight doors to remain open during the navigation; – permitting to open watertight door during navigation only after careful consideration by the Administration of the impact on ship operations and survivability taking into account the revised guidance issued by MSC.1/Circ.1564. 	All ships/ Contracted on or after 1 January 2020
	<p>13. Regulation II-2/3 "Definitions", modifying the term "vehicle carrier" to read: "cargo ship which only carries cargo in ro-ro spaces or vehicle spaces, and which is designed for the carriage of unoccupied motor vehicles without cargo, as cargo".</p>	NA
10	<p>14. Regulation II-2/9 "Containment of fire", introducing new requirements for "windows and sidescuttles" as follows:</p>	Passenger ships

	<ul style="list-style-type: none"> – on passenger ships constructed on or after 1 January 2020 and carrying more than 36 passengers: <ul style="list-style-type: none"> • windows facing survival craft, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have fire integrity as required in table 9.1; • where automatic dedicated sprinkler heads are provided for windows, “A-0” windows may be accepted as equivalent provided that the sprinkler heads must comply with one of the conditions specified in the paragraph; • windows located in the ship’s side below the lifeboat embarkation area shall have fire integrity at least equal to “A-0” class. 	carrying >36 passengers/ Contracted on or after 1 January 2020
11	– for passenger ships constructed on or after 1 January 2020 and carrying not more than 36 passengers, windows facing survival craft and escape slide, embarkation areas and windows situated below such areas shall have fire integrity at least equal to “A-0” class.	Ships carrying ≤36 passengers/ Contracted on or after 1 January 2020
12	15. Regulation II-2/20 “Protection of vehicle, special category and ro-ro spaces”, allowing ships carrying vehicles with fuel in their tanks for their own propulsion, in cargo spaces other than vehicle, special category or ro-ro spaces provided that all the following conditions are met: <ul style="list-style-type: none"> – the vehicles do not use their own propulsion within the cargo spaces; – the cargo spaces are in compliance with the appropriate requirements of regulation 19; and – the vehicles are carried in accordance with the IMDG Code, as defined in regulation VII/1.1. 	All ships/ New and existing
13	16. Regulations III/1 “Application”, III/10 “Drills” and III/37 “Muster list and emergency instructions”, including references to damage control drills required by the newly adopted Regulation II-1/19, applicable to all passenger ships. Consistently, the muster list showing the duties assigned to the different members of the crew has been updated to include for passenger only, damage control for flooding emergencies.	Passenger ships/ New and existing
14	17. “Record of equipment for passenger ships safety (Form P)” and “Record of equipment for cargo ship safety (Forms E and C)”, replacing item 3.1 in part 5 with the following: “Receiver for a global navigation satellite system/terrestrial radionavigation system/multi-system shipborne radionavigation receiver”.	All ships/ New and existing

2018 Amendments

The amendments adopted by Resolution MSC.436(99) on 24 May 2018, modify the following regulations:

	1. Regulation II-1/1 “Application”, including in the list of the retroactively applicable requirements, the newly adopted	NA
--	---	----

	<p>provisions in Regulation II-1/8-1.3 (see below).</p> <p>2. Regulation II-1/8-1 “System capabilities and operational information after a flooding casualty on passenger ships”, requiring existing passenger ships of 120m in length or at least 3 MVZ (i.e. constructed on or after 1 January 2009 but before 1 January 2014) to have an onboard stability computer, or shore-based support not later than the first renewal survey after 1 January 2025. Reference should also be made to the “Guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014”, issued by MSC.1/Circ.1589.</p>	
15	<p>3. Regulation IV/2 “Terms and definitions”, adding the following:</p> <ul style="list-style-type: none"> – Global maritime distress and safety system (GMDSS) identities; and – Recognised mobile satellite service <p>4. Regulations IV/7, IV/8, IV/9, IV/10, IV/12, deleting any references to “INMARSAT” and replacing it with the generic term “recognised mobile satellite service”.</p> <p>5. Records of Equipment for passenger ship safety (Form P), for cargo ship safety radio (Form R) and for cargo ship safety (Form C), replacing “INMARSAT ship earth station” with “Recognised mobile satellite service ship earth station”.</p>	All ships/ New and existing

FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)

2016 Amendments (first set)

The amendments, adopted by Resolution MSC.403(96) on 19 May 2016, consist of modifications to sprinklers (Chapter 8) and helicopter facility foam firefighting appliances (new Chapter 17).

16	<p>1. Chapter 8 “Automatic sprinkler, fire detection and fire alarm systems”, requiring a special attention to the specification of water quality provided by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Reference should be made to the “Revised guidelines for the maintenance and inspection of fire protection systems and appliances”, issued by MSC.1/Circ.1432 and amended by MSC.1/Circ.1516.</p>	All ships/ New and existing
17	<p>2. New Chapter 17 “Helicopter facility foam firefighting appliances”, detailing the specifications for foam fire-fighting appliances for the protection of helidecks and helicopter lading areas as required by SOLAS Chapter 2, as follows:</p> <ul style="list-style-type: none"> – introducing the definitions of the terms “D-value”, “Deck integrated foam nozzles”, “Foam-making branch pipes”, “Helicopter landing area”, “Helideck”, “Hose reel foam station”, “Monitor foam station”, “Obstacle free sector” and 	All ships with helideck and helicopter landing area/ Constructed on or after 1

	<p>“Limited obstacle sector”;</p> <ul style="list-style-type: none"> – describing the engineering specifications for helidecks and helicopter landing areas which concern foam system components and technical instruction for their sizing and arrangements. 	<p>January 2020</p>
--	--	-------------------------

2016 Amendments (second set)

The amendments, adopted by Resolution MSC.410(97) on 25 November 2016, modify case 2 in Chapter 13 “Arrangement of means of escape” to read:

18	<p>“Passenger in public spaces occupied to 3/4 of the maximum capacity; 1/3 of the crew distributed in public spaces; service spaces occupied by 1/3 of the crew; and crew accommodation occupied by 1/3 of the crew (para. 2.1.2.2.2.1).</p>	<p>Passenger ships/ Constructed on or after 1 January 2020</p>
----	---	--

2010 FTP CODE (CODE FOR THE APPLICATION OF FIRE TEST PROCEDURES, 2010)

2018 Amendments

The amendments, adopted by Resolution MSC.437(99) on 24 May 2018, modify Table 1 “Fire protection materials and required approval test methods for passenger ships and high-speed craft” in Annex 3, in line with the fire protection provisions in SOLAS Chapter II-2, as follows:

19	<ul style="list-style-type: none"> – the table is applicable to all passenger ships, including those carrying not more than 36 passengers; – references to the “applicable regulation” in the last column are updated. 	<p>Passenger ships and high speed craft/ New and existing</p>
----	--	---

1994 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

2017 Amendments

The amendments, adopted by Resolution MSC.423(98) on 15 June 2017, modify section 8.10 “Survival craft and rescue boats” as follows:

20	<p>Craft of less than 20m in length may be exempted from carrying a rescue boat, provided the craft meets the conditions listed in para.s 6.1 to 6.3, including the requirement for the craft to be arranged to allow a helpless person to be recovered from the water in a horizontal or near- horizontal body position.</p>	<p>HSC of L<20m/ Existing</p>
----	---	--

2018 Amendments

The amendments, adopted by Resolution MSC.438(99) on 24 May 2018, modify Chapter 14 "Radiocommunications" and the Safety Certificate to include additional recognised mobile satellite services, other than INMARSAT, as follows:

	<ul style="list-style-type: none"> – "Terms and definitions", adding "recognised mobile satellite service"; – "Radio equipment" sections, replacing references to INMARSAT with "recognised mobile satellite service"; and 	NA
21	– "Record of Equipment", amending item 1.4 of section 3 to read: "Recognised mobile satellite service ship earth station".	HSC/ Existing

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

2017 Amendments

The amendments, adopted by Resolution MSC.424(98) on 15 June 2017, modify section 8.10 "Survival craft and rescue boats" as follows:

22	Craft of less than 30m in length may be exempted from carrying a rescue boat, provided the craft meets the conditions listed in para. 6.1 to 6.3, including the requirement for the craft to be arranged to allow a helpless person to be recovered from the water in a horizontal or near- horizontal body position.	HSC of L<30m/ New and existing
----	---	---

2018 Amendments

The amendments, adopted by Resolution MSC.439(99) on 24 May 2018, Chapter 14 "Radiocommunications" and the Safety Certificate to include additional recognised mobile satellite services, other than INMARSAT as follows:

	<ul style="list-style-type: none"> – "Terms and definitions", including "GMDSS identifies" and "recognised mobile satellite service"; – "Radio equipment" sections, replacing references to INMARSAT with "recognised mobile satellite service"; and 	NA
23	– "Record of Equipment", amending item 1.4 of section 4 to read: "Recognised mobile satellite service ship earth station".	HSC/ New and existing

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

2018 Amendments

The amendment, adopted by Resolutions MEPC.302(72) on 13 April 2018 and MSC.440(99) on 24 May 2018, modifies the Form of the Certificate as follows:

24	New paragraph 6 is included to require that “the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form”.	Chemical tankers/ Constructed on or after 1 July 1986
-----------	--	--

IGC CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

2016 Amendments

The amendment, adopted by Resolution MSC.411(97) on 25 November 2016, introduce modification to Chapter 3 “Ship Arrangements”, in order to align it with SOLAS requirement:

25	Section 3.2 “Accommodation, service and machinery spaces and control stations”, is modified to remove the requirement for which wheelhouse windows shall be constructed to not less than “A-0” class. Recognizing the urgent need to align such requirements with SOLAS, the notification of this amendment was issued by MSC.1/Circ.1549.	Gas carriers/ Constructed on or after 1 January 2020
-----------	--	---

2018 Amendments

The amendment, adopted by Resolution MSC.441(99) on 24 May 2018, modifies the Form of the Certificate as follows:

26	New paragraph 6 is included to require that “the loading and stability information booklet required by paragraph 2.2.5 of the Code has been supplied to the ship in an approved form”.	Gas carriers/ New and existing
-----------	--	---

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

2017 Amendments

The amendment, adopted by Resolution MSC.422(98) on 15 June 2017, align fire integrity requirements for wheelhouse windows with those set in the SOLAS Convention, as follows:

27	<p>The requirement in para. 11.3.2 is modified, deleting the requirement for A-0 class division for navigation bridge windows.</p> <p>Recognizing the urgent need to align such requirement with SOLAS, the notification of this amendment was issued by MSC.1/Circ.1568.</p>	<p>Ships using low-flashpoint fuels/ Constructed on or after 1 January 2020</p>
----	---	--

IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

2018 Amendments

The amendments, adopted by Resolution MSC.442(99) on 24 May 2018 include, inter alia, the following:

28	<ul style="list-style-type: none"> – change of the term “risks” with “hazards”; – new Special Provision 2.0.6 “Classification of articles as articles containing dangerous goods Not Otherwise Specified (N.O.S)”, which includes also articles containing batteries; – revision of: <ul style="list-style-type: none"> • hazard divisions for packages containing pyrotechnic substances (Class 1 “Explosives”); • the marking, labelling and testing of packages containing viscous liquids (Class 3 “Flammable liquids”); • the classification of self-reactive substances (Class 4 “Flammable solids”); • packing instructions and methods (Class 5 “Oxidizing substances and organic peroxides”); • Class 8 “Corrosive substances” to align it with the Harmonized System of Classification and Labelling of Chemicals (GHS); and • marking and packaging of lithium batteries (Class 9 “Miscellaneous dangerous substances and articles, and environmentally hazardous substances”). – revision of the Dangerous Good Lists to include, inter alia, the Segregation Groups specified in 3.1.4.4; and new entries (i.e. TOXIC SOLID, FLAMMABLE, INORGANIC, N.O.S. (UN 3535) and LITHIUM BATTERIES INSTALLED IN CARGO TRANSPORT UNIT (UN 3536)); – new Special Provision 388: UN 3166 entries apply to vehicles 	<p>All ships carrying dangerous goods/ New and existing</p>
----	---	--

	<p>powered by flammable liquid or gas internal combustion engines or fuel cells.</p> <p>Vehicles powered by a fuel cell engine shall be assigned to the entries UN 3166 VEHICLE, FUEL CELL, FLAMMABLE GAS POWERED or UN 3166 VEHICLE, FUEL CELL, FLAMMABLE LIQUID POWERED, as appropriate. These entries include hybrid electric vehicles powered by both a fuel cell and an internal combustion engine with wet batteries, sodium batteries, lithium metal batteries or lithium ion batteries, transported with the battery(ies) installed.</p> <p>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.</p>	
--	---	--

2008 IS CODE

2016 Amendments

The amendments, adopted by Resolutions MSC.413(97) and MSC.414(97) on 25 November 2016, introduce modifications to the following sections of the 2008 IS Code:

29	<ol style="list-style-type: none"> 1. "Purpose", extending the Code to all ships or marine vehicles, engaged in anchor handling operations; harbour, coastal, or ocean-going towing and escort operations; and lifting operations, as defined below. 2. "Definitions", adding the following: <ul style="list-style-type: none"> – "ships engaged in anchor handling operations": ship engaged in operations with deployment, recovering and repositioning of anchors and the associated mooring lines of rigs or other vessels.; – "ships engaged in harbour towing operations": ship engaged in an operation intended for assisting ships or other floating structures within sheltered waters, normally while entering or leaving port and during berthing or unbreathing operations; – "ships engaged in coastal or ocean-going towing operations": ship engaged in an operation intended for assisting ships or other floating structures outside sheltered waters in which the forces associated with towing are often a function of the ship's bollard pull; – "ships engaged in lifting operations": ship engaged in an operation involving the raising or lowering SPEC of objects using vertical force by means of winches, cranes, a-frames or other lifting devices; and – "ships engaged in escort operation": ship specifically engaged in steering, braking and otherwise controlling of the assisted ship during ordinary or emergency manoeuvring, whereby the steering and braking forces are generated by the hydrodynamic forces acting on the hull and appendages 	All ships of L ≥ 24m/ New and existing
----	---	---

	and the thrust forces exerted by the propulsion units.	
--	--	--

2018 Amendments

	The amendment, adopted by Resolutions MSC.443(99) and MSC.444(99) on 24 May 2018, consists of deletion of the footnote to the title of Chapter 2 reading: "Paragraphs 3.4.1.8, 3.4.1.9, 3.6.4 and 3.6.5 in Part B should only be considered as recommendations". Moreover, 3 Corrigenda have been issued so that the text considered mandatory has been included in the main text of the Code, while the one - deemed recommendatory - has been moved into a footnote. This has been done to clarify the nature (i.e. mandatory or recommendatory) of the references included in the Code and the footnotes.	NA
--	--	----

LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

2017 Amendments

The amendments, adopted by Resolution MSC.425(98) on 15 June 2017, modify section 6.1 "launching and embarkation appliances", clarifying the application of the static tests and their proof load appliances – in line with Res. MSC.81(70), as amended - as follows:

30	<ul style="list-style-type: none"> – winches are not required to withstand a factory static proof load test of not less than 2.2 times the maximum working load (para. 6.1.1.5); and – winch structural components are required to have a minimum safety factor of 4.5 (para. 6.1.1.6). 	All ships/ Constructed on or after 1 January 2020
-----------	---	---

MARPOL 73/78

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

The revised Annex VI, adopted by Resolution MEPC.176(58) on 10 October 2008, amends, inter alia, Regulations 12 and 14:

31	<p><u>Regulation 12 "Ozone-depleting substances"</u></p> <p>Installations containing hydro-chlorofluorocarbons shall be prohibited:</p> <ul style="list-style-type: none"> – on ship constructed on or after 1 January 2020; – in case of ship constructed before 1 January 2020, which have a contractual delivery date of the equipment to the ship on or after 1 January 2020 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 1 January 2020. <p><u>Regulation 14 "Sulphur Oxides (SOx) and Particulate Matter"</u></p> <p>The sulphur content of any fuel oil used on board ships outside</p>	All ships/ New and existing
-----------	--	-----------------------------------

	Emission Control Areas shall not exceed: <ul style="list-style-type: none"> – 4.50% m/m prior to 1 January 2012; – 3.50% m/m on and after 1 January 2012; – 0.50% m/m on 1 January 2020 (adopted by Resolution MEPC.280(70)). 	
--	--	--

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

The amendments to the revised Annex VI were adopted by Resolutions MEPC.202(62) and MEPC.203(62).

Resolution MEPC.202(62), adopted on 15 July 2011, designates the United States Caribbean Sea Emission Control Area (ECA) and temporarily exempts certain ships operating in the North American and the United States Caribbean Sea ECAs from the application of sulphur requirements, as follows:

32	From 1 January 2020 , ships powered by propulsion boilers that were not originally designed for continued operation on marine distillate fuel or natural gas, built on or before 1 August 2011, are no more exempted from complying with the limits of the sulphur content of fuel oil set in Regulation 14 within both the North American and United States Caribbean Sea ECAs.	Ships powered by propulsion boilers/ Built on or before 1 August 2011
-----------	---	--

Resolution MEPC.203(62), adopted on 15 July 2011, introduces new requirements on energy efficiency for ships, which, inter alia, foresee the following:

33	<p>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.4); and combination carriers, fall into Phase 2 (1 January 2020 – 31 December 2024) for the calculation of the reduction factor X of the required EEDI if, as specified by MEPC.1/Circ.795/Rev.4:</p> <ul style="list-style-type: none"> – the building contract is placed in Phase 2, and the delivery is before 1 January 2029; or – the building contract is placed before Phase 2, and the delivery is on or after 1 January 2024 and before 1 January 2029; or <p>in the absence of a building contract,</p> <ul style="list-style-type: none"> – the keel is laid or which is at a similar stage of construction on or after 1 July 2020 and before 1 July 2025, and the delivery is before 1 January 2029; or – the keel is laid or which is at a similar stage of construction before 1 July 2020, and the delivery is on or after 1 January 2024 and before 1 January 2029. <p>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).</p>	All ships ≥ 400 GT 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 2 (1 January 2020 and 31 December 2024)
-----------	---	---

1 March 2020

MARPOL 73/78

2018 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”

The amendments, adopted by Resolution MEPC.305(73) on 26 October 2018, prohibits the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship, as follows:

34	<ol style="list-style-type: none"> 1. Para.1 requires the sulphur content of fuel oil used or carried for use on board a ship not to exceed 0.50% m/m. The unified interpretation (MEPC.1/Circ.795/Rev.4 issued on 21 May 2019) clarifies that the prohibition on carriage of non-compliant fuel oil should be applied also to the fuel oil of emergency equipment. 2. The Supplement to the International Air Pollution Prevention Certificate includes: <ul style="list-style-type: none"> – New wording in Items 2.3.1 and 2.3.2; and – New item 2.3.3 reading “For a ship without an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6, the sulphur content of fuel oil carried for use on board the ship shall not exceed 0.50% m/m as documented by bunker delivery notes”. 	All ships/ New and existing
-----------	--	--

1 July 2020

SOLAS 1974

2010 Amendments (first set)

The amendments, adopted by Resolution MSC.290(87) on 21 May 2010, include, inter alia, the following:

35	<p>New Regulation II-1/3-10 “Goal-based ship construction standards for oil tankers and bulk carriers” applies to oil tankers and bulk carriers of 150 m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers:</p> <ul style="list-style-type: none"> – for which the building contract is placed on or after 1 July 2016; – 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 2017; or – the delivery of which is on or after 1 July 2020. <p>The above-mentioned new ships shall be designed and constructed for a specific design life and to be safe and environmentally friendly, when properly operated and maintained under the specified operating and environmental conditions, in intact and specified damage conditions, throughout their life. These requirements shall be achieved through satisfying applicable structural requirements of a recognised organization or national standards of an Administration, conforming to the functional requirements of the Goal-based ship construction standards for bulk carriers and oil tankers (GBS) adopted by Resolution MSC.287(87) on 20 May 2010.</p> <p>Tasneef Rules have been verified as conforming to the goals and functional requirements of the GBS for bulk carriers and oil tankers (refer to MSC.1/Circ.1518/Rev.1).</p> <p>Specific information, on how the functional requirements have been applied in the ship design and its construction, shall be contained in a Ship Construction File, which shall be kept on board and/or ashore and updated as appropriate throughout the ship service. The Guidelines for the information to be included in a Ship Construction File are circulated by MSC.1/Circ.1343 dated 2 June 2010.</p> <p>Please note that due to COVID-19 pandemic, it was agreed that a ship for which the building contract (or keel laying) occurred, and scheduled delivery date was, before the dates specified in this regulation, but where the delivery has been subject to delay beyond the specific date due to unforeseen circumstances beyond the control of the builder and the owner, may be accepted by the Administration as a ship delivered before 1 July 2020 (MSC.1/Circ.1637).</p>	<p>Oil tankers and bulk carriers of L ≥ 150m/ Delivered on or after 1 July 2020</p>
-----------	---	--

2017 Amendments

The amendments adopted by Resolution MSC.421(98) on 15 June 2017, introduce, inter alia, modifications to SOLAS Chapter II-1 requirements (for a detailed description **see 2017 Amendments – 1 January 2020**) applicable to the following ships:

36	<p>Modifications to new stability requirements (Ch. II-1) which are applicable - unless provided otherwise – to ships:</p> <ul style="list-style-type: none"> – 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. <p>In applying the new revised stability requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.1.</p>	<p>All ships/ Constructed on or after 1 July 2020</p>
----	--	--

1 October 2020

MARPOL 73/78

2019 Amendments to Annex I “Regulations for the prevention of pollution by oil”

2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk”

2019 Amendments to Annex V “Regulations for the prevention of pollution by garbage from ships”

2019 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”

The amendments adopted by Resolutions MEPC.314(74) and MEPC.316(74) on 17 May 2019 modify MARPOL Annexes I, II, V and VI to allow the use of the following electronic record books (ERB):

37	1. Oil Record Book, Parts I and II (Annex I)	All ships/ New and existing
38	2. Cargo Record Book (Annex II);	Chemical tankers/ New and existing
39	<p>3. Garbage Record Book, Parts I and II (Annex V);</p> <p>4. Ozone-depleting Substances Record Book (Annex VI);</p> <p>5. Recording of the tier and on/off status of marine diesel engines (Annex VI); and</p> <p>6. Record of Fuel Oil Changeover (Annex VI).</p> <p>The above-listed ERBs shall be approved by the Administration taking into account the Guidelines adopted by Res. MEPC.312(74) adopted on 17 May 2019. The Guidelines address security and accountability aspects, in order to meet MARPOL obligations, requiring – inter alia -:</p> <ul style="list-style-type: none"> – the system to be provided with a written declaration issued by the flag Administration or its recognized organization, confirming ERB’s compliance with the Guidelines; – the declaration to include ship-specific data (e.g. name, flag, IMO number, gross tonnage, ERB manufacturer, supplier and installer) and be kept on board for inspection. 	All ships/ New and existing

2019 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”

The amendments adopted by Resolution MEPC.316(74) on 17 May 2019 includes also the following:

40	Clarification in regulation 19 in relation to the exemption from the calculation of the Attained and Required EEDI (MARPOL Annex VI, Reg.s 20 and 21) for "category A ships as defined in the Polar Code" (i.e. ships designed for operation in polar waters in at least medium first-year ice, which may include old ice inclusions).	All Ships (Polar Cat. A)/ New and existing
-----------	--	---

NOx TECHNICAL CODE

2019 Amendments

The amendments adopted by Resolutions MEPC.317(74) on 17 May 2019 introduce the following modifications:

41	<ol style="list-style-type: none"> 1. Para. 2.2.5.1, clarifying certification requirements for Selective Catalytic Reduction (SCR) systems and make reference to the 2017 SCR Guidelines, as amended by Res. MEPC.313(74). 2. Para. 6.2.2.7.1, allowing the use of the Record Book of Engine Parameters in the electronic form, which shall be approved by the Administration taking into account the Guidelines adopted by Res. MEPC.312(74) on 17 May 2019. 	All ships/ New and existing
-----------	---	--

28 October 2020

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

2018 Amendments

The amendments adopted by Resolution MEPC.296(72) on 13 April 2018 make the Code for Approval of Ballast Water Management Systems (BWMS Code) mandatory, as follows:

<p>42</p>	<p>Regulation D-3 "Approval requirements for ballast water management systems", specifies that the systems shall be approved by the Administration as follows:</p> <ul style="list-style-type: none"> – systems installed on or after 28 October 2020 shall be approved in accordance with the BWMS Code, as may be amended; – systems installed before 28 October 2020 shall be approved taking into account the Guidelines (i.e. G8 Guidelines, adopted by Res. MEPC.125(53), MEPC.174(58) or MEPC.279(70), as appropriate). <p>The term "installed" has been interpreted as "the contractual date of delivery of the ballast water management system to the ship. In the absence of such a date, the word 'installed' means the actual date of delivery of the ballast water management system to the ship" (refer to BWM.2/Circ.66/Rev.1, issued on 24 May 2019).</p>	<p>All ships/ New and existing (applicable to BWMS installed on or after 28 October 2020)</p>
------------------	--	--

2021

1 January 2021

SOLAS 1974

2015 Amendments

The amendments adopted by Resolution MSC.392(95) on 11 June 2015, specify, inter alia, the application of the mandatory IGF Code, as follows:

43	<p>Regulations II-1/56 “Application” and II-1/57 “Requirements for ships using low-flashpoint fuels”, mandate the application of IGF Code to the ships using low-flashpoint fuels:</p> <ul style="list-style-type: none"> – contracted for construction on or after 1 January 2017; – 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 2017; or – the delivery of which is on or after 1 January 2021. 	<p>All ships using low-flashpoint fuels/ Delivered on or after 1 January 2021</p>
-----------	---	--

2011 ESP CODE

2019 Amendments

Resolution MEPC.461(101) on 13 June 2019 replaces the entire Code due to the large amount of changes introduced, in order to:

44	<ul style="list-style-type: none"> – align the Code with the latest requirements in IACS UR Z10s (e.g. acceptance criteria for corrosion; attendance of at least two surveyors at the same time to perform the required survey; conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey; responsibility for the owner to arrange the updating of the Ship Construction File for ships subject to SOLAS Reg. II-1/3-10 (GBS ships)); – include appropriate references to the relevant contents of IACS Common Structural Rules (CSR), where applicable (e.g. number and locations of thickness measurements for CSR ships); and – consistently use the mandatory language among the Code. 	<p>Oil tankers and bulk carriers/ New and existing</p>
-----------	---	---

IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)

2019 Amendments

The amendments, adopted by Resolutions MEPC.462(101) on 13 June 2019 modify, inter alia, the following:

45	<ul style="list-style-type: none"> – new "Characteristics" Table of each individual cargo schedule, introducing the Hazard Classification (i.e. subsidiary hazard(s) and MHB); – new schedules: Flue dust, containing Lead and Zinc (Group B); Matte containing Copper and Lead (Group B); Metal Sulphide concentrates, self-heating UN3190 (Group B); Seed Cakes and other residues of processed oily vegetables (Group B); Zinc Oxide enriched flue dust (Group B); Bauxite fines (Group A); Brucite (Group C); Calcium fluoride, Calcium Sulphate, Calcium Carbonate Mixture (Group A); Chlorite (Group C); Ferronickel Slag (granulated) (Group C); and Seed cakes and other residues of processed oily vegetables (Group C). – Bauxite and new Bauxite fines schedules, specifying the test procedure for determining transportable moisture limit (TML). <p>Moreover, the Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted have been revised (MSC.1/Circ.1395/Rev.4) adding "Flue dust, containing Lead and Zinc"; "Matte containing Copper and Lead"; and "Zinc oxide enriched flue dust".</p> <p>For ships carrying the above-listed cargoes, the existing Exemption Certificate for Fixed Gas Fire Extinguishing System will need to be amended, adding such cargoes names to those already listed in the Exemption Certificate.</p>	<p>All Ships carrying solid bulk cargoes/ New and existing</p>
-----------	---	---

MARPOL 73/78

2014 Amendments to Annex I "Regulations for the prevention of pollution by oil"

The amendments, adopted by Resolution MEPC.248(66) on 4 April 2014, introduce, inter alia, a new carriage requirement for oil tankers constructed before 1 January 2016:

46	<p>According to Regulation 28(6) "Subdivision and damage stability", oil tankers constructed before 1 January 2016 shall be fitted with a stability instrument – approved by the Administration taking into account the performance standards, recommended by the Administration (Part B of the 2008, IS Code, MSC.1/Circ.1229 and MSC.1/Circ.1461) - capable of verifying compliance with intact and damage stability requirements at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021.</p>	<p>Oil tankers/ Constructed before 1 January 2016</p>
-----------	--	--

	<p>The document of approval for the stability instrument shall be issued by the Administration.</p> <p>Such carriage requirement may be waived by the Administration (Reg. 3(6)) for the following oil tankers if loaded in accordance with the conditions approved by the Administration taking into account the operational guidance provided in part 2 of the Guidelines for verification of damage stability requirements for tankers, issued by MSC.1/Circ.1461:</p> <ol style="list-style-type: none"> 1. oil tankers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with Reg. 28(5); 2. oil tankers where stability verification is made remotely by a means approved by the Administration; 3. oil tankers which are loaded within an approved range of loading conditions; or 4. oil tankers constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements. 	
--	--	--

2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk”

The amendments adopted by Resolution MEPC.315(74) on 17 May 2019 require, inter alia, the following:

47	<ol style="list-style-type: none"> 1. tankers - operating in specific areas (i.e. North West European waters, Baltic Sea area, Western European waters, Norwegian Sea) and carrying substances of pollution category “Y” and designated as “persistent floaters” with a viscosity equal to or greater than 50 mPa*s at 20°C and/or with a melting point equal to or greater than 0°C - to have a prewash procedure (refer to Appendix VI) and discharge the residue/water mixture generated during the prewash to a reception facility at the port of unloading until the tank is empty. The products falling in the definition above are identified by '16.2.7' in column 'o' of IBC Code Chapter 17 and include, for example, Fish oil, Olive oil, Palm oil, Paraffin wax highly-refined, Rice bran oil and sunflower seed oil; and 2. the Procedures and Arrangements Manual shall include the instructions on how to deal with tank washing of these substances and shall be re-approved by 1 January 2021. 	Tankers/ New and existing
----	---	---------------------------------

2017 Amendments to Annex VI “Regulations for the prevention of air pollution from ships”

The amendments adopted by Resolution MEPC.286(71) on 7 July 2017 establish North Sea area (including the English Channel) and the Baltic Sea area as new NO_x Tier III Emission Control Areas (ECAs), requiring:

48	<p>ships constructed on or after 1 January 2021 and operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area to comply with Tier III (Regulation 13 “Nitrogen oxides (NO_x)).</p> <p>The regulation includes temporary exemptions from the application of Tier III those ships fitted with dual-fuel engines or with Tier II engines to be built, converted, repaired and/or maintained in a shipyard located in a NO_x Tier III ECA provided that:</p> <ul style="list-style-type: none"> – the engine meets the Tier II NO_x limits; and – the ship sails directly to or from the shipyard, does not load or unload cargo during the duration of the exemption and follows any additional specific routing requirements indicated by the PSC. <p>Such exemption applies only for the period for carrying out the necessary repairs/operations and ends at the time the ship directly exits the NO_x ECA. Specific cases are described in new para. 5.5.</p>	<p>All ships/ Ships constructed on or after 1 January 2021 and operating in the Baltic Sea ECA</p>
-----------	--	---

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

2014 Amendments

The amendments, adopted by Resolution MEPC.250(66) on 4 April 2014 and by Resolution MSC.369(93) on 22 May 2014, introduce, inter alia, a new carriage requirement for existing chemical tankers (i.e. constructed before 1 January 2016):

49	<p>Ships constructed before 1 January 2016 shall be fitted with a stability instrument – approved by the Administration taking into account the performance standards, recommended by IMO (Part B of the 2008, IS Code, MSC.1/Circ.1229 and MSC.1/Circ.1461) - capable of verifying compliance with intact and damage stability requirements, at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021.</p> <p>A stability instrument fitted on a ship constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration. In this regard, for the purposes of control under Regulation 16 of MARPOL Annex II, the Administration shall issue a document of approval for the stability instrument.</p> <p>Such carriage requirement may be waived by the Administration the following ships provided the procedures employed for intact and damage stability verification maintain the same degree of safety, as</p>	<p>Chemical tankers/ Constructed on or after 1 July 1986 but before 1 January 2016</p>
-----------	--	---

	<p>being loaded in accordance with the approved conditions and any such waiver is duly noted on the International Certificate of Fitness :</p> <ol style="list-style-type: none"> 1. ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master; 2. ships where stability verification is made remotely by a means approved by the Administration; 3. ships which are loaded within an approved range of loading conditions; or 4. ships constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements. 	
--	---	--

2019 Amendments

The amendments, adopted by Resolutions MEPC.318(74) on 17 May 2019 and MSC.460(101) on 14 June 2019, greatly impact on (new and existing) chemical tankers, regardless of their tonnage and concern the following:

50	<ol style="list-style-type: none"> 1. Special requirements of Hydrogen Sulphide (H₂S) detection equipment <p>Ships carrying bulk liquids prone to H₂S formation shall be provided with H₂S detection equipment (Ch. 15), except for those vessels having toxic vapour detection instruments complying with the Code requirements (para. 13.2.1) for testing for H₂S.</p> 2. Revision of carriage requirements of chemical products <p>Due to the revision of the criteria for assigning carriage requirements to chemicals (Ch. 21), the provisions for each specific cargo (Ch.s 17 and 18) have been reassessed and amended accordingly, including the toxicity categorization. Consequently, a high number of products currently categorized as non-toxic, will turn to be toxic cargoes (e.g. methyl alcohol).</p> <p>It is likely that many existing tankers shall need to have on board a new Certificate of Fitness including a new List of Products based on the revised requirements. The revised Certificate can be issued before 1 January 2021 with the same expiry date as the existing one and a stamp/text on the front page stating that the revised certificate is effective, and supersedes the existing certificate, on 1 January 2021.</p> <p>If a cargo is loaded prior to 1 January 2021 and unloaded after, the relevant provisions of the IBC Code at the time of loading are applicable until the cargo has been unloaded.</p> <p>Moreover, reference to PPR.1/Circ.9 – instead of 2019 amendments to the IBC Code - should be made for the carriage requirements of products "Methyl acrylate" and "Methyl methacrylate" to mitigate the exposure to excessive heat and the possible initiation of the polymerization process.</p> 	<p>Chemical tankers/ Constructed on or after 1 July 1986</p>
-----------	--	---

1 June 2021

MARPOL 73/78

2016 Amendments to the 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:

51	<p>The discharge of sewage in the Baltic Sea Special Area shall be prohibited from 1 June 2021 for passenger ships contracted or constructed before 1 June 2019, except for those 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; for such latter ships the requirements will be applicable from 1 June 2023 (as clarified by Res. MEPC.275(69)).</p> <p>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.</p>	<p>Passenger ships/ Contracted or constructed before 1 June 2019</p>
----	---	---

1 July 2021

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

2014 Amendments

The amendments, adopted by Resolution MSC.370(93) on 22 May 2014 (as corrected by SLS.12/Circ.149 dated 16 November 2015), introduce, inter alia, a new carriage requirement for gas carriers, constructed before 1 July 2016:

52	<p>Chapter 2 “Ship survival capability and location of cargo tanks”, requires gas carriers constructed before 1 July 2016 to be fitted with a stability instrument - capable of verifying compliance with intact and damage stability requirements, approved by the Administration having regard to the performance standards recommended by IMO (part B, chapter 4, of 2008, IS Code, MSC.1/Circ.1229 and MSC.1/Circ.1461) - at the first scheduled renewal survey of the ship after 1 July 2016 but not later than 1 July 2021.</p> <p>However, a stability instrument installed on a ship constructed before 1 July 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration.</p> <p>Such carriage requirement may be waived by the Administration for the following gas carriers if loaded in accordance with the conditions approved by the Administration:</p> <ul style="list-style-type: none"> – gas carriers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with para. 2.2.5; – gas carriers where stability verification is made remotely by a means approved by the Administration; – gas carriers which are loaded within an approved range of loading conditions; or – gas carriers constructed before 1 July 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements. <p>Any such waiver shall be duly noted on the International Certificate of Fitness.</p> <p>In applying the Code, reference should be made to the Unified interpretations issued by MSC.1/Circ.1559.</p>	<p>Gas carriers/ Constructed before 1 July 2016</p>
-----------	--	--

2022

1 April 2022

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 MARPOL Annex VI as follows:

	<p>1. Regulation 1 “Definitions”, adding:</p> <ul style="list-style-type: none"> – “Sulphur content of fuel oil” (i.e. the concentration of sulphur in a fuel oil, measured in % m/m as tested in accordance with a standard acceptable to the Organization – reference is made to ISO 8754:2003); – “Low-flashpoint fuel” (i.e. gaseous or liquid fuel oil having a flashpoint lower than otherwise permitted under para. 2.1.1 of SOLAS Regulation II-2/4); – “MARPOL delivered sample” (i.e. the sample of fuel oil delivered in accordance with MARPOL Annex VI Reg.18.8.1); – “In-use sample” (i.e. sample of fuel oil in use on a ship); and – “On board sample” (i.e. sample of fuel oil intended to be used or carried for use on board that ship). 	NA
53	<p>2. Regulation 14 “Sulphur oxides (SOX) and particulate matter”, requiring sampling point(s) to be fitted or designated on ships constructed on or after 1 April 2022 for taking representative samples for the “in-use” fuel.</p> <p>Existing ships (i.e. ships constructed before 1 April 2022) shall comply with this requirement not later than the first renewal survey of the IAPP Certificate on or after 1 April 2023. The requirement is not applicable to a fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the ship.</p> <p>Reference should be made to the following Guidelines:</p> <ul style="list-style-type: none"> – 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships 	All ships/ Constructed on or after 1 April 2022

	(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).	
	3. Regulation 18 “Fuel oil availability and quality”, requiring that the representative sample is to be analysed in accordance with the verification procedure set forth in Appendix VI to the Annex.	NA
	4. Regulation 20 “Attained Energy Efficiency Design Index (attained EEDI)”, requiring the Administration or any recognised organization shall report to the IMO the required and attained EEDI values and relevant information, via electronic communication: – within seven months of completing the survey for ship delivered on or after 1 April 2022; or – within 7 months following 1 April 2022, for ships delivered prior to 1 April 2022.”	NA
54	5. Regulation 21 “Required EEDI”, anticipating Phase 3 from 1 January 2025 to 1 April 2022 for gas carriers; containerships; general cargo ships; LNG carriers; cruise passenger ships having non-conventional propulsion, with the reduction factors included in Table1.	Gas carrier, containership General cargo, LNG carrier, cruise passenger ships having non-conventional propulsion/ Contracted on or after 1 April 2022
55	6. Supplement to International Air Pollution Prevention Certificate (IAPP Certificate), adding two para.s: – “2.3.4 The ship is fitted with designated sampling point(s) in accordance with regulation 14.10 or 14.11”; – “2.3.5 In accordance with regulation 14.12, the requirement for fitting or designating sampling point(s) in accordance with regulation 14.10 or 14.11 is not applicable for a fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the ship”. 7. Appendix VI “Fuel verification procedure for MARPOL Annex VI fuel oil samples (regulation 18.8.2)”, including – Part 1 – sample of fuel oil delivered; – Part 2 – sample of fuel oil in use.	All ships/ New and existing

1 June 2022

IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

2020 Amendments

The amendments, adopted by Resolution MSC.477(102) on 11 November 2020 include, inter alia, the following:

<p>56</p>	<ul style="list-style-type: none"> – the assignment of alcoholates (i.e. UN 1289 SODIUM METHYLATE SOLUTION, UN 1431 SODIUM METHYLATE, UN 3206 ALKALI METAL ALCOHOLATES, SELF-HEATING, CORROSIVE N.O.S. and UN 3274 ALCOHOLATES SOLUTION N.O.S) to the segregation group of alkalis (SGG18); – modifications to segregation provision (SG53) to read “Shall not be stowed together with combustible material in the same cargo transport unit”; – new requirements (section 5.5.4.1) for dangerous goods (e.g. lithium batteries, fuel cell cartridges) contained in equipment such as cargo data loggers and tracking device attached to or placed in packages, overpacks, containers or load compartments; – updated the Dangerous Goods List, clarifying – inter alia - that UN 1361 CARBON includes charcoal, known as "carbon blacks, other nonactivated carbon materials and charcoal produced from materials such as bone, bamboo, coconut shell, jute and wood”; – new special provision SP975 MEDICAL WASTE, CATEGORY A, AFFECTING HUMANS, solid or MEDICAL WASTE, CATEGORY A, AFFECTING ANIMALS. <p>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.1.</p>	<p>All ships carrying dangerous goods/ New and existing</p>
------------------	---	--

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

2020 Amendments

The amendments adopted by Resolution MEPC.325(75) on 20 November 2020 include the following:

57	<p>1. Regulation E-1 "Surveys", requiring a commissioning test to be conducted to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical and biological processes are working properly, taking into account the Guidance for the commissioning testing of ballast water management systems, issued by BWM.2/Circ.70/Rev.1.</p> <p>2. Appendix I "Form of International Ballast Water Management Certificate", modifying:</p> <ul style="list-style-type: none"> – The footnote of "IMO Number" under the item "Particulars of ship" is replaced by the following: "IMO Ship Identification Number Scheme adopted by the Organization by resolution A.1117(30), as amended." – The text under the title "Details of ballast water management method(s) used" is replaced by the following: "Method of ballast water management used Date installed (if applicable) (dd/mm/yyyy) Name of manufacturer (if applicable) The principal ballast water management method(s) employed on this ship is/are: <input type="checkbox"/> in accordance with regulation D-1 <input type="checkbox"/> in accordance with regulation D-2 (describe) <input type="checkbox"/> the ship is subject to regulation D-4 <input type="checkbox"/> other approach in accordance with regulation" 	<p style="color: blue; font-weight: bold;">All ships/ New and existing</p>
-----------	--	--

2023

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:

58	<p>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.</p> <p>Reference should be made to the following Guidelines:</p> <ul style="list-style-type: none"> – 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). 	<p>All ships/ Constructed before 1 April 2022</p>
----	---	--

1 June 2023

MARPOL 73/78

2016 Amendments to the 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:

59	<p>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)).</p> <p>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.</p>	<p>Passenger ships/ Contracted or constructed before 1 June 2019</p>
----	--	---

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 (for a detailed description of the requirements, **see 2017 Amendments – 1 January 2020**) applicable to the following ships:

60	<p>Modifications to new stability requirements (Ch. II-1) which are applicable - unless provided otherwise – to ships:</p> <ul style="list-style-type: none"> – 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. <p>In applying the new revised stability requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.1.</p>	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:

61	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:

	<p>1. Regulation II-1/1 “Application”, defying the expression “ships constructed on or after 1 January 2024” as ships:</p> <ul style="list-style-type: none"> – for which the building contract is placed on or after 1 January 2024; or – in the absence of a building contract, the keel of which is laid 	NA
--	--	-----------

	<p>or which are at a similar stage of construction on or after 1 July 2024; or</p> <ul style="list-style-type: none"> – the delivery of which is on or after 1 January 2028. <p>In applying the new requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.2.</p>	
62	<p>2. Regulation II-1/3-8 "Towing and mooring equipment" requiring for ships of 3000GT and above for which:</p> <ul style="list-style-type: none"> ▪ 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 <ul style="list-style-type: none"> – 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/ Contracted on or after 1 January 2024
63	<ul style="list-style-type: none"> – 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
64	<p>3. Regulation II-1/7-2 "Calculation of the factor s_i", clarifying that</p> <ul style="list-style-type: none"> – 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
65	<ul style="list-style-type: none"> – 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
66	<p>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.</p>	All ships/ Contracted on or after 1 January 2024

67	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.	Passenger ships/ Contracted on or after 1 January 2024
68	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
69	7. Regulation II-1/17 "Internal watertight integrity of passenger ships above the bulkhead deck", requiring <ul style="list-style-type: none"> – 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. 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.	Passenger ships/ Contracted on or after 1 January 2024
70	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
71	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	All ships/ Contracted on or after 1 January 2024

	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.	
--	--	--

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:

72	<ul style="list-style-type: none"> – 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
-----------	--	--

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

2020 Amendments

The amendments, adopted by Resolution MSC.476(102) on 11 November 2020, modify the following:

73	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.	All ships/ Constructed on or after 1 January 2024
-----------	---	--

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:

74	<ul style="list-style-type: none"> – 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): <ul style="list-style-type: none"> ▪ 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. 	Ships using low-flashpoint fuels/ Contracted on or after 1 January 2024
----	---	---

2020 Amendments

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

75	<ul style="list-style-type: none"> – 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
----	---	---

LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

2019 Amendments

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

76	<ul style="list-style-type: none"> – 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
77	<ul style="list-style-type: none"> – 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: <ul style="list-style-type: none"> ▪ 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)

1 July 2024

SOLAS 1974

2020 Amendments

Resolution MSC.474(102) on 11 November 2020, introduce amendments to Chapter II-1 (refer to **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**:

78	<p>1. Regulation II-1/3-8 "Towing and mooring equipment" requiring for ships of 3000GT and above for which:</p> <ul style="list-style-type: none"> ▪ 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 <p>– 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).</p>	All ships/ Keel laid on or after 1 July 2024
79	<p>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.</p>	Passenger ships/ Keel laid on or after 1 July 2024
80	<p>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).</p>	All ships/ Keel laid on or after 1 July 2024
81	<p>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.</p>	Passenger ships/ Keel laid on or after 1 July 2024
82	<p>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</p>	All ships/ Keel laid on or after 1 July 2024

	<p>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.</p>	
83	<p>6. Regulation II-1/17 "Internal watertight integrity of passenger ships above the bulkhead deck", requiring</p> <ul style="list-style-type: none"> – 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. <p>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.</p>	<p>Passenger ships/ Keel laid on or after 1 July 2024</p>
84	<p>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.</p>	<p>All ships/ Keel laid on or after 1 July 2024</p>

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:

85	<ul style="list-style-type: none"> – 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): <ul style="list-style-type: none"> ▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and 	<p>Ships using low-flashpoint fuels/ Keel laid on or after 1 July 2024</p>
-----------	---	---

	<ul style="list-style-type: none">▪ 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.	
--	--	--

2025

1 January 2025

SOLAS 1974

2018 Amendments

The amendments adopted by Resolution MSC.436(99) on 24 May 2018 (see **2018 Amendments – 1 January 2020**), make – inter alia- retroactively applicable the requirements in Regulation II-1/8-1, as follows:

86	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 but on or after 1 January 2009
-----------	--	---

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:

87	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.4); 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.4: <ul style="list-style-type: none"> – 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 	All ships ≥ 400 GT other than passenger ships and ro-ro cargo and ro-ro passenger ships, not having diesel-electric, turbine or hybrid
-----------	--	---

	<p>– the delivery is on or after 1 January 2029.</p> <p>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).</p>	<p>propulsion systems/ Contracted In Phase 3 (on or after 1 January 2025)</p>
--	--	--

2027

1 January 2027

SOLAS 1974

2020 Amendments

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

88	<p>ships of 3000GT 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).</p> <p>Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1).</p>	<p>All ships/ Delivered on or after 1 January 2027</p>
----	--	---

2028

1 January 2028

SOLAS 1974

2020 Amendments

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

89	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.	Passenger ships/ Delivered on or after 1 January 2028
90	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
91	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
92	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

93	<p>5. Regulation II-1/17 "Internal watertight integrity of passenger ships above the bulkhead deck", requiring</p> <ul style="list-style-type: none"> – 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. <p>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</p>	<p>Passenger ships/ Delivered on or after 1 January 2028</p>
94	<p>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.</p>	<p>All ships/ Delivered on or after 1 January 2028</p>

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:

95	<ul style="list-style-type: none"> – 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 	<p>Ships using low-flashpoint fuels/</p>
----	--	--

	<p>temperature, but never above 95%. (para. 6.8.3);</p> <ul style="list-style-type: none"> – 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): <ul style="list-style-type: none"> ▪ 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. 	<p>Delivered on or after 1 January 2028</p>
--	--	---



PART 2

MANDATORY REQUIREMENTS WITH ENTRY INTO FORCE DATE PENDING



CSC 1972 (INTERNATIONAL CONVENTION FOR SAFE CONTAINERS)

1993 Amendments

A	<p>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.</p> <p>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.</p> <p>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).</p> <p>When the CSC amendments which introduce the SI units enter into force, SOLAS Regulation VI/5 should be amended accordingly.</p> <p>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.</p>	<p>Container ships, general cargo ships, ro-ro cargo ships and cargo high speed craft/ New and existing</p>
----------	--	--

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

New convention

B	<p>Ships often have a significant value when being phased out at the end of their lives and the relevant recycling activities may be attractive.</p> <p>As a consequence, an industry has been established in developing countries where around 90 per cent of the total worldwide shipbreaking capacity can be found. Over the years, it has been</p>	<p>All ships/ New and existing</p>
----------	--	---

recognised that safety and environmental standards for these recycling activities needed to be improved and this, together with the lack of specific prescriptive requirements in the existing regulatory instruments, led IMO to develop a new mandatory Convention for the Safe and Environmentally Sound Recycling of Ships.

This new instrument should regulate:

1. the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising their safety and operational efficiency;
2. the operation of Ship Recycling Facilities in a safe and environmentally sound manner; and
3. the establishment of an appropriate enforcement mechanism for ship recycling (certification/reporting requirements).

The first draft text of the Convention was submitted to MEPC 54 (March 2006) and after more than two years of discussions and continuous improvements the final text of the Convention was approved by MEPC 58 (October 2008), and adopted by a Diplomatic Conference which was held in Hong Kong China, from 11 to 15 May 2009.

The Convention has been open for signature at the Headquarters of the Organization (IMO) from 1 September 2009 to 31 August 2010 and thereafter remained open for accession by any State.

The Convention will enter into force 24 months after its ratification by at least 15 States, representing 40 per cent of world merchant shipping gross tonnage.

Furthermore, the combined maximum annual ship recycling volume of these States during the preceding 10 years must constitute not less than 3 per cent of their combined merchant shipping tonnage.

The conditions for entry into force of this Convention have not yet been fulfilled because there are, at present, six Contracting States to the Convention, representing approximately 20.36 per cent of the gross tonnage of the world's merchant shipping. The combined annual ship recycling volume of the Contracting States during the preceding 10 years is 112,161.00 GT, i.e. 0.042320% of the merchant shipping tonnage of the same States, tonnage calculated as at 14 June 2017, based on world tonnage figures provided by IHS Maritime (HKSRC.1/Circ.7 20 June 2017).

According to Article 3 the Convention shall apply to all Ships entitled to fly the flag of a Party and to all the Ship Recycling Facilities operating under its jurisdiction.

In addition the following exemptions are identified:

1. warships, naval auxiliary, or other ships owned or operated by a Party and used, for the time being, only on government non-commercial service;
2. ships less than 500 GT;
3. 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.

With respect to ships entitled to fly the flag of non-Parties to this Convention, Parties shall apply the requirements of this Convention as may be necessary to ensure that no more favourable treatment is given to such ships.

For the ships to which the Convention applies two different certificates are to be issued by the Flag State:

1. The **International Certificate on Inventory of Hazardous Materials**; and
2. The **Ready for Recycling Certificate**, prior to any recycling activity taking place.

In addition an **Authorization of the Ship Recycling Facility** is to be issued by the competent Authority of the Recycling State.

International Certificate on Inventory of Hazardous Materials

According to Regulation 5 each new ship shall have onboard an Inventory of Hazardous Materials.

The inventory is made up by three parts:

1. Part I, listing the hazardous materials contained in ship's structure and equipment, their location and approximate quantities;
2. Part II for operationally generated wastes (to be prepared prior to recycling);
3. Part III for stores (to be prepared prior to recycling).

Part I of the Inventory of new ships should be developed at design and construction stage and should identify the hazardous materials listed in Appendixes 1 and 2 to the Convention, their location and approximate quantities.

Existing ships shall comply with this requirement **not later than five years after the entry into force of the Convention**, 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 guidelines developed by the Organization.

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 and be verified either by the Administration or by any person or organization authorized by it (see the International Ready for Recycling Certificate).

The **International Certificate on Inventory of Hazardous Materials** shall be issued either by the Administration or by any organization authorized by it after successful completion of an **initial** or **renewal survey** and it is to certify that Part I of the Inventory complies with the applicable requirements of the Convention:

1. Initial survey: Part I of the Inventory of Hazardous Materials shall be verified either by the Administration or by any recognised organization by an initial survey before the ship is put in service (new ships) or before the International Certificate on Inventory of

Hazardous Materials is issued (existing ships). After successful completion of the initial survey an International Certificate on Inventory of Hazardous Materials is issued by the flag State or by any organization authorized by it.

2. Renewal survey: both for new and existing ships, Part I of the Inventory of Hazardous materials shall be properly maintained and updated throughout the operational life of the ship, reflecting new installations containing Hazardous Materials listed in Appendix 2 and relevant changes in ship structure and equipment. A renewal survey at intervals specified by the Administration, but **not exceeding five years** shall verify that Part I of the Inventory of Hazardous Materials is properly updated. After successful completion of the renewal survey an International Certificate on Inventory of Hazardous Materials is issued by the flag State or by any organization authorized by it.

International Ready for Recycling Certificate

When a ship reaches the end of its operating life, it has to comply with the following requirements before the beginning of the recycling process:

1. choose a Ship Recycling Facility that is:
 - **authorized** in accordance with this Convention;
 - fully authorized to undertake all the ship recycling activities which the Ship Recycling Plan specifies to be conducted by the identified Ship Recycling Facility;
2. conduct operations in the period prior to entering the Ship Recycling Facility in order to minimize the amount of cargo residues, remaining fuel oil, and wastes remaining on board;
3. in the case of a tanker, arrive at the Ship Recycling Facility with cargo tanks and pump room(s) in a condition that is ready for certification as Safe-for-entry, or Safe-for-hot work, or both;
4. provide to the Ship Recycling Facility all available information relating to the ship for the development of the Ship Recycling Plan;
5. complete the Inventory of Hazardous Materials by Adding Part II and Part III;
6. **be certified as Ready for Recycling** by the Flag Administration.

The **International Ready for Recycling Certificate** shall be issued either by the Administration (Flag State) or by any organization authorized by it, after successful completion of a **final survey**. The final survey shall verify that:

1. the Inventory of Hazardous Materials is in accordance with the requirements of the Convention i.e. the Inventory of Hazardous Materials, in addition to a properly maintained and updated Part I, incorporates Part II (operationally generated waste) and Part III (stores);
2. the **Ship Recycling Plan** properly reflects the information

	<p>contained in the Inventory of Hazardous Materials and information concerning the establishment, maintenance and monitoring of Safe-for-entry and Safe-for-hot work conditions; and</p> <p>3. the Ship Recycling Facility(ies) where the ship is to be recycled holds a valid authorization in accordance with this Convention.</p> <p>The International Ready for Recycling Certificate shall be issued for a period specified by the Party that shall not exceed three months.</p> <p>The above mentioned Ship Recycling Plan shall be developed by the Ship Recycling Facility prior to any recycling of a ship, taking into account guidelines to be developed by the Organization. The Ship Recycling Plan shall:</p> <ol style="list-style-type: none"> 1. be developed taking into account information provided by the shipowner; 2. be developed in the language of the Ship Recycling Facility, and if the language used is neither English, French nor Spanish, the Ship Recycling Plan shall be translated into one of these languages, except where the Administration is satisfied that this is not necessary; 3. include information concerning inter alia, the establishment, maintenance, and monitoring of Safe-for-entry and Safe-for-hot work conditions and how the type and amount of materials including those identified in the Inventory of Hazardous Materials will be managed; 4. be either explicitly or tacitly approved by the Competent Authority authorising the Ship Recycling Facility and made available for inspection by the Administration, or any nominated surveyors or organization recognized by it; and 6. where more than one Ship Recycling Facility is used, identify the Ship Recycling Facilities to be used and specify the recycling activities and the order in which they occur at each authorized Ship Recycling Facility. <p><u>Authorization of Ship Recycling Facilities</u></p> <p>Ship Recycling Facilities which recycle ships to which the Convention applies, or ships treated similarly, shall be authorized by a Party taking into account the guidelines to be developed by IMO. The authorization shall be carried out by the Competent Authority(ies) of the recycling State and shall include:</p> <ol style="list-style-type: none"> 1. verification of documentation required by this Convention; and 2. a site inspection. <p>The Competent Authority(ies) may however entrust the authorization of Ship Recycling Facilities to organizations recognized by it.</p> <p>The authorization shall be valid for a period specified by the Party but not exceeding five years.</p> <p>Ship Recycling Facilities authorized by a Party shall:</p> <ol style="list-style-type: none"> 1. establish management systems which do not pose health risks 	
--	---	--

	<p>to the workers and which will prevent and minimize the adverse effects on the environment;</p> <p>2. only accept ships that:</p> <ul style="list-style-type: none"> - comply with this Convention; or - meet the requirements of this Convention (ships of non Party States shall be treated in a similar way respect to ships entitled to fly the flag of a Party); <p>3. only accept ships which they are authorized to recycle (the fact that a ship recycling facility has been authorized to act under the Convention doesn't imply that it is able to manage all the hazardous materials contained in a certain ship); and</p> <p>4. have the documentation of its authorization available if such documentation is requested by a shipowner that is considering recycling a ship at that Ship Recycling Facility.</p> <p><u>Guidelines</u></p> <p>The text of the Convention makes reference to numerous Guidelines providing technical guidance for the fulfilment of the Convention's requirements. To date the following guidelines are available:</p> <ol style="list-style-type: none"> 1. "2011 Guidelines for the development of the Ship Recycling Plan", adopted by Resolution MEPC.196(62) on 15 July 2011; 2. "2015 Guidelines for the development of the inventory of hazardous materials", adopted by Resolution MEPC.269(68) on 15 May 2015; 3. "2012 Guidelines for safe and environmentally sound ship recycling", adopted by Resolution MEPC.210(63) on 2 March 2012; 4. "2012 Guidelines for the authorization of ship recycling facilities" adopted by Resolution MEPC.211(63) on 2 March 2012; 5. "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 6. "2012 Guidelines for the inspection of ships under the Hong Kong Convention", adopted by Resolution MEPC.223(64). 	
--	---	--

<p>SFV-P 1977 (TORREMOLINOS INTERNATIONAL CONVENTION FOR THE SAFETY OF FISHING VESSELS)</p>
--

1993 Protocol to the Convention

C	<p>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.</p> <p>The Protocol was needed because the original treaty has never entered into force and in the meantime has become outdated. The</p>	<p>Fishing vessels L ≥ 24 m/ New and existing</p>
----------	--	--

<p>Protocol updates the Convention, takes into account recent technological evolution and eliminates the provisions incorporated in the present Convention which have made it difficult for States to bring it into force.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
---	--