



Future IMO and ILO Legislation

Spring 2023 – Upcoming changes to mandatory statutory regulations and instruments

Including adopted amendments entering into force on or after 1 January 2023, and significant developments up to and including the Facilitation Committee (FAL 47) in March 2023.

How to use this document

Adopted future IMO and ILO legislation

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

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

Part 2 – Adopted requirements entering into force in the future

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

In development future IMO and ILO legislation

Part 3 – IMO and ILO requirements still under development

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

Part 4 – Prospective IMO and ILO requirements 4

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

Part 5 – Changes since previous version

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

Tables – quick references for application

The tables provide a quick reference guide as to which items in this document are relevant for different ship types. This is for general information only. Readers are advised to study the application for the relevant statutory requirements as they can be complex. Each item is assigned an LR reference number, which is shown in the left-hand

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

377	Amendments to MARPOL Annex I - Prohibition of by ships in Arctic waters
1 November 2022	Background: IMO has developed measures to reduce risks of use and amendments to MARPOL Annex I have been adopted.
Adopted by MEPC.329(76)	Summary: With the exception of ships engaged in securing the safety

- **Table I** – New ships – Adopted amendments coming into effect
- **Table II** – New ships – Likely amendments under discussion and development
- **Table III** – Existing ships – Adopted amendments coming into effect
- **Table IV** – Existing ships – Likely amendments under discussion and development

Timelines

The timelines on pages 5, 6 & 7 show significant requirements referenced in this document. The reference number to the top left of each item is hyperlinked to the full entry in the document.

Navigation of this document

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

Lloyd's Register - Future IMO and ILO Legislation - March 2022 [Shortcuts Menu: Parts 1, 2, 3, 4 Tables Table I, Table II, Table III, Table IV Timelines 1, 2, 3](#)

Page 1

Notes

1. Non-mandatory legislation is not included.
2. Unless otherwise specified, the term ‘cargo ship’ is used to describe any vessel that is not a passenger ship.
3. In the Application section for each entry, references to ‘all ships’ should be taken to mean all ships to which that convention, annex or chapter applies, which might include other ships types to those listed in the tables.
4. Applicability of regulations varies for floating storage units (FSU) and floating production storage and offloading units (FPSO) depending on whether they are detached and under voyage or fixed. The application tables in this report reflect only the minimum requirements which are permanently applicable. Requirements for offshore supply vessels (OSVs) are the same as those listed for general cargo ships.
5. Entries marked with * in the tables have staggered application dates. Application details should be carefully checked.
6. SOLAS amendments now follow a four-year cycle (next entry into force date is 1 Jan 2024) unless adopted under conditions of exceptional circumstance (see IMO Circular MSC.1/Circ.1481) in which case implementation may be earlier e.g. due to the effects of the Coronavirus pandemic an additional entry into force date of 1 January 2026 for amendments to SOLAS and associated IMO instruments has been agreed.
7. If there is a shipbuilding delay after contract signing, it is important to note that most IMO requirements apply based on the keel laying date and some also have a delivery date requirement, so a delay may necessitate different equipment or design.
8. Some requirements only apply to certain operational choices, such as geographical trading area or activities which may or may not be carried out. In these cases, the widest possible applicability is shown in the tables, and it is necessary to assess whether the requirement applies to an individual ship.
9. Occasionally entries are not included in the reference tables, in this edition: Entries only concerned with one specialised ship type such as fishing vessels (238), non-SOLAS ships (487), maritime autonomous surface ships (MASS) (497), STCW (572) and (573), firms engaged in thickness measurement of hull structures (556).

Summary of major developments:

This version covers updates from CCC 8, MSC 106, MEPC 79, SDC 9, HTW 9, SSE 9 and FAL 47.

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

New approvals or adoptions:

- IMO has adopted the new SOLAS Chapter XV and mandatory Code (401) addressing safety standards for the carriage of more than 12 industrial personnel (IP Code).
- Amendments to MARPOL VI, to include a Mediterranean Sea SOx Emission Control Area (ECA) were adopted (518).
- Draft amendments to the LSA Code and MSC.81(70) on a revised recommendation on the testing of life-saving appliances for the ventilation of totally enclosed lifeboats have been agreed (406).

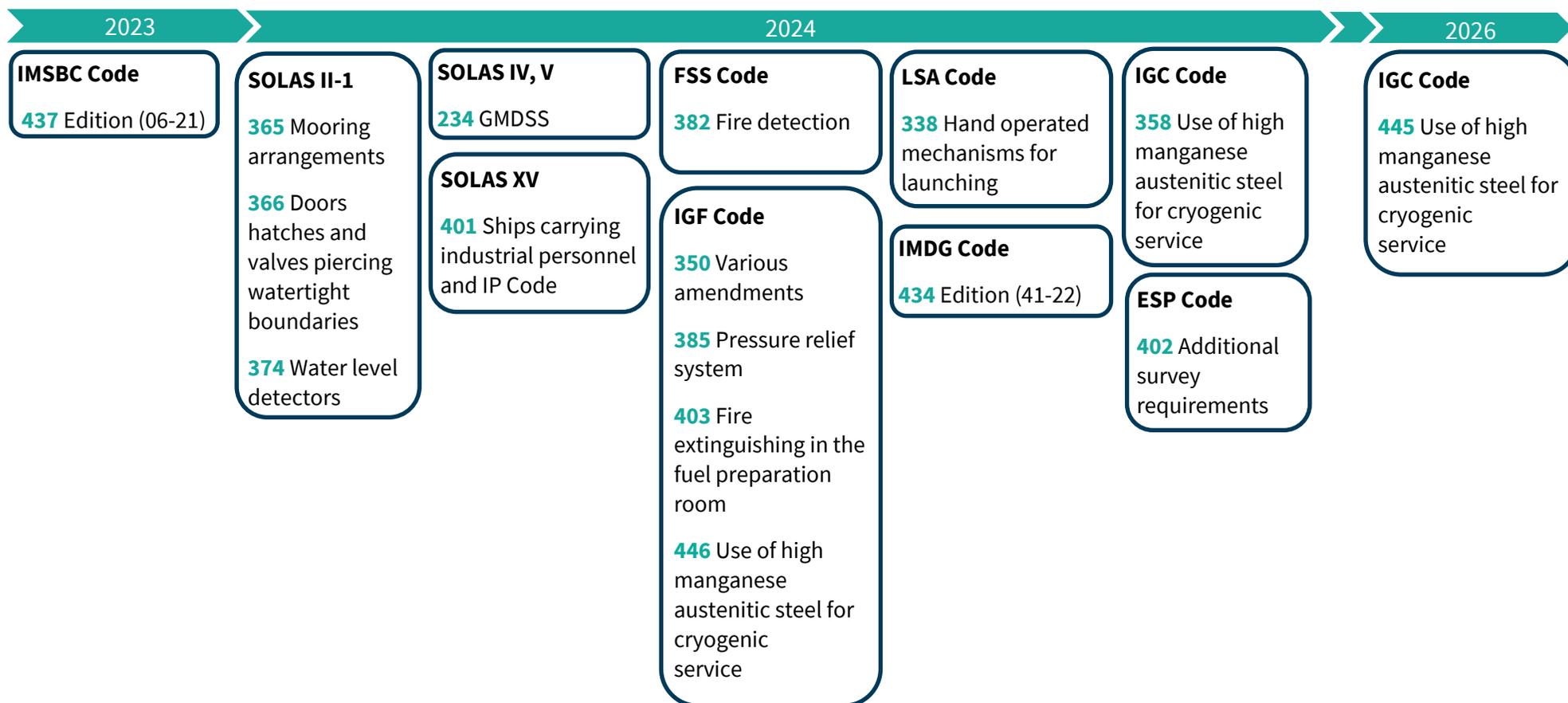
Significant new items being considered or milestones in ongoing developments:

- The revision of IMO Greenhouse Gas Strategy will be considered at MEPC 80 in summer 2023.
- IMO agreed to the development of a non-mandatory goal-based maritime Autonomous Surface Ships (MASS) Code, which will become effective from 2024, as an interim measure prior to the adoption of a mandatory code, expected to enter force 1 January 2028.

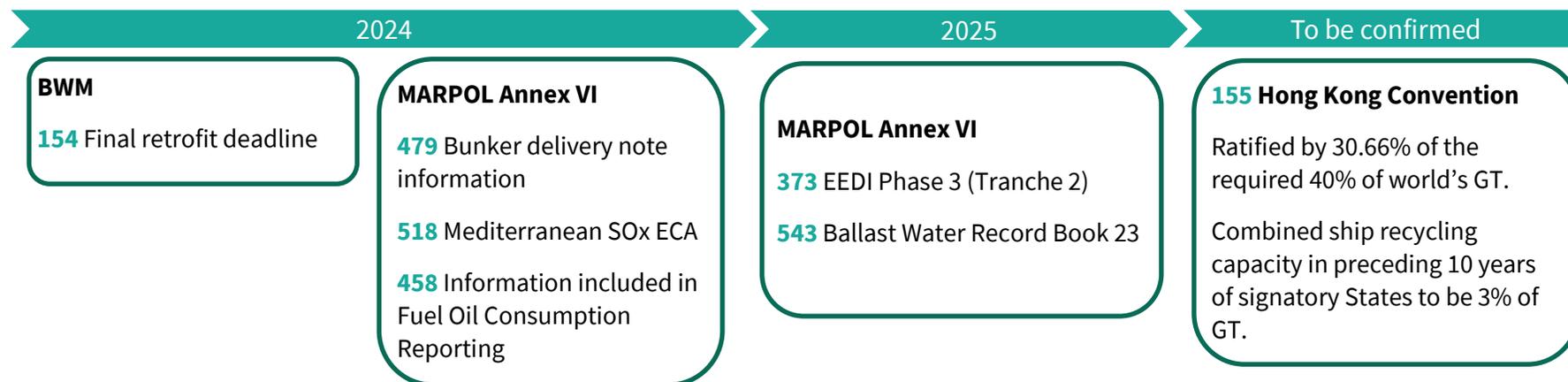
Further information from Lloyd’s Register

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

Timeline 1 – Significant Future Safety Requirements:



Timeline 2 – Significant Future Environmental Requirements:



Timeline 3 – Significant Requirements in development:

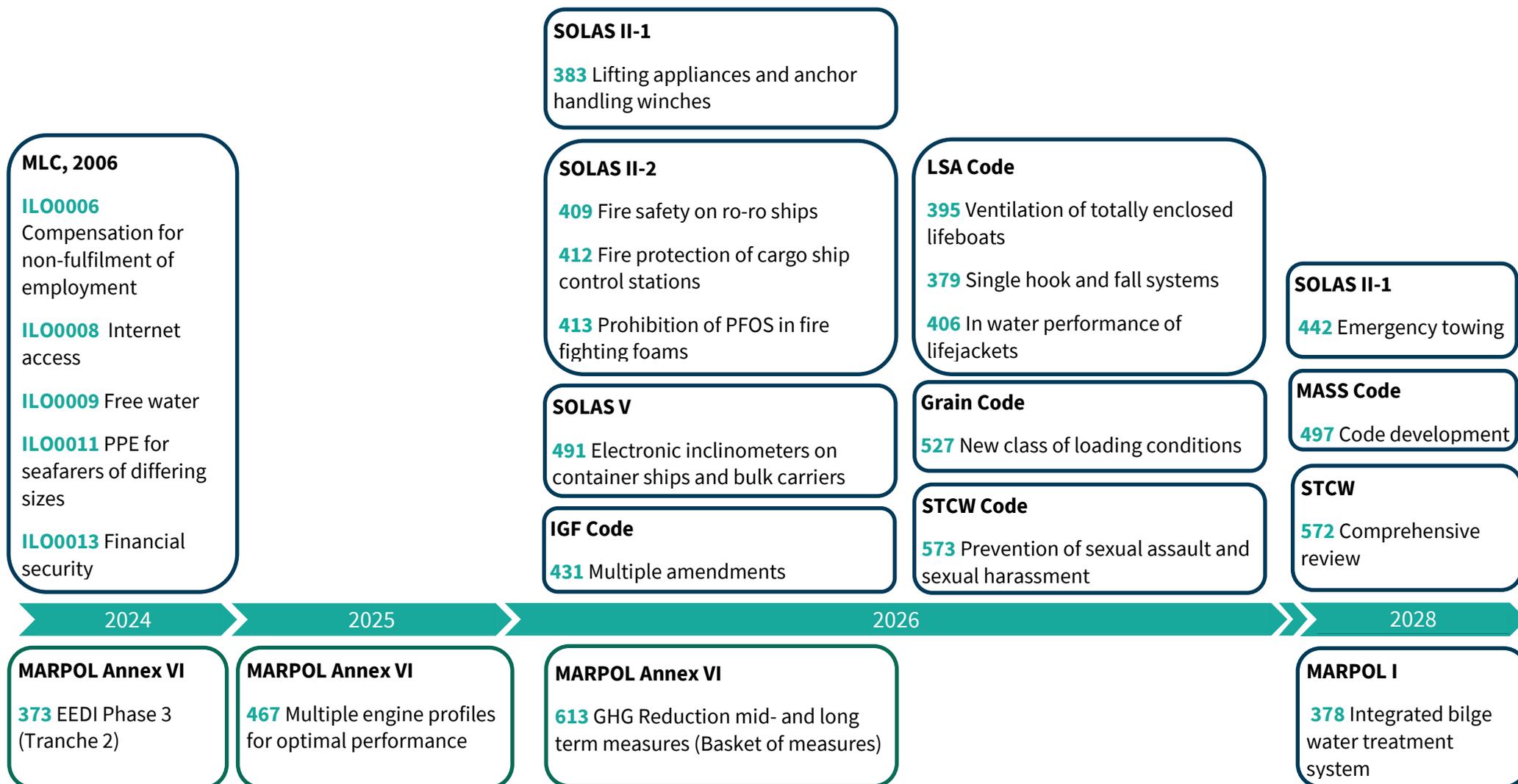


Table I - NEW SHIPS – Adopted amendments coming into effect

	Page	Ship Types												
		All Ship Types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU
Prior to 1 October 2022	13	154	154	154	154	154	154	154	154	154	154	154	154	154
		188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*	188/264*
		291	291	291	291	291	291	291	291	291	291	291	291	291
			305*	305*										
		322	322	322	322	322	322	322	322	322	322	322	322	322
		342	342	342	342	342	342	342	342	342	342	342	342	342
		368	368	368	368	368	368	368	368	368	368	368	368	368
		370	370	370	370	370	370	370	370	370	370	370	370	370
	373*	373*	373*	373*	373*	373*	373*		373*	373*				
377	377	377	377	377	377	377	377	377	377	377	377	377	377	
				386										
		387	387	387	387	387	387	387	387	387				
1 November 2023	32					473								
1 December 2023	32							437		437				
1 January 2024	33	234	234	234	234	234	234	234	234	234	234	234	234	234
					338	338	338	338	338	338	338	338		
			350	350	350	350	350	350	350	350	350	350	350	
		358	358	358	358	358	358	358	358	358	358	358		
					361	361	361	361	361	361	361	361		
		362	362	362	362	362	362	362	362	362	362	362	362	362
		365	365	365	365	365	365	365	365	365	365	365	365	365
		366	366	366	366	366	366	366	366	366	366	366	366	366
						374				374	374			
					380	380	380	380	380	380	380	380		380
382	382	382	382	382	382	382	382	382	382	382				
	385	385	385	385	385	385	385	385	385	385	385	385		
389*	389*	389*	389*	389*	389*	389*	389*	389*	389*	389*	389*	389*		
	403	403	403	403	403		403	403	403	403	403	403		
		434					434	434	434	434	434	434		
1 May 2024	46		458	458	458	458	458	458	458	458	458	458	458	
		479	479	479	479	479	479	479	479	479	479	479	479	

		Ship Types												
		480	480	480	480	480	480	480	480	480	480	480	480	480
		484	484	484	484	484	484	484	484	484	484	484	484	484
		518	518	518	518	518	518	518	518	518	518	518	518	518
					582									
1 July 2024	49				401	401	401	401	401	401	401	401	401	
					402				402					
1 January 2026							445							
	51		446	446	446	446		446	446	446	446	446		
		449	449	449	449	449	449	449	449	449	449	449		
Not Ratified	52	155	155	155	155	155	155	155	155	155	155	155	155	155

Table II - NEW SHIPS – Likely amendments under discussion and development

	Page	Ship Types													
		All Ship Types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	
Expected December 2024	57	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	
		ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	
		ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	
		ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	
		ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	
Expected 1 January 2025	59	467	467	467	467	467	467	467	467	467	467	467	467		
		543	543	543	543	543	543	543	543	543	543	543	543		
Expected 1 January 2026	60	379	379	379	379	379	379	379	379	379	379	379			
		383	383	383	383	383	383	383	383	383	383				
		395	395	395	395	395	395	395	395	395	395	395			
		406	406	406	406	406	406	406	406	406	406	406			
				409*											
		413	413	413	413	413	413	413	413	413	413	413	413		
				431	431	431	431	431		431	431	431	431	431	431
								491	491						
								527		527					
		585	585	585	585	585	585	585	585	585	585				
			613	613	613	613	613	613	613	613	613				
Expected 1 January 2028	71	442	442	442	442	442	442	442	442	442	442	442	442		
			566							566		566			
Expected 2028 onwards	73	378	378	378	378	378	378	378	378	378	378	378	378		

Table III – EXISTING SHIPS – Adopted amendments coming into effect

	Page	Ship Types												
		All Ship Types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU
Prior to 1 October 2022		154	154	154	154	154	154	154	154	154	154	154	154	154
		322	322	322	322	322	322	322	322	322	322	322	322	322
	13		341	341	341	341	341	341	341	341	341	341	341	341
			342	342	342	342	342	342	342	342	342	342	342	342
			368	368	368	368	368	368	368	368	368	368	368	368
			370	370	370	370	370	370	370	370	370	370	370	370
			377	377	377	377	377	377	377	377	377	377	377	377
				386										
			387	387	387	387	387	387	387	387	387			
1 November 2023	32					473								
1 December 2023	32							437		437				
1 January 2024	33	234	234	234	234	234	234	234	234	234	234	234	234	234
					338	338	338	338	338	338	338	338		
		358	358	358	358	358	358	358	358	358	358	358		
		362	362	362	362	362	362	362	362	362	362	362	362	362
		365	365	365	365	365	365	365	365	365	365	365	365	365
		382	382	382	382	382	382	382	382	382	382	382	382	382
		389*	389*	389*	389*	389*	389*	389*	389*	389*	389*	389*	389*	389*
			434				434	434	434	434	434			
1 May 2024	46		458	458	458	458	458	458	458	458	458			
		479	479	479	479	479	479	479	479	479	479	479	479	
		480	480	480	480	480	480	480	480	480	480	480	480	
		484	484	484	484	484	484	484	484	484	484	484	484	
		518	518	518	518	518	518	518	518	518	518	518	518	
				582										
1 July 2024	49				402			402						
1 January 2026	51						445							

Not Ratified

52

Ship Types												
	446	446	446	446		446	446	446	446	446	446	
449	449	449	449	449	449	449	449	449	449	449	449	
155	155	155	155	155	155	155	155	155	155	155	155	155

Table IV – EXISTING SHIPS – Likely amendments under discussion and development

	Page	Ship Types												
		All Ship Types	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU
Expected December 2024	57	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006	ILO0006
		ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008	ILO0008
		ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009	ILO0009
		ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011	ILO0011
		ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013	ILO0013
Expected 1 January 2025	59	467	467	467	467	467	467	467	467	467	467	467	467	
		543	543	543	543	543	543	543	543	543	543	543	543	
Expected 1 January 2026	60	379	379	379	379	379	379	379	379	379	379	379		
		383	383	383	383	383	383	383	383	383	383			
		395	395	395	395	395	395	395	395	395	395	395		
		406	406	406	406	406	406	406	406	406	406	406		
		413	413	413	413	413	413	413	413	413	413	413		
		431	431	431	431	431	431	431	431	431	431	431	431	
Expected 1 January 2028	71			409*										
Expected 2028 onwards	73	378	378	378	378	378	378	378	378	378	378	378	378	

Part 1

Adopted IMO and ILO requirements in a transitional period

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



188+264

1 January 2013

Adopted by

Resolution
MEPC.203(62)

further revised by
MEPC.251(66),
MEPC.301(72),
MEPC.324(75)

All above superseded by
MEPC.328(76)

Class News
No. 18/2018

Regulation 24 of MARPOL Annex VI –Phase 2 Implementation of Energy Efficiency Design Index (EEDI)

Background: EEDI requirements have been adopted within MARPOL Annex VI under Chapter 4, Regulation 21 to promote more efficient new ships and help reduce CO₂ emissions from future ships. The EEDI implementation has been adopted with a phased increase in the value of reduction factors from the reference value as defined in the same requirements. The initial phase (phase 0) requirements entered into force on 1 January 2013. IMO has since revised the entire MARPOL Annex VI and Regulation 21 has been rewritten as Regulation 24.

Summary: EEDI reflects the amount of CO₂ generated per tonne-mile (cargo carrying capacity). It constitutes a uniform approach to calculating a ship’s energy efficiency during the design and building of new ships and will be used to control CO₂ levels emitted for future ships by encouraging improvements in ship design.

Table - Shows the reduction rate in percentage for the Required EEDI compared to the EEDI Reference line for Phase 2 (Tranche 2) implementation starting from 1 January 2020 for the listed ship types and sizes. Note that additional amendments to EEDI for Phase 3 (Tranche 1 & 2) implementation of the listed ship types have been adopted by Resolution MEPC.324(75). The Phase 3 (Tranche 1) requirements entered into force on 1 April 2022, while Phase 3 (Tranche 2) requirements will enter into force from 1 January 2025 and further details of Phase 3 (Tranche 2) implementation can be found in item **373**.

Ship Type	Size (DWT)	Phase 2	1-Jan-20 – 31-Dec-24
Bulk carrier	20,000 DWT and above		20
	10,000 and above but less than 20,000 DWT		0-20*
Gas carrier	10,000 and above but less than 15,000 DWT		20
	2,000 – 10,000 and above but less than 10,000 DWT		0-20*
Tanker	20,000 and above		20
	4,000 and above but less than 20,000 DWT		0-20*
Refrigerated cargo carrier	5,000 DWT and above		15
	3,000 and above but less than 5,000 DWT		0-15*
Combination carrier	20,000 DWT and above		20
	4,000 and above but less than 20,000 DWT		0-20*
Ro-ro cargo ship (vehicle carrier)**	10,000 DWT and above		15
Ro-ro cargo ship**	2,000 DWT and above		20
	1,000 and above but less than 2,000 DWT		0-20*
Ro-ro passenger ship**	1000 DWT and above		20
	250 and above but less than 1,000 DWT		0-20*

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

	<p>** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2. Note: n/a means that no required EEDI applies</p> <p>Implication: Shipbuilders and Designers: Potential change to ship/machinery design to reduce GHG emissions. There are several ways to achieve this, such as: Optimisation of ship engine power, reducing lightship weight, improving hydrodynamics, use of renewal energy source, low carbon fuels, energy saving devices etc. Shipowners and Ship Managers: There are several technical and operational measures that can be considered to reduce GHG emissions. Any EEDI assessments carried out by designers in the initial and final design stages for above mentioned new ships shall adopt the latest reduction factor requirements as per the table above.</p> <p>Application: The EEDI needs to be calculated for new ships of the types listed above which are 400GT or larger.</p> <p>Related Instruments MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions. Resolution MEPC.231(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI). Resolution MEPC.232(65) as amended by resolutions MEPC.255(67) and MEPC.262(68) - 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions. Resolution MEPC.233(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion. Resolution MEPC.364(79) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships. Resolution MEPC.365(79) - 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI). MEPC.1/Circ.896 - 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI.</p>
<p>305</p> <p>1 September 2017 For actual application dates see Application</p>	<p>Amendments to MARPOL Annex IV – Establishment of Special Area under MARPOL Annex IV (Sewage) in the Baltic Sea</p> <p>Background: Because of the area’s geography, the water volume exchange rate in the Baltic Sea is very low – around 3% a year. As a result, there are concerns about the rising concentration of nutrients caused by discharges from large passenger ships in concentrated areas during concentrated periods.</p> <p>Summary: Amendments to Regulations 1, 11 and the form of certificate have been adopted following the establishment of a Special Area in the Baltic Sea. As such:</p>

Adopted by
Resolution
MEPC.274(69)

Class News
No. 06/2017

- More stringent requirements now apply within the Baltic Sea Special Area for discharging sewage from passenger ships.
- MEPC.227(64) – *2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants* was updated to include a revised type approval certificate as per new resolution MEPC.284(70).
- Additional updates were made to the certificate in Appendix I of MARPOL Annex IV, to rectify existing inconsistencies.

Implication: To meet the new requirements, a passenger ship must have holding tanks or a sewage treatment system meeting the new standard. However, enforcement is subject to the availability of sufficient waste reception facilities in the area.

All passenger ships visiting the Special Area were required to comply with the above requirements as follows:

- New passenger ships were required to comply from 1 June 2019; and
- Existing passenger ships were required to comply from 1 June 2021.

Shipbuilders and Manufacturers: Will have to consider how to optimise their black and grey water discharge arrangements inside and outside the Special Areas and review the proposed performance standard and ensure that equipment is developed which can meet it.

Shipowners and Ship Managers: Will have to consider how to optimise their black and grey water discharge arrangements inside and outside the Special Areas, plus the constraints of dry dockings and space available on board for fitting sewage treatment plants. The system needs to be adaptable as there could be other regional standards which are different.

Flag Administrations and their Recognised Organisations: Will need to consider additional sewage type approval work for large capacity sewage treatment plants and approval of the structure and arrangements of holding tanks.

Application: These amendments apply to the following ships engaged on international voyages:

- New and existing passenger ships of 400 GT and above
- New and existing passenger ships of less than 400 GT certified to carry more than 15 persons (crew and passengers)

Exceptions:

Existing passenger ships *en route* directly to or from either, a port located outside the special area or, 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 will be required to comply from 1 June 2023 (MEPC.275(69)).

Related Instruments

MEPC.275(69) – Establishment of the date on which Regulation 11.3 of MARPOL Annex IV in respect of the Baltic Sea Special Area shall take effect

MEPC.227(64) – 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants

MEPC.284(70) – Amendments to the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.227(64))

154

8 September 2017

Adopted by
BWM/CONF/36
Resolution
MEPC.287(71)

Class News
[No. 5/2017](#)
[No. 16/2017](#)
[No. 09/2018](#)
[No. 10/2018](#)
[No. 07/2019](#)
[No. 10/2020](#)
[No. 16/2020](#)
[No. 08/2022](#)

Ballast Water Management Convention

Adopted by the 2004 Ballast Water Management Conference

Note – see also items [322](#) in part 1 for amendment to regulation B-3.

Background: The problem of the transfer of harmful aquatic organisms via ships' ballast water was first raised at IMO in 1988 and since then the Marine Environment Protection Committee (MEPC) has been dealing with the issue, focusing initially on the development of guidelines and then on developing a new Convention.

Summary: The International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) was adopted on 13 February 2004 and entered into force on 8 September 2017. On entry into force, the BWM Convention required ships to manage their ballast water and sediment. Initially this could be by either exchanging ballast on every voyage or by treating ballast using an approved ballast water treatment system. Subsequently, only ballast water treatment will be accepted.

Implication:

By 8 September 2017, all ships were required to:

- Have an approved ballast water management plan on board;
- Maintain a ballast water record book;
- Manage their ballast water on every voyage by performing ballast water exchange (or by treating it using an approved ballast water treatment system. Note, the retrofitting schedule for existing ships (and ships under construction at the time the Convention entered into force) to install a Ballast Water Treatment System was revised by IMO Assembly 28 resolution A.1088(28), in 2013 to account for the fact that the BWMC had not yet entered into force. See item [322](#) for the latest application schedule).

By 8 September 2017, all ships of 400GT and above to which the Convention applies, excluding floating platforms, FSUs and FPSOs, were required to:

- Undertake an initial survey and be issued with a valid International Ballast Water Management Certificate valid for 5 years, subject to annual and intermediate surveys. Flag Administrations are responsible for specifying the certification regime for ships less than 400GT.

Note: Ships that are registered with Flag Administrations that are not yet a party to the Convention will need to demonstrate compliance and may wish to undergo surveys and be issued with a document of compliance.

Application: The Convention applies to all ships and offshore structures (i.e. vessels of any type operating in the aquatic environment, including submersibles, floating craft, floating platforms, floating storage units (FSUs) and floating production, storage and offloading (FPSO) units) that load and discharge ballast.

Exemptions:

Exemptions may be granted to:

- Ships on voyages between specified ports or locations; or,
- To ships which operate exclusively between specified ports or locations;

Such exemptions will be:

- Effective for a period of no more than five years, subject to intermediate review;
 - Granted to ships that do not mix ballast water or sediments, other than between the ports or locations specified in 1 above; and
 - Granted based on the Guidelines on risk assessment in accordance with MEPC.162(56).
- It should be noted that the exemptions can be withdrawn at any time by the issuing Flag Administrations.

Exceptions:

The requirements of the Convention do not apply to vessels which uptake or discharge ballast water and sediments in exceptional circumstances such as:

- A ship in emergency situations or saving life at sea.
- A damaged ship or a ship with damaged equipment.
- A ship which is trying to avoid or minimise pollution.
- A ship which uptakes and subsequent discharge on the high seas of the same ballast water or sediments.
- A ship at the same location where no mixing has occurred.

Equivalent compliance:

Flag Administrations are responsible for determining whether the requirements of the Convention apply to:

- Pleasure craft used solely for recreation or competition; or,
- Craft used primarily for search and rescue, less than 50 metres in length overall, and with a maximum ballast water capacity of 8 cubic metres.

Related Information

Readers are to note that relevant information is provided on the [IMO website](#).

A set of guidelines is also listed on the [BWM Convention and Guidelines](#) part of the IMO website.

How LR can support

LR Guidance [Understanding Ballast Water Management](#)

Related Instruments

Guidelines for the uniform implementation of the BWM Convention

MEPC.152(55) (2006) - **Guidelines for sediment reception facilities (G1)**

MEPC.173(58) (2008) - **Guidelines for ballast water sampling (G2)**

MEPC.123(53) (2008) - **Guidelines for ballast water management equivalent compliance (G3)**
MEPC.127(53) (2005) - **Guidelines for ballast water management and development of ballast water management plans (G4)**; amended by MEPC.306(73) (2018)
MEPC.153(55) (2006) - **Guidelines for ballast water reception facilities (G5)**
MEPC.288(71) (2017) - **Guidelines for ballast water exchange (G6)**; which revokes MEPC.124(53), (2005)
MEPC.289(71) (2017) - **Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7)**; supersedes MEPC.162(56) (2007)
MEPC.300(72) (2018) - **Code for Approval of Ballast Water Management Systems (BWMS Code)**; which supersedes MEPC.279(70), (2016); which supersedes MEPC.174(58), (2008); which revokes MEPC.125(53), (2005)
MEPC.169(57) (2008) - **Procedure for approval of ballast water management systems that make use of active substances (G9)**; Revokes MEPC.126(53) (2005)
MEPC.140(54) (2006) - **Guidelines for approval and oversight of prototype ballast water treatment technology programmes (G10)**
MEPC.149(55) (2006) - **Guidelines for ballast water exchange design and construction standards (G11)**
MEPC.209(63) (2012) - **Guidelines on design and construction to facilitate sediment control on ships (G12)**; revokes MEPC.150(55) (2006)
MEPC.161(56) (2007) - **Guidelines for additional measures regarding ballast water management including emergency situations (G13)**
MEPC.151(55) (2006) - **Guidelines on designation of areas for ballast water exchange (G14)**

Circulars related to the uniform implementation of the BWM Convention

BWM.2/Circ.70/Rev.1 - **2020 Guidance for the commissioning testing of ballast water management systems**; supersedes BWM.2/Circ.70, (2018)
BWM.2/Circ.69 (2018) - **Guidance on System Design Limitations of ballast water management**
BWM.2/Circ.66/Rev.4 (2023) - **Unified interpretation of Appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention**; revokes BWM.2/Circ.66 Revs.1-3 (2019-2022) and BWM.2/Circ.66 (2018).
BWM.2/Circ.63 (2017) - **Application of the Convention to ships operating in sea areas where ballast water exchange in accordance with regulations B-4.1 and D-1 is not possible**
BWM.2/Circ.62 (2017) - **Guidance on contingency measures under the BWM Convention**
BWM.2/Circ.61/Rev.1 (2022) - **Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems**; Revokes, BWM.2/Circ.61 (2017)
BWM.2/Circ.52/Rev.1 (2017) - **Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party**; supersedes BWM.2/Circ.52, (2014) Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party
BWM.2/Circ.42/Rev.2 - **2020 Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)**; revokes BWM.2/Circ.42/Rev.1 (2015), corrected by BWM.2/Circ.42/Rev.1/Corr.1; which superseded BWM.2/Circ.42 (2013)
BWM.2/Circ.34/Rev.11 (2023) - **List of ballast water management systems that make use of Active Substances which received Basic and Final Approval Revised annually**; supersedes BWM.2/Circ.34 Revs. 1-10 (2012-2021) and BWM.2/Circ.34 (2011); which superseded, BWM.2/Circ.30 (2010); which superseded BWM.2/Circ.23 (2009); which superseded, BWM.2/Circ.16 (2008); which superseded, BWM.2/Circ.11 (2007); which superseded BWM.2/Circ.9 (2007) corrected by BWM.2/Circ.9/Corr.1 (2007)

	<p>BWM.2/Circ.33/Rev.1 (2018) - Guidance on scaling of ballast water management systems; supersedes BWM.2/Circ.33 (2011) Guidance on scaling of ballast water management systems.</p>
<p>322</p> <p>13 October 2019</p> <p>Adopted by Resolution MEPC.297(72)</p>	<p>Amendments to the Ballast Water Management Convention, Regulation B-3 – Ballast Water Management for Ships</p> <p>Background: The Ballast Water Management Convention (BWMC, see item 154) was written based on an assumption that the Convention would enter into force by 2007. However, the BWMC did not enter into force until 8 September 2017 and as such the provision for a ballast water treatment system retrofitting schedule in the BWMC had to be revised.</p> <p>Summary: The IMO adopted an amendment to regulation B-3, which entered into force on 13 October 2019 and revised the retrofitting schedule for the installation of Ballast Water Treatment Systems. This updated retrofitting schedule will have/had significant impact on the industry, including the manufacturers of BWMS.</p> <p>Implication: The deadline for installing Ballast Water Treatment Systems (BWTS) for existing ships was/is either:</p> <ul style="list-style-type: none"> • No later than the first IOPP renewal survey on or after 8 September 2017, providing that: <ul style="list-style-type: none"> – this survey takes place on or after 8 September 2019; or, – that the vessel has undertaken an IOPP certificate renewal survey on or after 8 September 2014 but prior to 8 September 2017); or, • No later than the second IOPP certificate renewal survey on or after 8 September 2017, providing that: <ul style="list-style-type: none"> – the first IOPP certificate renewal survey on or after 8 September 2017 took place before 8 September 2019; and, – the vessel had not had an IOPP certificate renewal survey on or after 8 September 2014 and prior to 8 September 2017. <p>For ships with a keel laid on or after 8 September 2017 installation of a BWMS was required by the delivery of the ship.</p> <p>For oil tankers of less than 150GT and for other ships of less than 400GT, and/or those which do not hold IOPP certificates, the installation deadline is the date determined by the Flag Administration but cannot be later than 8 September 2024.</p> <p>Application: The BWMC (see item 154) applies to all ships and offshore structures (i.e. vessels of any type operating in the aquatic environment, including submersibles, floating craft, floating platforms, floating storage units (FSUs) and floating production, storage and offloading (FPSO) units) that load and discharge ballast.</p> <p>Related instruments MEPC.298(72) - (2018) Determination of the survey referred to in regulation B-3, as amended, of the BWM Convention</p>

	<p>MEPC.287(71) - (2017) Implementation of the BWM Convention; which supersedes resolution A.1088(28) (2013) Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004; which revokes Resolution A.1005(25) (2007)</p>
<p>341</p> <p>1 January 2020</p> <p>Adopted by Resolution MSC.436(99)</p>	<p>Amendments to SOLAS II-1/1 and II-1/8-1.3 requiring the provision of computerised stability support for the master in case of flooding</p> <p>Background: Amendments to SOLAS chapter II-1 to require the provision of a computer, able to carry out damage stability calculations on existing passenger ships, were considered to be necessary.</p> <p>Summary: SOLAS chapter II-1/1 makes it clear which regulations are applicable to “new” and “existing” ships. Regulation II-1/8-1 has been amended to include a requirement for crews onboard existing passenger ships to have the capability to assess stability after damage, either onboard or with onshore assistance. New passenger ships (keels laid on or after 1 January 2014) are already required to provide this.</p> <p>Implication: Existing internationally trading passenger ships will have to be provided with suitable stability support. Obtaining the data needed for developing the hull model could be challenging and owners are recommended to start considering what is needed at the earliest opportunity. Loading instruments which comply with IACS UR L5 (Rev.4 June 2020) Type 4 Stability Software will meet these requirements.</p> <p>Application: Passenger ships constructed before 1 January 2014 of 120m or more in length or with three or more main fire zones are to comply from the first Passenger Ship Safety Certificate renewal survey after 1 January 2025.</p> <p>Related Instruments MSC.1/Circ.1532/Rev.1 – Revised guidelines on operational information for masters of passenger ships for safe return to port MSC.1/Circ.1589 – Guidelines on operational information for masters in case of flooding for passenger ships for passenger ships constructed before 1 January 2014 MSC.1/Circ.1400 – Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port by Own Power or Under Tow – (27 May 2011)</p>
<p>291</p> <p>1 January 2020</p>	<p>Amendments to SOLAS Chapter II-1 on damage stability and machinery installations</p> <p>Background: Requirements in SOLAS Chapter II-1 to harmonise cargo ship and passenger ship damage stability have been in force since 1 January 2009. These amendments made probabilistic damage stability the main method for calculating damage stability for passenger ships and general cargo ships. Since the amendments have entered into force the need for a number of revisions has become apparent. A major review of the subdivision and damage stability requirements contained in Chapter II-1 of SOLAS has been undertaken.</p>

Adopted by
Resolution
MSC.421(98)

Summary: Significant changes have been made to the following regulations in parts A, B, B-1, B-2, B-4, and C:

- Regulation 4, making the alternative compliance part of the text rather than a footnote.
- Regulation 5-1, requiring limiting stability information to include trim.
- Regulation 6, modifying the required subdivision index, R, for passenger ships.
- Regulation 7-2, amending the calculation for s_i .
- Regulation 9, providing limits on the distance from the keel line that small wells should be located unless a damage stability check is made and introducing a minimum limit for the vertical damage extent.
- Regulation 12, permitting a butterfly valve at the collision bulkhead on cargo ships.
- Regulation 16, to require testing of watertight hatches.
- Regulation 17, requiring air pipes which terminate in a superstructure to be considered unprotected openings unless fitted with a watertight means of closure.
- Regulation 22, removing the possibility of leaving watertight doors open during navigation if the maximum clear opening is more than 1.2m. Some exceptions do apply.
- Regulation 35-1, Bilge pumping arrangements

Minor changes have also been made to a number of other regulations.

Implication: These are significant changes to the damage stability regulations that ship designers should take into consideration at an early stage of design and development.

Application: The amendments will be applicable for ships where the contract for construction is signed on or after 1 January 2020, or in the absence of a building contract, the keel is laid on or after 1 July 2020, or the ship is delivered on or after 1 January 2024.

Related instruments

Resolution MSC.429(98)/Rev.1 – Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations (Revoked on 1 January 2024)

Resolution MSC.429(98)/Rev.2 – Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations (Effective on 1 January 2024)

MSC.1/Circ.1564 – Revised Guidance for Watertight Doors on Passenger Ships which may be opened during Navigation

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1 October 2020

Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 - Use of electronic record books

Background: IMO periodically reviews the administrative provisions of mandatory requirements and considers ways to make these more efficient.

Summary: Amendments to MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008 have been adopted which allow the use of electronic

<p>Adopted by Resolution MEPC.314(74) MEPC.316(74) MEPC.317(74)</p> <p>Class News No. 17/2020</p>	<p>record books as an alternative to hard copy record books when complying with the record keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008.</p> <p>To be used as an alternative, the electronic recording system is required to be approved by the Administration and electronic records generated and retained by the system should be presented so that the records match the format defined in the relevant MARPOL Annexes. Any electronic system considered to conform to the criteria for approval should be provided with a written declaration from the Administration. The declaration should be carried on board the ship for the purpose of statutory surveys or inspections.</p> <p>For those ships required to keep an ozone-depleting substances record book, the electronic recording system shall only be considered an electronic record book if the system is approved by the Administration on or before the first IAPP renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025.</p> <p>Implication: Companies have the option to use electronic recording systems approved by the Administration to comply with the record keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008. Whilst the electronic records generated and retained by the system are currently required to be presented in the form of records required by the MARPOL Annexes, this may be reviewed in the future.</p> <p>Application: All ships using electronic record books to comply with the record-keeping requirements of MARPOL Annexes I, II, V and VI and the NOx Technical Code 2008.</p> <p>Related Instruments Resolution MEPC.312(74) – Guidelines for the use of electronic record books under MARPOL Resolution A.1155(32) - Procedures for Port State Control, 2021</p>
<p>373</p> <p>1 April 2022</p> <p>Adopted by MEPC.324(75)</p> <p>Superseded by MEPC.328(76)</p>	<p>Amendments to Regulation 24 of MARPOL Annex VI – Implementation of EEDI Phase 3</p> <p>Background: Amendments to the time period and the reduction rates for EEDI phase 3 requirements for certain ship types and sizes as shown in the table below have been adopted. The implementation of Phase 3 EEDI reduction factor requirements (Table 1 of Regulation 24, MARPOL Annex VI) has been divided in two stages or Tranches. The Phase 3 (Tranche 1) requirements have entered into force from 1 January 2022 and the Phase 3 (Tranche 2) requirements shall be enter into force on 1 January 2025, as shown in the below table.</p> <p>Summary: Table 1 of Regulation 24 is be amended to reflect these changes. In relation to an identified problem facing larger bulk carriers in implementing the future EEDI requirements, Table 2 of Regulation 24 is also amended for bulk carriers to show that the parameter <i>b</i> is the same for ships with DWT less than, equal to or more than 279,000.</p>

Implication:

Shipbuilders and Designers: Potential change to ship/machinery design to reduce GHG emissions, will now happen at a different date than indicated previously in the Table 1 of Regulation 24 MARPOL Annex VI for some vessel types. This requires planning within the design process as some reduction dates moved earlier to 1 Apr 2022, as indicated in the red highlighted sections of the copy of Table 1 below for easy reference. There are several ways to achieve this, such as:

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

Shipowners and Ship Managers: There are a number of technical and operational measures that can be considered to reduce GHG emissions.

Application: Applies to all new ships of the types or sizes shown in the table below with a change from the previous requirements in red.

Table 1

Ship Type	Size (DWT)	Phase 3 (Tranche 2) 1-Jan-25 onwards
Bulk carrier	20,000 DWT and above	30
	10,000 and above but less than 20,000 DWT	0-30*
<i>Gas Carrier</i>	15,000 DWT and above	
	<i>10,000 and above but less than 15,000 DWT</i>	<i>30</i>
	<i>2,000 and above but less than 10,000 DWT</i>	<i>0-30*</i>
<i>Gas tanker</i>	<i>10,000 and above</i>	<i>30</i>
Tanker	20,000 and above	30
	4,000 – 20,000	0-30*
Container ship	200,000 DWT and above	
	120,000 and above but less than 200,000 DWT	
	80,000 and above but less than 120,000 DWT	
	40,000 and above but less than 80,000 DWT	
	15,000 and above <i>but less than 40,000 DWT</i>	<i>30</i>
	10,000 <i>and above but less than 15,000 DWT</i>	<i>0-30*</i>

General Cargo ship	15,000 and above	30
	3,000 – 15,000	0-30*
Refrigerated cargo carrier	5,000 and above	30
	3,000 – 5,000	0-30*
Combination carrier	20,000 and above	30
	4,000 – 20,000	0-30*
LNG carrier**	10,000 DWT and above	30
Ro-ro cargo ship (vehicle carrier)**	10,000 DWT and above	30
Ro-ro cargo ship**	2,000 DWT and above	30
	1,000 <i>and above but less than</i> 2,000 DWT	0-30*
Ro-ro passenger ship**	1000 DWT and above	30
	250 <i>and above but less than</i> 1,000 DWT	0-30*
Cruise passenger ship** having non-conventional propulsion	85,000 GT and above	30
	25,000 <i>and above but less than</i> 85,000 GT	0-30*

* Reduction factor to be linearly interpolated between the two values dependent upon ship size.

The lower value of the reduction factor is to be applied to the smaller ship size.

** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Note: n/a means that no required EEDI applies.

In Table 2 (Parameters for determination of reference values for the different ship types), row 2.25 for bulk carriers is replaced by the following:

Table 2

Ship type defined in regulation 2	a	b	c
2.25 Bulk carrier	961.79	DWT of the ship where DWT ≤ 279,000 279,000 where DWT > 279,000	0.47 7

Related Instruments

MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions

Resolution MEPC.232(65) as amended by resolutions MEPC.255(67) and MEPC.262(68), - 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions

Resolution MEPC.231(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)

Resolution MEPC.233(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion

Resolution MEPC.364(79) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships.

Resolution MEPC.365(79) - 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI).

	<p>MEPC.1/Circ.896 - 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI. Resolution MEPC.308(79) - 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships</p>
<p>370</p> <p>1 April 2022</p> <p>Adopted by MEPC.324(75)</p> <p>Superseded by MEPC.328(76)</p> <p>Class News No. 02/2022</p>	<p>Amendments to regulations 2 and 14 and Appendix VI of MARPOL Annex VI on onboard sampling points</p> <p>Background: The IMO had previously concluded sampling guidelines for fuel in use (MEPC.1/Circ.864), but without specifying the actual requirements for a ship to have such a sampling point in MARPOL. These amendments introduce requirements for in-use and onboard fuel oil sampling and testing points, Further, additional requirements are also introduced for in-use fuel oil sampling points for compliance with MARPOL, Annex VI, Regulation 14 (SOx) requirements.</p> <p>Summary: The amendments consist of the following parts:</p> <ul style="list-style-type: none"> • MARPOL Annex VI regulation 2; a new definition in regulation 2 on low flashpoint fuel, for which sampling points will be exempted. • MARPOL Annex VI regulation 14; Requirements on sampling points. This applies to both new ships (constructed after entry into force) and existing ships (first renewal survey 12 months or later, after entry into force). Reference is made to the Guidelines for onboard sampling for the verification of the sulphur content of the fuel oil used on board ships (Circular MEPC.1/Circ.864/Rev.1). • IAPP certificate supplement; New check boxes for indicating the presence of sampling points are to be added. <p>Implication: Ship designers shall ensure that the suitable installation or sampling point arrangements are considered in the design of the vessel, for availability to carry out onboard fuel oil sampling and testing in order to comply with the requirements of MARPOL Annex VI, Regulation 14.</p> <p>Owners and/or Operators should arrange for in-use fuel oil sampling points to be installed or designated (in accordance with MEPC.1/Circ. 864/Rev.1) and ensure the arrangement is described in either a piping diagram or other relevant documents and made available for survey.</p> <p>Application: Applies to all new and existing ships. For new ships, those with keel laid on or after 1 April 2022 will need to comply upon delivery. Existing ships (ships for which keel laid is before 1 April 2022) will be required to comply at the first renewal survey of the IAPP certificate that will take place on or after 12 months or more from the entry into force date.</p> <p>Related Instruments MEPC.1/Circ.864/Rev.1 - 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships</p>

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1 November 2022

Adopted by
MEPC.329(76)

Amendments to MARPOL Annex I - Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters

Background: A spill of Heavy Fuel Oil (HFO) in the Arctic could have severe environmental consequences on the Arctic marine and coastal ecosystems. Noting shipping activity in the Arctic is projected to increase in the coming years the risk of such a spill will relatively increase without sufficient regulation of the carriage and use of HFO in the region.

Summary: IMO has developed measures to reduce risks of use and carriage of heavy fuel oil (HFO) as fuel by ships in Arctic waters and amendments to MARPOL Annex I have been adopted.

Implication: Ship owners, ship managers and service providers operating in and around the Arctic region shall be impacted.

- If a ship has oil fuel tanks which do not comply with regulation 12A of MARPOL Annex 1 or regulation 1.2.1 of Chapter 1, Part II-A of the Polar Code, the use and carriage of oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s (MARPOL Annex I, Regulation 43.1.2) will be prohibited on or after 1 July 2024.
- If a ship has oil fuel tanks which comply with regulation 12A of MARPOL Annex 1 or regulation 1.2.1 of Chapter 1, Part II-A of the Polar Code, the use and carriage of oils listed in MARPOL Annex I, Regulation 43.1.2 will be prohibited on or after 1 July 2029.
- Arctic coastal countries may waive the requirements of this new regulation until 1 July 2029 for vessels flying their respective flags and operating in their respective waters.
- Shipowners will not need to undertake cleaning and flushing of tanks or pipelines if prior operations have included the use and carriage of oils listed in MARPOL Annex I, Regulation 43.1.2.

Application: This amendment will apply to all ships except for:

- Ships engaged in securing the safety of ships or
- Ships engaged in search and rescue operations, or
- Ships dedicated to oil spill preparedness and response.

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1 November 2022

Adopted by
MEPC.328(76)

Amendments to MARPOL Annex VI - 2021 Revised MARPOL Annex VI - MARPOL Annex VI Regulation 23 (Attained EEXI) and Regulation 25 (Required EEXI)

Background: MEPC 76 adopted amendments to MARPOL Annex VI concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping to achieve at least 40% carbon intensity reduction by 2030 when compared with 2008 in line with the Initial IMO GHG Strategy. It is envisaged that these measures will also allow for the gathering of additional information and, therefore, gaining more experience on the functioning of the measures which in turn would help feed into further development of the medium and longer term GHG reduction strategies.

Summary: These amendments introduce a goal based short-term measure in which an Energy Efficiency Existing Ship Index (EEXI) and in-service carbon intensity management are functional requirements.

New regulation 23 (attained EEXI) and 25 (required EEXI) require existing ships to improve their technical efficiency so they are comparable to an equivalent new ship of the same type and deadweight which would be required to comply with the applicable EEDI Phase.

Implication: The EEXI imposes very similar requirements to the later phases of EEDI, to all existing ships with the objective of having technically efficient ships. It is intended as a one-off certification which is to be verified by the ship's flag Administration or the Recognised Organisation (RO) on their behalf.

Shipowners and Ship Managers:

- **Required EEXI:** to be calculated in accordance with Regulation 25.
- **EEXI Technical File:** Prepare the file which will contain the information necessary for the calculation of the attained EEXI and which shows the process of the calculation for each ship. The EEXI Guidelines (MEPC.350(78)) are to be followed.
- **Onboard Management Manual (OMM):** Where Engine Power Limitation (EPL) or Shaft Power Limitation (ShaPoLi) is used an OMM is required for each ship – see MEPC.335(76) for Guidelines. Onboard verification required.
- **Attained EEXI** is to be verified on the basis of the Technical File (LR can normally do this on behalf of the flag).
- **Attained EEXI ≤ Required EEXI**
- **IEEC:** Ships will be issued with a revised IEEC by or on behalf of flag, which will include a new section on EEXI.
- **Frequency:** This is a one-time survey requirement to demonstrate the efficiency of the ship.

Application: Bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers (oil and chemical) of 400GT and above are to comply.

From 1 Jan 2023 - Ships must comply by the 1st scheduled IAPPC survey or the initial IEEC survey.

Related Instruments:

MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions

Resolution MEPC.232(65), as amended by resolutions MEPC.255(67) and MEPC.262(68), - 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions

Resolution MEPC.231(65) - 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)

Resolution MEPC.233(65) - 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion

Resolution MEPC.350(78) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)

	<p>Resolution MEPC.351(78) - 2022 Guidelines on survey and certification of the attained Energy Efficiency Existing Ship Index (EEXI) Resolution MEPC.335(76) – 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI requirements and use of a power reserve Circular MEPC.1/Circ.896 - 2021 Guidance on Innovative Energy Efficiency Technologies for Calculation and Verification of the Attained EEDI and EEXI Circular MEPC.1/Circ.901 - Guidance on methods, procedures and verification of in-service performance measurements</p> <p><u>How LR can support</u> LR can help with every step of this process and is already helping a large portfolio of clients get prepared for EEXI compliance, from assessments of indicative compliance through to development of technical files as an advisory service, with subsequent statutory verification and certification. See: www.lr.org/eexi</p> <p><u>Further Information</u> LR Step-by-step guide to EEXI compliance LR EEXI – Energy Efficiency Existing Ship Index</p>
<p>386</p> <p>1 January 2023</p> <p>Adopted by MSC.483(103)</p> <p>Class News No. 17/2022</p>	<p>Amendments to the 2011 ESP Code as amended by resolution MSC.461(101) - Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers</p> <p>Background: The 2011 ESP Code, as amended by resolution MSC.461(101), in annex B, part A, annex 2, prescribes the following thickness measurements to be taken at the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey of double-hull oil tankers:</p> <ul style="list-style-type: none"> • One section of deck plating for the full beam of the ship within the cargo area; • Measurements, for general assessment and recording of corrosion patterns, of those structural members subject to close-up survey according to annex 1; and • Suspect areas. <p>Amendments to the Code, as amended, have been adopted to require that only “suspect areas” of double-hull oil tankers are subject to thickness measurements during the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey.</p> <p>Summary: To evaluate the actual wastage, while undertaking thickness measurements during the first renewal survey, of the areas identified in annex B, part A, annex 2 of the 2011 ESP Code, as amended, extensive data collection from oil tankers was undertaken by the industry and presented to the IMO for consideration. The normal range of reported wastage was minimal and, as such, amending the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey requirements to include only “suspect areas” was agreed.</p> <p>Implication: It will be sufficient to consider only suspect areas for thickness measurements at the first Cargo Ship Safety Construction Certificate or</p>

	<p>Cargo Ship Safety Certificate renewal survey of double hull oil tankers.</p> <p>Application: These amendments apply to first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal surveys taking place on double hull oil tankers from 1 January 2023.</p> <p>Related Instruments Resolution MSC.461(101) - Amendments to the International Code on the Enhanced Programme of Inspections during surveys of bulk carriers and oil tankers, 2011 (2011 ESP Code)</p>
<p>368</p> <p>1 January 2023</p> <p>Adopted by MEPC.331(76)</p> <p>Class News No. 04/2022</p>	<p>Amendment to the AFS Convention – Control of AFS containing Cybutryne</p> <p>Background: Evidence of the environmental risks from the use of anti-fouling paints that contain cybutryne was submitted to the IMO in February 2019. The evidence was accompanied by a proposal to establish controls on Anti-Fouling Systems (AFS) containing cybutryne.</p> <p>Summary: Amendments to Annexes 1 and 4 to the AFS Convention and the form of the International Anti-fouling System Certificate (IAFSC) to include controls on Cybutryne were adopted.</p> <p>Implication: The amendments mean that AFS containing cybutryne shall not be applied or reapplied to any ship on or after 1 January 2023. Ships* bearing an AFS that contains cybutryne in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either:</p> <ul style="list-style-type: none"> • Remove the anti-fouling system; or • Apply a coating that forms a barrier to this substance leaching from the underlying non-compliant AFS; <p>no later than the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.</p> <p>Shipowners and ship managers will be required to apply for a survey for the issue of an International AFS Certificate in the amended model form no later than 1 January 2025. Such a survey should not affect the time available to shipowners and ship managers to comply with the new control measures in Annex 1 to the AFS Convention.</p> <p>*Ships except:</p> <ul style="list-style-type: none"> • fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023; • ships not engaged in international voyages; and • ships of less than 400GT engaged in international voyages, if accepted by the coastal State(s) <p>Application: All AFS containing cybutryne and all ships.</p>

Related Instruments

Resolution MEPC.356(78) – 2022 Guidelines for Brief Sampling of Anti-Fouling Systems on Ships

Resolution MEPC.357(78) – 2022 Guidelines for Inspection of Anti-Fouling Systems on Ships

Resolution MEPC.358(78) – 2022 Guidelines for Survey and Certification of Anti-Fouling Systems on Ships

Part 2

Adopted IMO and ILO requirements entering into force in the future

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



1 November 2023

473

1 November 2023

Adopted by
MEPC.344(78)

Amendments to MARPOL Annex II Appendix I, Guidelines for use in the categorization of Noxious Liquid Substances

Background: GESAMP updated *GESAMP Reports and Studies No.64* as *GESAMP Reports and Studies Guidelines No.102 (GESAMP Hazard Evaluation Procedure for Chemicals Carried by Ships, 2019)*. This is reflected in changes to the *Guidelines for use in the categorization of Noxious Liquid Substances* (MARPOL Annex II, Appendix I).

Summary: The amendments include a reassigned column E1 and a sub-categorisation of column C3 of the GESAMP Hazard Profile table.

Implication: Under MARPOL Annex II, Regulation 6, where it is proposed to carry a liquid substance in bulk which has not been categorised under paragraph 1, the Governments involved in the proposed operation shall establish and agree on a provisional assessment for the proposed operation on the basis of the *Guidelines for use in the categorization of Noxious Liquid Substances*.

Application: All ships carrying noxious liquid substances in bulk.

1 December 2023

437

1 December 2023

(with voluntary early
application from 1
January 2023)

Adopted by
MSC.500(105)

Class News
No.01/2023

Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code (06-21)

Background: The IMSBC Code is regularly reviewed to take account of new requirements for existing substances or new substances.

Summary: Amendment 06-21 includes (but is not limited to):

- A revised definition of Group A – “Group A consists of cargoes which possess a hazard due to moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit.”
- Reclassification of ammonium nitrate-based fertiliser (non-hazardous) and new individual schedules and clarification of the term ‘intrinsically safe’ for the same.
- Replacement of the text in section 7 to read “Cargoes which may liquefy or undergo dynamic separation”.
- New individual schedules for lead concentrate and Leach Residue Containing Lead.
- New draft individual schedule for nitrogen-phosphorus fertiliser with sulphur and micronutrients (boron and zinc).

The amendments also include the addition of new cargo schedules for the following Group B cargoes:

- Ammonium nitrate-based fertilizer - MHB

- Leach residue containing lead
- Superphosphate (triple, granular) (Group B)

Implication: Ship owners and operators should be aware of the new requirements for new and existing substances. Certification that includes the new cargoes can be requested from Lloyd’s Register after the voluntary application date subject to the agreement of the Flag State.

Application: New and existing bulk carriers and general cargo ships carrying cargoes subject to the requirements of IMSBC Code from 1 December 2023 with voluntary early application from 1 January 2023.

1 January 2024

365

1 January 2024

Adopted by
MSC.474(102)

Class News
No.14/2022

Amendments to SOLAS regulation II-1/3-8 to cover mooring arrangements

Background: As a result of a number of incidents on board ships involving the failure of mooring lines causing serious injury or death, the IMO has developed new requirements covering the provision and maintenance of mooring lines.

Summary: Three new paragraphs will be added to the current regulation II-1/3-8, to address design requirements and inspection of new ships and inspection and maintenance of mooring arrangements for all ships. Three sets of supporting guidance covering the design, inspection, maintenance and the strength of mooring equipment have also been produced. (See related instruments below).

Implication:

New SOLAS ships will have to be designed, and their mooring equipment (including ropes/wire) selected, to ensure occupational safety and safe mooring of ships. Ship specific information will need to be included in the Towing and Mooring Arrangement Plan described in MSC.1/Circ.1619. Approval of the plan by the flag Administration is not required.

The design of mooring arrangements may have to change significantly to demonstrate compliance with the new requirements. Reasons for non-compliance will have to be documented.

For all SOLAS ships, regardless of size and date of construction, mooring equipment including lines will be subject to inspection and maintenance requirements. Additionally, ships shall have documented maintenance plans, procedures and records for mooring operations, inspection and maintenance of mooring equipment (including mooring lines) as per the guidance provided in the circular MSC.1/Circ.1620.

Application:

New ships: The design of ships applies to new ships of 3000GT and above with a building contract signed on or after 1 January 2024, in the absence of

	<p>a building contract if the keel is laid on or after 1 July 2024 or if the ship is delivered on or after 1 January 2027. New ships less than 3000GT are to comply as far as practicable with the new requirements, or applicable national standards. All ships, including existing ships: The requirements for inspection and maintenance will affect all ships.</p> <p>Related instruments MSC.1/Circ.1619 - Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fitting for safe mooring (Design guidelines) MSC.1/Circ.1620 - Guidelines for inspection and maintenance of mooring equipment including lines (Maintenance guidelines) MSC.1/Circ.1175 - Guidance on shipboard towing and mooring equipment (applicable to ships constructed on or after 1 January 2007 but before 1 January 2024) MSC.1/Circ.1175/Rev.1 - Revised Guidance on Shipboard Towing and Mooring Equipment (applicable to ships constructed on or after 1 January 2024)</p>
<p>366</p> <p>1 January 2024</p> <p>Adopted by MSC.474(102)</p>	<p>Amendments to SOLAS chapter II-1 concerning doors, hatches and valves which pierce watertight boundaries</p> <p>Background: The amendments to SOLAS chapter II-1 part B and B-1 (MSC.216(82) and MSC.421(98)) introduced inconsistencies with parts B-2 to B-4. These arose from the different philosophies behind the probabilistic damage stability assessment and the assumptions made for the regulations in parts B-2 to B-4. The probabilistic method does not rely on a single deck (the bulkhead deck) to provide the uppermost watertight boundary, instead the upper boundary of the buoyant volume may be used. In theory this does not need to be a single horizontal surface. The watertight integrity requirements contained in parts B-2 to B-4, however, continue to make reference to the bulkhead deck.</p> <p>Summary: Amendments to the following regulations are agreed:</p> <ul style="list-style-type: none"> • 7-2.5 - to remove the inconsistency with regulation 17 regarding the treatment of doors in watertight bulkheads. • 12.6.1 – 12.6.3 - to simplify the requirements for the valve which is installed at the collision bulkhead dealing with fluid from the forepeak tank. The draft amendment does not specify the type of valve (e.g. screw-down or butterfly) but instead provides a number of functional requirements: The valve shall be “a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote-control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships.” • 13 - to restructure and clarify the requirements of: openings below the bulkhead deck and power-operated sliding watertight door and their power systems. • 15 - around cargo ports and other similar openings (e.g. gangway and fuelling ports), shall generally be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating.

	<ul style="list-style-type: none"> • 17 - to insert provisions for the Administrations to allow internal watertight integrity of passenger ships above the bulkhead deck and considerations of hull and superstructure's integrity, on ro-ro passenger ships. • Various regulations regarding damage control information, inspections of watertight doors and operational considerations around watertightness between cargo spaces before and during voyages. <p>Implication: There will be more choices available for valve type at the collision bulkhead and other requirements will be clearer to allow Administrations and designers more flexibility.</p> <p>Application: All ship types contracted on or after 1 January 2024, in the absence of a building contract, keel laid on or after 1 July 2024 or delivered on or after 1 January 2028.</p> <p>Related instruments MSC.8/Circ.1 -Voluntary early implementation of the amendments to SOLAS regulation II-1/12 adopted by Resolution MSC.474(102)</p>
<p>374</p> <p>1 January 2024</p> <p>Adopted by MSC.482(103)</p>	<p>Amendments to SOLAS chapter II-1, requirements for water level detectors on multiple hold cargo ships other than bulk carriers and tankers</p> <p>Background: SOLAS regulation II-1/25 currently requires single hold cargo ships of less than 80 metres (100 metres if constructed before 1 July 1998) to have a water level detection alarm. These ships are not required to have a damage stability assessment which means that there is no requirement to assess the effect of flooding of the cargo hold. Should damage occur and water start to enter the hold, there is a need for the crew to be aware of the situation so that appropriate mitigation actions can be taken. It should be noted that the “El Faro” was a multi-hold ship and did not require a water level detection alarm to be fitted. It sank following flooding with loss of life.</p> <p>Summary: A new regulation II-1/25-1 was adopted with the intent to capture all ships which are currently not required to have a water level detection alarm, with the exception of bulk carriers and tankers. The requirement applies to the ships irrespective of length, presence of wing tanks or applied damage stability standard.</p> <p>Implication: Shipowners and Shipbuilders: Bilge alarms, which are commonly installed on cargo ships that do not carry bulk cargoes, will no longer exclusively fulfil the requirements of the proposed new regulation, and additional detectors will be required to do so. As this is not retrospectively applied, this gives owners and builders time to gain awareness and understand the commercial aspects of this regulation. New SOLAS regulation II-1/25-1 deviates from SOLAS II-1/25, in that, the latter is dependent on the ship's length which is not the case for the newly proposed regulation. Therefore, a review of SOLAS II-1/25 could be expected in the future to maintain consistency.</p> <p>Application: Applies to all new cargo ships with more than one cargo hold (contracted on or after 1 January 2024, in the absence of a building contract, keel laid on or after 1 July 2024 or delivered on or after 1 January 2028), except tankers and bulk carriers.</p>

	<p>Related instrument Resolution MSC.188(79)/Rev.1 – Revised Performance Standards for Water Level Detectors on Ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12</p>
<p>234</p> <p>1 January 2024</p> <p>Adopted by: <u>SOLAS</u> MSC.496(105)</p> <p><u>SOLAS Protocol</u> MSC.497(105)</p> <p><u>HSC Codes</u> MSC.498(105) MSC.499(105)</p> <p><u>SPS Codes</u> MSC.502(105) MSC.503(105)</p> <p><u>MODU Codes</u> MSC.504(105) MSC.505(105) MSC.506(105)</p>	<p>Amendments to SOLAS chapters II-1, III, IV and V, Certificates and Records of Equipment (requirements of the GMDSS) and related and consequential amendments to associated IMO instruments</p> <p>Background: The current SOLAS chapter IV (GMDSS) requirements were adopted in 1988 based upon technologies developed in the 1970s. Noting current developments in technologies and satellite service providers, a comprehensive review of the requirements has been completed.</p> <p>Summary: IMO has adopted revisions to SOLAS chapter II-1, chapter III, chapter IV and chapter V, certificates and records of equipment. The amendments will enter into force 1 January 2024. It should be noted that:</p> <ul style="list-style-type: none"> • The functional requirements of the GMDSS have been modified slightly so each ship is to be capable of: <ul style="list-style-type: none"> – Transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service – Receiving shore-to-ship distress alerts – Transmitting and receiving ship-to-ship distress alerts – Transmitting and receiving search and rescue coordinating communications – Transmitting and receiving on-scene communications – Transmitting and, as required by regulation V/19.2.3.2, receiving signals for locating – Receiving Maritime Safety Information (MSI) – Transmitting and receiving urgency and safety communications – Transmitting and receiving bridge-to-bridge communications • The carriage requirements for ships subject to the GMDSS have not changed although Narrow Band Direct Printing (NBDP) is no longer a requirement. • The definition of “Sea Area A3” has changed. Sea Area A3 now means ‘an area, excluding sea areas A1 and A2, within the coverage of a recognised mobile satellite service (RMSS) supported by the ship earth station (SES) carried on board, in which continuous alerting is available’. This means: <ul style="list-style-type: none"> – For a ship without any RMSS-SES, A3 no longer exists. – For a ship equipped with RMSS-SES: <ul style="list-style-type: none"> – For a ship equipped with Inmarsat Satcom (RMSS-SES), A3 and A4 will exist as now. – For a ship equipped with Iridium Satcom (RMSS-SES), A4 ceases to exist because the coverage is described as ‘whole earth’.

- The provisions related to two-way VHF radiotelephone apparatus and search and rescue locating devices have been relocated under chapter IV. The scope of application for the text moving from Chapter III to Chapter IV has not changed and the text of SOLAS regulation IV/1.1 remains unaltered.
- There is no change in the application of SOLAS regulation III/6.2 which is also relocated to SOLAS Chapter IV.
- The relevant SOLAS related certificates and Records of Equipment are included as part of the amendments.
- References to Inmarsat have been replaced throughout with the term ‘a recognized mobile satellite service’.

Related and consequential amendments to the following IMO instruments have also been adopted and will enter into force 1 January 2024:

- **MSC.498(105) & MSC.499(105) Amendments to the International Code of Safety for High-Speed Craft, (1994 HSC Code & 2000 HSC Code).**
The amendments to the HSC Code reflect the rewritten SOLAS chapter IV.
- **MSC.502(105) & MSC.503(105) on amendments to the Code of Safety for Special Purpose Ships (SPS Code & 2008 SPS Code).**
The amendments are limited to minor amendments to the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS).
- **MSC.504(105), MSC.505(105) & MSC.506(105) on amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units (1979 MODU Code; 1989 MODU Code & 2009 MODU Code).**
The amendments include a new section in Chapter 11 ‘Radio life-saving appliances’ with requirements for two-way radiotelephone apparatus and search and rescue locating devices for lifeboats.

The IMO has also approved and adopted consequential amendments to the resolutions and circulars listed below. The majority of the amendments are editorial in nature (e.g. amending references in SOLAS and numbering). All of the resolutions and circulars listed will enter into force at the same time as the SOLAS amendments (1 January 2024):

- **MSC.507(105) on System performance standard for the promulgation and coordination of maritime safety information using high-frequency narrow-band direct printing.**
- **MSC.508(105) on Performance standards for the reception of maritime safety information and search and rescue related information by MF (NAVTEX) and HF.**
- **MSC.509(105) on Provision of radio services for the Global Maritime Distress and Safety System (GMDSS).**
- **MSC.510(105) on Performance standards for search and rescue transponders.**
- **MSC.511(105) on Performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling.**
- **MSC.512(105) on Performance standards for shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information and search and rescue information.**
- **MSC.513(105) on Performance standards for INMARSAT-C Ship Earth Stations capable of transmitting and receiving direct-printing communications.**
- **MSC.514(105) on Guidelines for the avoidance of false distress alerts.**
- **MSC.515(105) on Performance standards for survival craft portable two-way VHF radiotelephone apparatus.**
- **MSC.516(105) on Amendments to the Performance standards for radiocommunication equipment (MSC.80(70)).**
- **MSC.517(105) on Performance standards for a shipborne integrated communication system (ICS) when used in the GMDSS.**

- **MSC.1/Circ.803/Rev.1** on *Participation of non-SOLAS ships in the Global Maritime Distress and Safety System (GMDSS) and guidance on the development of training materials for GMDSS operators on non-SOLAS ships* (revision of MSC/Circ.803).
- **MSC.1/Circ.1645** on *Guidance for the reception of maritime safety information and search and rescue related information as required in the GMDSS.*
- **COMSAR/Circ.32/Rev.1** on *Harmonization of GMDSS requirements for radio installations on board SOLAS ships.*
- **MSC.1/Circ.1656** on *GMDSS operating guidance for ships in distress situations*
- **MSC.1/Circ.1657** on *Procedure for responding to DSC distress alerts by ships*
- **MSC.1/Circ.1658** on *Guidance on distress alerts*

In addition, IMO has agreed in principle, subject to the agreement of Assembly 33 (Dec 2023) to the revocation of the following instruments from 1 January 2024:

IMO Instrument	Title
Resolution A.334(IX)	Recommendation on operational standards for radiotelephone transmitters and receivers
Resolution A.383(X)	Operational standards for radiotelephone watch receivers
Resolution A.385 (X)	Operational standards for VHF radiotelephone installations
Resolution A.421(XI)	Operational standards for radiotelephone alarm signal generators
Resolution A.524(13)	Performance standards for VHF multiple watch facilities
Resolution A.570(14)	Type approval of ship earth stations
Resolution A.612(15)	Performance standards for float-free VHF emergency position-indicating radio beacons
Resolution A.614(15)	Carriage of radar operating in the frequency band 9300 9500 MHz
Resolution A.660(16)	Carriage of satellite emergency position-indicating radio beacons
Resolution A.661(16)	Performance standards for float-free satellite emergency position-indicating radio beacons operating through the geostationary Inmarsat satellite system on 1.6 GHz
Resolution A.701(17)	Carriage of Inmarsat enhanced group call SafetyNET receivers under GMDSS
Resolution A.702(17)	Radio maintenance guidelines for the global maritime distress and safety system (GMDSS) related to sea areas A3 and A4
Resolution A.703(17)	Training of radio personnel in GMDSS
Resolution A.805(19)	Performance standards for float-free VHF emergency position-indicating radio beacons
Resolution MSC.131(75)	Maintenance of a continuous listening watch on VHF channel 16 by SOLAS ships whilst at sea and installation of VHF DSC facilities on non-SOLAS ships
MSC/Circ.882	Guidelines on the annual testing of 406 MHz satellite EPIRBs
MSC/Circ.1038	Guidelines for general radiocommunications
MSC/Circ.1123	Guidelines on annual testing of L-band satellite EPIRBs
MSC.1/Circ.1382/Rev.2	Revised questionnaire on shore-based facilities for the GMDSS
COMSAR/Circ.17	Recommendation on use of GMDSS equipment for non-safety communications

	<p>Implication: It should be noted that the definitions of the sea areas and functional requirements of the GMDSS have been slightly modified. Sea Area 3 is now defined by the equipment carried on board. The intention is that most equipment remains valid in order to reduce the need for additional investment in both ship equipment and shore side services.</p> <p>Application: The revised requirements will apply to all ships of 300GT and above, including new and existing ships.</p>
<p>380</p> <p>1 January 2024</p> <p>Adopted by MSC.482(103) (SOLAS Chapter III)</p> <p>MSC.485(103) (LSA Code)</p> <p>MSC.488(103) (Amends MSC.81(70))</p>	<p>Amendments to SOLAS Chapter III, the LSA Code (paragraph 4.4.1.3.2) and MSC.81(70) as amended, to remove the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water</p> <p>Background: SOLAS regulation III/33.2 and paragraph 4.4.1.3.2 of the LSA Code currently refers to ‘lifeboats’ which has been clarified so it is clear that this regulation is <u>only</u> to be applicable to davit-launched lifeboats.</p> <p>Summary: These amendments to SOLAS regulation III/33.2 and paragraph 4.4.1.3.2 of the LSA Code <u>remove</u> the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water on internationally trading cargo ships of 20,000GT and upwards.</p> <p>Implication: It should be noted that this amendment specifies that “davit-launched lifeboats shall be capable of being launched, utilizing painters where necessary, with the ship making headway at speeds up to 5 knots in calm water”.</p> <p>Application: These amendments will enter into force 1 January 2024 and are applicable to cargo ships of 20,000GT and above carrying davit-launched lifeboats. The new regulation is also subject to a voluntary early implementation circular.</p> <p>Related Instruments MSC.8/Circ.2 - Voluntary early implementation of the amendments to the SOLAS Convention and the LSA Code adopted by resolutions MSC.482(103) and MSC.485(103), respectively</p>
<p>382</p> <p>1 January 2024</p>	<p>Amendments to Chapter 9 of the FSS Code</p> <p>Background: IMO agreed to develop fault isolation requirements for individually identifiable fire detector systems (installed in lieu of section identifiable fire detector systems) on cargo ships and passenger ship cabin balconies. The two systems can be defined as:</p> <ul style="list-style-type: none"> • A section identifiable system – "a system with the capability of identifying the section in which a detector or manually operated call point has activated" (paragraph 1.2.2 of chapter 9 of the FSS Code);

<p>Adopted by MSC.484(103)</p>	<ul style="list-style-type: none"> An individually identifiable system – "a system with the capability to identify the exact location and type of detector or manually activated call point which has activated, and which can differentiate the signal of that device from all others" (paragraph 1.2.3 of chapter 9 of the FSS Code). <p>Summary: Amendments to the FSS Code chapter 9 to add a new paragraph 2.1.8 have been agreed: "2.1.8 In cargo ships and in passenger ship cabin balconies, where an individually identifiable system is fitted, notwithstanding the provisions in paragraph 2.1.6.1, isolator modules need not be provided at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system, arranged in accordance with paragraph 2.4.1."</p> <p>Implication: Ship builders, ship managers and owners to note that these amendments apply to all new construction cargo ships and to new construction passenger ships with cabin balconies. Where there is a refit of an existing ship constructed on or after 1 July 2012, as per 9.1.1 of the FSS Code, these amendments shall also be applicable.</p> <p>Application: The amendments to the FSS Code apply to new cargo ships of 500GT and above and all passenger ships with cabin balconies to which SOLAS Chapter II-2 applies, and such existing ships when such systems are retro-fitted. The amendments enter into force on 1 January 2024.</p>
<p>361</p> <p>1 January 2024</p> <p>Adopted by MSC.457(101)</p>	<p>Amendments to the FSS Code – Chapter 15, paragraphs 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 concerning inert gas flow and revision of the term ‘forward of’ to ‘downstream of’</p> <p>Background: The term ‘forward of’ is used in paragraphs 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 of chapter 15 of the FSS Code which is in contradiction with MSC.1/Circ.1582 (Unified interpretations of chapter 15 of the FSS Code).</p> <p>Summary: In these amendments to the FSS Code the term ‘forward of’ is amended to read ‘downstream of’ considering that normally the inert gas generator is located in the aft part of the ship, the cargo tanks are located in the forward part of the ship, and the inert gas flows from the inert gas generator to the cargo tanks.</p> <p>Implication: This amendment stems from the unified interpretation (MSC.1/Circ.1582/Rev.1) and has not changed the regulation but instead clarifies the text.</p> <p>Application: This amendment will enter into force 1 January 2024 and is applicable to ships which have inert gas systems. This clarification was originally published in MSC.1/Circ.1582/Rev.1 <i>Unified Interpretations of Chapter 15 of the FSS Code</i> effective from December 2018.</p> <p>Related Instruments MSC.1/Circ.1582/Rev.1 - Amendments to MSC.1/Circ.1582 Unified interpretations of chapter 15 of the FSS Code</p>

362

1 January 2024

Adopted by
MSC.459(101)

Amendments to LSA Code Paragraph 4.4.8.1 concerning the exemption of the requirement for buoyant oars in lifeboats with two independent propulsion systems

Background: Paragraph 4.4.8.1 of the LSA Code provides that, except for free-fall lifeboats, sufficient buoyant oars to make headway in calm seas should be provided. These requirements were originally intended for standard lifeboats with a single engine rather than lifeboats with two independent propulsion systems.

Summary: The amended text allows that, for a lifeboat that is equipped with two independent propulsion systems, there is no longer any requirement to carry buoyant oars.

Implication: This amendment incorporates MSC.1/Circ.1597 *Unified Interpretation of Paragraph 4.4.8.1 of the LSA Code* into the LSA Code. As it is unlikely that both propulsion systems will fail at the same time, lifeboats with two independent propulsion systems are no longer required to carry buoyant oars.

Application: This amendment is only applicable to lifeboats with two independent propulsion systems and revokes MSC.1/Circ.1597. It will enter into force 1 January 2024. Until then MSC.1/Circ.1597 remains extant.

Related Instruments

MSC.1/Circ.1597 - Unified interpretation of paragraph 4.4.8.1 of the LSA Code (this circular will be revoked on 1 Jan 2024).

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1 January 2024

Adopted by
MSC.459(101)

Amendments to the LSA Code paragraph 6.1.1.3 - to allow the use of hand-operated mechanisms for the launching of rescue boats

Background: Paragraph 6.1.1.3 of the LSA Code requires that a launching appliance 'shall not depend on any means other than gravity or stored mechanical power which is independent of the ship's power supplies to launch the survival craft or rescue boat'. Amendments to this paragraph have been agreed which allow hand-operated mechanisms for launching rescue boats.

Summary: The amendments allow hand-operated mechanisms for launching rescue boats on cargo ships equipped with a rescue boat which is not one of the ship's survival craft and has a mass of not more than 700 kg in the fully equipped condition, with an engine, but without the crew. It includes the means of embarkation for the crew and an additional requirement for means to bring the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.

Implication: This amendment will only be applicable to rescue boats on cargo ships that are not one of the ship's survival craft and have a mass not more than 700 kg in the fully equipped condition, with engine, but without the crew. It should be noted that SOLAS Chapter III has different

	<p>requirements for cargo and passenger ships in this respect.</p> <p>Application: The amendment enters into force 1 January 2024 and will apply to rescue boats installed on board on or after 1 January 2024.</p>
<p>358</p> <p>1 January 2024</p> <p>Adopted by MSC.475(102) MSC.476(102)</p>	<p>Amendments to IGC code (Paragraph 6.5.3.5) & IGF Code (Paragraph 16.3.3.5) on the use of materials such as aluminium alloys - Welding of metallic materials and non-destructive testing for the fuel containment system</p> <p>Background: These amendments are consequential to the guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.2). The amendment makes the tensile test requirement more generally applicable by the addition of the text ‘For materials such as aluminium alloys...’.</p> <p>Summary: Paragraph 6.5.3.5 of the IGC Code and paragraph 16.3.3.5 of the IGF Code are amended to read: “.1 tensile tests: cross-weld tensile strength shall not be less than the specified minimum tensile strength for the appropriate parent materials. <u>For materials such as aluminium alloys</u>, reference shall be made to 4.18.1.3 with regard to the requirements for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture shall be recorded for information;”.</p> <p>Implication: These relatively minor amendments enable alternative materials to be used and make it clear that the requirements for welding and non-destructive testing are to be met.</p> <p>Application: The amendments enter into force on 1 January 2024 and will apply to those ships which are subject to the IGC and IGF Codes which use high manganese steel in the construction of tanks carrying low temperature cargo or fuel.</p> <p>Related Instruments MSC.1/Circ.1599/Rev.2 - Revised interim guidelines on the application of high manganese austenitic steel for cryogenic service</p>

350

1 January 2024

Adopted by
MSC. 458(101)

Amendments to the IGF Code (Various – including definitions, probability index f_v , loading limit, fuel distribution, internal combustion engines, fuel containment system, type C tanks)

Background: While the original intention of the revisions to the IGF Code was to consider the use of low-flashpoint fuels other than LNG, matters related to LNG where there are opportunities to reflect lessons learned and make necessary improvements and additions have also been considered.

Summary: The amendments to parts A and A-1 of the IGF Code amend:

- The definition of the probability index f_v in order to align it with SOLAS;
- The conditions for allowing fuel tank loading limits higher than calculated based on the tank insulation and the probability of an external fire heating the tank contents up;
- Requirements for fuel distribution outside of machinery spaces including secondary enclosures for gas fuel pipes;
- Explosion relief systems and designed accommodation of overpressure for internal combustion engines; and
- Fire protection requirements for the separation of fuel containment systems from other spaces, and for type C fuel storage hold spaces.

Implication: These amendments improve the application of the IGF Code by taking account of lessons learned so far. Design requirements will not be applied retrospectively to existing ships.

Application: Applicable to ships constructed or converted to use gas as fuel on or after 1 January 2024. Ship constructed on or after 1 January 2024 here means:

1. for which the building contract is placed on or after 1 January 2024; or
2. 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
3. the delivery of which is on or after 1 January 2028.

Further Information

Lloyd's Register's [Marine Gas webpage](#) provides further information on alternative fuels and the IGF Code.

389

1 January 2024

Amendments to the 1988 Load Line Convention; the IBC and IGC Codes and MARPOL Annex I regarding watertight doors on cargo ships

Background: In order to address inconsistencies in various IMO instruments, IMO has adopted amendments to the 1988 Load Line Convention and the IGC Code, MARPOL Annex I and the IBC Code.

Summary: These amendments align the requirements with respect to doors in watertight bulkheads with that of the SOLAS Convention and allow

<p>Adopted By: MSC.491(104) (Load Lines) MSC.492(104) (IGC Code) MEPC.343(78) MARPOL Annex I</p> <p>1 July 2024</p> <p>Adopted By: MEPC.345(78) (IBC Code)</p>	<p>for hinged watertight doors where previously the regulations only included remotely operated sliding watertight doors:</p> <ul style="list-style-type: none"> • Amendments to the 1988 Load Line Protocol: regulation 27 (13)(a) • Amendments to MARPOL Annex I • Amendments to the IBC Code: Chapter 2 paragraph 2.9.2.1 • Amendments to the IGC Code: Chapter 2 paragraph 2.7.1.1 <p>Implication: There is no significant impact as these amendments clarify and align the requirements of watertight doors with that of the SOLAS Convention. The amendments to the 1988 Load Lines Protocol and the IGC Code specify additional openings fitted with watertight closures, which are excluded from the requirement of being located above the final damage waterline and, therefore, will have no impact on existing ships.</p> <p>Application: The amendments to MARPOL Annex I, the IGC Code and the 1988 Load Line Protocol enter into force 1 January 2024 and the amendments to the IBC Code, 1 July 2024. The amendments will apply to all ships both new and existing.</p>
<p>385</p> <p>1 January 2024</p> <p>Adopted by MSC.475(102)</p>	<p>Amendment to the IGF Code paragraph 6.7.1.1 concerning the regulation for pressure relief system</p> <p>Background: Paragraph 6.7.1.1 requires all fuel storage tanks to be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carrier.</p> <p>Summary: The amended text removes tank cofferdams from the spaces required to have a pressure relief system.</p> <p>Implication: Tank cofferdams will no longer be required to be fitted with a pressure relief system.</p> <p>Application: This amendment applies to all ships to which the IGF Code applies and will enter into force 1 January 2024.</p>
<p>403</p> <p>1 January 2024</p> <p>Adopted by MSC.475(102)</p>	<p>Amendment to the IGF Code with a new paragraph 11.8 concerning the regulation for fuel preparation room fire-extinguishing systems</p> <p>Background: Potential sources of ignition were identified in fuel preparation rooms.</p> <p>Summary: A new requirement is added for fixed fire extinguishing systems in fuel preparation rooms containing pumps, compressors or other potential ignition sources for compliance with the provisions of SOLAS regulation II-2/10.4.1.1, taking into account the necessary concentrations/application rate required for extinguishing gas fires.</p>

	<p>Implication: Shipyards and owners will be required to meet these new requirements for fuel preparation rooms containing pumps, compressors or other potential ignition sources.</p> <p>Application: This amendment enters into force on 1 January 2024 and is applicable to all new ships that are constructed on or after 1 January 2024 that use low-flashpoint fuels (as per SOLAS II-1 Part G) and are subject to the IGF Code. Ships constructed on or after 1 January 2024 here means: ships contracted on or after 1 January 2024, in the absence of a building contract, keel laid on or after 1 July 2024 or delivered on or after 1 January 2028.</p>
<p>434</p> <p>1 January 2024 (with voluntary early application from 1 January 2023)</p> <p>Adopted by MSC.501(105)</p>	<p>Amendments to the International Maritime Dangerous Goods (IMDG) Code (41-22)</p> <p>Background: The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances.</p> <p>Summary: In addition to the regular updates to classification, segregation, packing and marking of dangerous goods, the Amendment 41-22 includes (but is not limited to):</p> <ul style="list-style-type: none"> • Clarification on 5.1.2.1 with regard to the fact that class 7 goods may need to be marked with a different label in addition to ‘OVERPACK’. • New definition for ‘pressure receptacle shell’. • New entry for Electrical resistance (1.2.2.1) (Electrical resistance Ω (ohm) – $1 \Omega = 1 \text{ kg} \cdot \text{m}^2 \cdot \text{s}^{-3} \cdot \text{A}^{-2}$). • The addition of a telephone number to the Lithium battery mark. • A new chapter regarding ‘Portable tanks with shells made of fibre-reinforced plastics (FRP) materials’. • Deletion of ‘special stowage’ from note 1 in 7.2.7.1.4 as it is no longer applicable. <p>Implication: The revisions add new requirements for new and existing substances.</p> <p>Application: Ships carrying cargoes subject to the requirements of IMDG Code from 1 January 2024 with voluntary early application from 1 January 2023 subject to the agreement of the Flag State.</p> <p>Further Information MSC.1/Circ.1588/Rev.2 - Carriage of Dangerous Goods International Maritime Dangerous Goods (IMDG) Code Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EMS Guide)</p>

1 May 2024

480

1 May 2024

Adopted by
MEPC.360(79)

Amendments to MARPOL Annex V – Garbage Record Book

Background: The Action Plan to address marine plastic litter from ships included a proposal to review the application of placards, garbage management plans and garbage record-keeping (regulation 10, MARPOL Annex V), and for example, to make the Garbage Record Book mandatory for ships of 100 GT and above. MEPC 78 approved a change in the lower gross tonnage threshold for the carriage of a Garbage Record Book from 400 GT to 100 GT.

Summary: The amendments mean that vessels of 100 GT and above will now require to keep a Garbage Record book onboard.

Implication: Ship operators of ships of 100 GT and above will need to keep a Garbage Record Book onboard and record all discharges into the sea or reception facilities or completed incineration, within it.

Application: This applies to all ships of 100 GT and above, and to all fixed and floating platforms.

458

1 May 2024

(with voluntary early
application from 1
January 2024)

Adopted by
MEPC.362(79)

Amendments to MARPOL Annex VI, Appendix IX - Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)

Background: New requirements on ships' carbon intensity (CII) entered force on 1 November 2022. As such the information required to be submitted into the IMO Ship Fuel Oil Consumption Database (DCS) has been aligned with the latest SEEMP Guidelines and Regulation 28 requirements.

Summary: MARPOL Annex VI, Appendix IX is updated to include information on attained EEXI and EEDI and relevant information on carbon intensity for ships required to comply with MARPOL Regulation 28.

Implication: No impact as long as the ship has an approved SEEMP onboard, as the latest revision of MAPROL Annex VI, Appendix IX is in line with the latest SEEMP Guidelines published under Resolution MEPC. 346(78) adopted on 10 June 2022.

Application: All ship types which are 5000GT or above, except those identified under MARPOL Regulation 19.2

Related Instruments:

Resolution MEPC.346(78) - 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)

Resolution MEPC.348(78) - 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon

	<p>Intensity</p> <p>How LR can support LR SEEMP Part III webpage LR Carbon Intensity Indicator webpage</p>
<p>479</p> <p>1 May 2024</p> <p>Adopted by MEPC.362(79)</p>	<p>Amendments to MARPOL Annex VI, Appendix V - Information to be included in the bunker delivery note (Regulation 18.5)</p> <p>Background: To improve safety it was agreed that the flashpoint of the fuel should be included in the Bunker Delivery Note (BDN).</p> <p>Summary: As such, a new item is added to the BDN – “<i>The flashpoint (°C) specified in accordance with standards acceptable to the Organisation* or a statement that flashpoint has been measured at or above 70°C*</i>” with a reference note that says “<i>* ISO 2719:2016, Determination of flash point – Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels).</i>”</p> <p>Implication: From 1st May 2024, BDNs from the from Fuel suppliers shall include the Flashpoint of the fuel, or a statement confirming that the fuel is above 70°C.</p> <p>Fuel suppliers: Will need to ensure that the BDNs are consistent with revised the requirements of flashpoint, and they have the necessary information on the fuel to show compliance against the revised requirements.</p> <p>Ship operators: Will need to ensure that the BDNs provided by fuel suppliers comply with the revised requirements.</p> <p>Application: All ships (new and existing) of 400GT and above including every fixed or floating drilling rig or other platform.</p> <p>How LR can support LR Bunkering purchase support webpage</p>
<p>518</p> <p>1 May 2024</p>	<p>Amendments to MARPOL Annex VI – Regulation 14 and Appendix VII - Mediterranean Sea Emission Control Area (ECA) for Sulphur Oxides (SOx) and Particulate Matter</p> <p>Background: The adoption of the proposed ‘Med SOx ECA’ will result in significant reductions in ambient levels of air pollution in the Mediterranean Sea as a whole, and in the Mediterranean coastal States, which would achieve substantial benefits to human health and the environment.</p>

<p>Adopted by MEPC.361(79)</p>	<p>Summary: The proposed regulation will include the Mediterranean Sea as an Emission Control Area for Sulphur Oxides and Particulate Matter.</p> <p>Implication: From 1 May 2025 all ships operating in the Mediterranean SOx ECA will:</p> <ol style="list-style-type: none"> 1. not be able to use fuel oil onboard with a sulphur content exceeding 0.10% m/m. 2. be required to ensure the 0.10% m/m fuel oil sulphur content limit is documented by the supplier. 3. must carry a written procedure detailing how the fuel changeover is to be carried out (only applicable if using separate fuels to comply with the requirement in point 1 above). <p>Application: This applies to new and existing ships.</p>
<p>484</p> <p>1 May 2024</p> <p>Adopted by MEPC.359(79) MEPC.360(79) MEPC.362(79)</p>	<p>Amendments to MARPOL Annexes I, II, IV, V & VI to allow States with ports in the Arctic region to enter into regional arrangements for port reception facilities</p> <p>Background: The Arctic region presents unique challenges to shipping and the establishment of bilateral or multilateral regional agreement for port reception facilities is a practical alternative to ensure that ships do not have an incentive to discharge waste into the Arctic marine environment.</p> <p>Summary: These amendments add States, the coastline of which border Arctic waters (as defined in the Polar Code), to the list of States which may develop regional waste reception facilities due to their unique circumstances. Only those port waste reception facilities within Arctic waters may be covered by new regional arrangements. Regional arrangements will be covered by the amended 2012 Guidelines for the Development of a Regional Reception Facilities Plan (Resolution MEPC.221(63)). This covers oil, noxious liquid substances, sewage, garbage, or air pollution waste.</p> <p>Implication: Any shipowner, manager or operator wishing to discharge oil, noxious liquid substances, sewage, garbage, or air pollution waste to port reception facilities in the Arctic should be aware that there may be regional arrangements in place and reception facilities may not be available at every port.</p> <p>Application: The reception facilities requirements apply to States, rather than ships.</p> <p>Related Instruments MEPC.221(63) - 2012 Guidelines for the development of a regional reception facilities plan, as amended by MEPC.363(79)</p>
<p>582</p>	<p>Amendments to MARPOL Annex I - Appendix II (Form of IOPP Certificate and Supplements)</p> <p>Background: IMO has recognised that Section 5 title has been updated/modified in previous amendments to MARPOL Annex I adopted under</p>

<p>1 May 2024</p> <p>Adopted by MEPC.359(79)</p>	<p>MEPC.276(70) but did not formally advise the changes within the said adoption, as required by Article 16 of MARPOL.</p> <p>Summary: The tile of Section 5 has been updated within Form B of the Supplement to the International Oil Pollution Prevention Certificate (IOPP) under MARPOL Annex I- Appendix II to include regulations 21 and 22.</p> <p>Implication: No Impact as LR Certificates/Forms have been already updated to include the above changes since adoption on MEPC.276(70) on 1st March 2018</p> <p>Application: All Oil tankers ≥ 150GT.</p> <p>Related Instruments Resolution MEPC.276(70) – Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, As Modified by the Protocol of 1978 Relating Thereto - Annex - Amendments to MARPOL Annex I (Form B of the Supplement to the International Oil Pollution Prevention Certificate)</p>
<p>1 July 2024</p>	
<p>401</p> <p>1 July 2024</p> <p>Adopted by: MSC.527(106) MSC.521(106)</p>	<p>New SOLAS Chapter XV - Safety Measures for Ships Carrying Industrial Personnel & associated International Code of Safety for Ships Carrying Industrial Personal (IP Code)</p> <p>Background: As the maritime offshore and energy sectors are expanding, new offshore industrial activities have emerged and have in turn created a growing demand on the shipping sectors' supporting industry offshore to provide for the safe carriage of industrial personnel to and from other ships and/or offshore facilities.</p> <p>Summary: The new SOLAS chapter XV and the IP Code has an entry into force date of 1 July 2024 until then, Interim Recommendations on the Safe Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages as outlined in resolution MSC.418(97) may be applied.</p> <p>Implication: Ships that are engaged in transport or accommodating industrial personnel, will need to comply with the IP Code. Every ship to which this Code applies shall have on board a valid Industrial Personnel Safety Certificate. The IP Safety Certificate will be issued after an initial or renewal survey if the ship complies with the requirements of this Code.</p> <p>The Code covers:</p> <ul style="list-style-type: none"> • Industrial Personnel: crew training and medical status of IPs. <ul style="list-style-type: none"> – IP should have adequate knowledge of onboard working language;

- Have received training prior embarkation about: emergency situations, use of life saving equipment, survival in water, boarding survival crafts, fire safety and fire prevention, knowledge of onboard authority, symbols and alarms.
- Master should receive documentation confirming that IPs have received adequate training prior leaving port.
- IP will need to receive ship-specific safety induction.
- **Safe transfer:** means of transfer and safety of such operations.
 - A responsible officer should be assigned to oversee all rigging and transfer arrangements for IPs
 - Such arrangements should be properly maintained
 - A job-safety analysis should be completed before transferring IPs at sea.
- **Subdivision and stability:** adequate stability (intact/damage).
 - Subdivision and damage stability shall be in accordance with SOLAS chapter II-1, where the ship is considered a passenger ship and industrial personnel are counted as passengers
- **Machinery & Electrical:** machinery and sources of power installations to ensure adequate and safe operations.
 - Depending on the number of persons the ship is certified to carry, different SOLAS regulations will be applicable.
- **Fire safety:** fulfilment of fire safety principles.
 - Depending on the number of persons the ship is certified to carry, different SOLAS regulations will be applicable.
- **LSA:** appropriate means to ensure safe abandonment of the ship.
 - Depending on the number of persons the ship is certified to carry, different SOLAS regulations will be applicable.
- **Dangerous goods:** transportation and handling of dangerous goods while carrying IP.
 - Dangerous goods will need to be disclosed to the Master and shall be treated as cargo.

Application: All new cargo ships and high-speed cargo craft and passenger ships, of 500GT and upwards, constructed on or after 1 July 2024 which carry more than 12 industrial personnel. Ships carrying dangerous goods, and High Speed Craft, will be limited to a total of 60 persons onboard. Existing ships certified under the Interim Recommendations (resolution MSC.418(97)) should be allowed to operate, provided that they also meet the operational and equipment requirements in the new IP Code.

The Code was primarily developed with international voyages in mind, however, Administrations will likely apply it for costal transfers and transfers from a port and an offshore facility.

Additionally, Administrations might apply IP Code requirements to vessels engaged in the transfer of industrial personnel and special personnel below 500GT.

Related instruments

Resolution MSC.418(97) - Interim Recommendations on The Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages

402

1 July 2024

Adopted by
MSC.525(106)

Amendments to the 2011 Enhanced Survey Programme

Background: The draft amendments are intended to address the perceived lack of evidence that would warrant additional survey requirements of water ballast tanks and void spaces on all bulk carriers, identified during the investigation into the loss of the *MV Stellar Daisy*.

Implication: The amendments require increased survey requirements for water ballast tanks (WBT) and void spaces for bulk carriers and include:

- The criteria to require examination of WBTs annually is changed from “if the coating is POOR” to “if the coating is less than GOOD”.
- The requirements for examining ballast tanks and void spaces bounding cargo holds have been separated. More evidence on corrosion is necessary before imposing more stringent inspections for void spaces with different types of coatings.
- Introduction of examination requirements to double-sided void spaces on bulk carriers exceeding 20 years of age and more than 150m in length which are to be examined annually if the coating is found in “POOR” condition.
- Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull.

Application: These amendments will apply to all bulk carriers with single side and double side skin construction and to oil tanker owners from 1 July 2024.

1 January 2026

445

1 January 2026

Adopted by
MSC.523(106)

Amendments to the IGC Code - High manganese austenitic steel

Background: Following the adoption of MSC.475(102) & MSC.476(102), high manganese austenitic steel is now introduced in the IGC code as a new material for construction.

Summary: The amendments amend Table 6.3 in the IGC code to include a new entry for high manganese austenitic steel.

Implication: High manganese austenitic steel can now be used – subject to the required conditions specified in MSC.1/Circ.1599/Rev.2 – for the manufacturing of plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels.

Application: This change affects gas carriers. The amendments are entering into force 1 January 2026.

Related items

MSC.1/Circ.1599/Rev.2 - Revised guidelines on the application of high manganese austenitic steel for cryogenic service

<p>446</p> <p>1 January 2026</p> <p>Adopted by MSC.524(106)</p>	<p>Amendments to the IGF Code - High manganese austenitic steel</p> <p>Background: Following the adoption of MSC.475(102) & MSC.476(102), High manganese austenitic steel is now introduced in the IGF code as a new material for construction.</p> <p>Summary: The amendments amend Table 7.3 to include a new entry for high manganese austenitic steel.</p> <p>Implication: High manganese austenitic steel can now be used, subject to the required conditions specified in MSC.1/Circ.1599/Rev.2, as material for fuel containment and piping systems.</p> <p>Application: This change affects ships which have to comply with the IGF Code. The amendments are entering into force 1 January 2026.</p>
<p>449</p> <p>1 January 2026</p> <p>Adopted by MEPC.520(106)</p>	<p>Amendments to SOLAS chapter II-2 on the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1</p> <p>Background: The IMO has agreed that the Marine Safety Committee should take a more robust stance on the safety issues related to fuel oil characteristics and incorporate amendments into SOLAS to counter these.</p> <p>Summary: These SOLAS amendments to Chapter II-2 regulation 4.2.1 have been developed to incorporate the safety requirements for fuel. The proposed amendments to the Definitions (Chapter II-2 Regulation 3) do not include reference to the operational process.</p> <p>Implication: Fuel Oil suppliers and vessel operators will have to update the Bunker Delivery Notes (BDNs) and comply with the amended requirements of SOLAS Ch II-2/4.2.1.</p> <p>Application: The SOLAS amendments will enter into force date of 1 Jan 2026.</p>
<p>Adopted, awaiting ratification</p>	
<p>155</p>	<p>Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009</p> <p>Adopted by the 2009 SR Conference – SR/CONF/45.</p>

Entry into force Not yet known

Subject to meeting the conditions for entry into force

Background and Summary: In 2009, the International Convention for the Safe and Environmentally Sound Recycling of Ships was signed by 67 Member States of the IMO. This internationally binding Convention has been adopted due to concerns about standards of ship recycling. It affects both recycling facilities and shipowners.

The Convention will enter into force 24 months after it has been ratified by at least 15 States which represent 40% of the world fleet, and the combined maximum annual ship recycling volume of the ratifying States during the preceding 10 years constitutes 3% of the combined fleet of those States. As of 06 April 2023, 20 States have become party to the Convention, representing 30.66% of world tonnage.

The Convention requires that, within five years of the entry into force date (or before the ship goes for recycling, if that is earlier), ships must have on board an 'Inventory of Hazardous Materials' (IHM). This requirement will apply to new ships as soon as the Convention enters into force.

Overall, the Convention can be described as a response to the lack of regulation and standards in the ship breaking industry; especially where safety, environmental and quality standards are concerned. It covers the entire ship life cycle; from design and construction, through in-service operation to dismantling and requires:

- Ships to have an IHM.
- New build ships to not have certain hazardous materials fitted.
- Ship recycling facilities to be authorised by the national authority.
- Ship recycling facilities to provide an approved 'Ship Recycling Plan' detailing how the ship will be recycled.
- Ships flying the flag of parties to the Convention to be recycled only in authorised recycling facilities.
- Ship recycling facilities which are located in parties to the Convention to recycle only ships which they are authorised to recycle.

At the final survey before the ship is taken out of service, the IHM will be completed for items such as operational stores and bunkers. The approved Ship Recycling Plan will then be checked against the IHM to ensure it properly reflects the information it contains.

Various guidelines have been developed for the implementation of the Convention.

Implication:

Shipowners and Ship Managers:

- to provide an Inventory of Hazardous Materials for their ship
- to inform the flag State before a final survey takes place
- to arrange the final survey before the ship is taken out of service for the completion of IHM for items such as operational stores and bunkers

Recycling facilities:

- to obtain "Document of Authorization for Ship Recycling" from the competent authority of the recycling State
- to inform their authorities should they wish to recycle a ship
- to prepare a specific 'Ship Recycling Plan', based on the IHM which the owner provides
- to report when recycling is finished

National authority of States with recycling facilities:

- to authorise ship recycling facilities

	<ul style="list-style-type: none"> to approve Ship Recycling Plans <p>Application: Once the Convention enters into force it will apply to all ships and MODUs, high-speed craft, FSUs/FPSOs and barges. For new ships it will enter into force 24 months after the ratification criteria are met. Existing ships will have up to five years after the criteria are met.</p> <p>Further Information LR Ship recycling webpage provides further information. LR Guidance notes for the inventory of hazardous materials LR Approved service suppliers database</p> <p>Related Instruments <u>Resolution MEPC.196(62) - 2011 Guidelines for the Development of the Ship Recycling Plan</u> <u>Resolution MEPC.210(63) - 2012 Guidelines for Safe and Environmentally Sound Ship Recycling</u> <u>Resolution MEPC.211(63) - 2012 Guidelines for the Authorization of Ship Recycling Facilities</u> <u>Resolution MEPC.222(64) - 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention</u> <u>Resolution MEPC.223(64) - 2012 Guidelines for the inspection of ships under the Hong Kong Convention</u> <u>Resolution MEPC.269(68) - 2015 Guidelines for the development of the Inventory of the Hazardous Materials</u></p>
<p>238</p> <p>Entry into force Not yet known</p> <p>Subject to meeting the conditions for entry into force</p>	<p>International Convention for the Safety of Fishing Vessels (Torremolinos Convention) Cape Town Agreement</p> <p>Background: The Torremolinos Convention and its 1993 Protocol have not yet entered into force as the entry into force requirements have not been met. There have also been some problems with the technical requirements. In order to address these issues, an agreement has been reached which changes the entry into force requirements to 22 States with an aggregate of 3,600 fishing vessels of 24m in length and over and modifies some of the technical provisions. As of 6 April 2023, Twenty States have become party to the Agreement.</p> <p>Summary: The diplomatic conference in Cape Town, South Africa, in October 2012 agreed that the entry into force criteria should be 22 flag states which between them have at least 3,600 fishing vessels of 24 metres in length and over. The survey and certification requirements were amended to a five year cycle. A phased-in application for some parts of the requirements for existing fishing vessels was also agreed.</p> <p>Implication: Shipowners and Ship Managers: The Protocol has requirements covering the following areas:</p> <ul style="list-style-type: none"> Construction, watertight integrity and equipment Stability and associated seaworthiness Machinery and electrical installations and periodically unattended machinery spaces

- Fire protection, detection, extinction and firefighting
- Protection of crew
- Life-saving appliances and arrangements
- emergency procedures, musters and drills
- Radiocommunications
- Shipborne navigational equipment and arrangements

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

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

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

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

Application: The Torremolinos Convention and Protocol is, in general, applicable to fishing vessels of 24 metres in length and over.

Although the majority of the requirements are applicable only to new ships, the following are also applicable to existing ships:

- Life-saving appliances and arrangements - only regulation 13 'Radio life-saving appliances' and regulation 14 'Radar transponders'
- Emergency procedures, musters and drills
- Radiocommunications
- Shipborne navigational equipment and arrangements

Further Information

IMO [2012 Cape Town Agreement \(Explained\)](#)

Part 3

IMO and ILO requirements currently under development

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



Expected December 2024

ILO0006

Predicted entry into force

December 2024

Information subject to change

Draft Amendment to MLC, 2006, Standard A1.4 – Recruitment and placement

Background: During the Covid-19 pandemic seafarers travelled to ships after signing the Seafarers' Employment agreement, but the employment didn't materialise, and seafarers were left stranded with serious financial loss as they were unable to activate the insurance to receive compensation.

Summary: This amendment provides additional information to seafarers and clarifies the steps necessary for the seafarer to access the means to address the compensation claim.

Implication: Ship owners will need to update their procedures to ensure that the seafarer is provided with suitable information on how to make a compensation claim prior to or during the process of engagement.

Application: All ships to which the Maritime Labour Convention, 2006, applies.

ILO0008

Predicted entry into force

December 2024

Information subject to change

Draft Amendments to MLC, 2006, relating to Regulation 3.1 – Accommodation and recreational facilities

- **Standard A3.1 – Accommodation and recreational facilities**
- **Guideline B3.1.11 – Recreational facilities, mail and ship visit arrangements**
- **Guideline B4.4.2 – Welfare facilities and services in ports**

Background: During the Covid-19 pandemic, many seafarers were provided with free internet access to enable them to contact their families and friends during the crew change crisis. Use of internet and social networking is far more prevalent now than it was when the Convention was drafted.

Summary: The amendments provide seafarers with the right to use the internet with charges for the use of the service being reasonable in amount.

Implication: Ship owners will need to ensure where practicable that seafarers on their ships are provided with internet access, with any associated charges being reasonable in amount.

Application: All ships to which the Maritime Labour Convention, 2006, applies.

<p>ILO0009</p> <p>Predicted entry into force</p> <p>December 2024</p> <p>Information subject to change</p>	<p>Draft Amendments to the MLC Code relating to Regulation 3.2 – Food and catering - Standard A3.2 – Food and catering</p> <p>Background: In the original MLC text the provision of food was provided for free of charge, but water was not. Most ship owners provide free water to seafarers working onboard their ships, but this makes it clear that water should be provided free of charge. In addition there was concern that meals provided were not healthy in their make up.</p> <p>Summary: This requires the provision of free drinking water for seafarers and balanced meals.</p> <p>Implication: Ship owners will be required to provide drinking water free of charge and ensure that the onboard catering departments provide balanced meals.</p> <p>Application: All ships to which the Maritime Labour Convention, 2006, applies.</p>
<p>ILO0011</p> <p>Predicted entry into force</p> <p>December 2024</p> <p>Information subject to change</p>	<p>Draft Amendment to MLC, 2006, Standard A4.3 – Health and safety protection and accident prevention</p> <p>Background: There is an issue, particularly for women seafarers, that the personal protective equipment provided is too big, which makes it difficult to wear and has the potential to contribute to an increased risk hazard, particularly in enclosed spaces and near rotary machines.</p> <p>Summary: The amendment amends the relevant paragraph to include the requirement for appropriately sized personal protective equipment to be provided. This is intended to contribute to a safer environment and to provide job opportunities to a wider spectrum of people.</p> <p>Implication: Ship owners will have to assess the size of the seafarers on their ships and ensure that there is a range of suitably sized personal protective equipment on board.</p> <p>Application: All ships to which the Maritime Labour Convention, 2006, applies.</p>
<p>ILO0013</p> <p>Predicted entry into force</p>	<p>Draft Amendments to MLC, 2006, Appendices</p> <p>- Appendix A2-I – Evidence of financial security under Regulation 2.5, paragraph 2</p> <p>- Appendix A4-I – Evidence of financial security under Regulation 4.2</p> <p>Background: The definition of ‘shipowner’ works when considering the living and working conditions onboard a ship but does not work in the</p>

<p>December 2024</p> <p>Information subject to change</p>	<p>context of an insured person and the name of the shipowner on the financial security certificates. Port State control deficiencies have been issued because the shipowner on the financial security certificate is not the party named on the Declaration of Maritime Labour Compliance.</p> <p>Summary: The name of the registered owner is to be included in the evidence of financial security if it is different from the shipowner.</p> <p>Implication: This make it clear to port State control officers that the ship’s financial security is compliant with the MLC, 2006, and it should also help expedite action in cases of abandonment by clarifying who is responsible.</p> <p>Application: All ships to which the Maritime Labour Convention, 2006, applies.</p>
<p>Expected 1 January 2025</p>	
<p>467</p> <p>Predicted entry into force</p> <p>1 January 2025</p> <p>Information subject to change</p>	<p>Draft Amendments to MARPOL Annex VI and the NOx Technical Code on the use of multiple engine operational profiles for a marine diesel engine</p> <p>Background: It is noted that operational profiles, particularly for modern electronically controlled engines, can be relatively easily adapted to behave differently at various loads, thereby presenting an opportunity to optimise engine performance. It recognises the balance between NOx emissions and Specific Fuel Oil Consumption (SFOC), i.e. an engine which is optimised for SFOC will produce higher NOx emissions, with the converse also being true. These operating modes are referred to as “maps” and clarification is sought under which conditions a “map” can be changed for an engine without contravening Regulation 13.9 of MARPOL Annex VI</p> <p>Summary: The IMO is developing draft amendments to MARPOL Annex VI and the NOx Technical Code 2008 to specify when the use of multiple operational profiles is allowed (i.e. instances where an engine is certified to multiple emission Tiers and where the engine can operate on dual-fuels), and recommending the introduction of Not to Exceed (NTE) Zones to certify the ship for its intended operating profile.</p> <p>Implication: This could optimise fuel consumption, which would reduce the corresponding emissions.</p> <p>Application: To be decided but expected to be all ships with multiple engine operational profiles.</p>
<p>543</p>	<p>Draft amendments to the Form of Ballast Water Record Book, and Elements to be taken into account for the development of guidance for the recording of operations in The Ballast Water Record Book</p> <p>Background: The information gathered to date in the Experience-Building Phase of the BWM Convention has noted that 70% of reported</p>

<p>Predicted entry into force</p> <p>January 2025</p> <p>Information subject to change</p>	<p>deficiencies reported by port states related to incorrect entries in the Ballast Water Record Book (BWRB). It was recognised during MEPC 78 that the current form of the BWRB did not provide sufficient clarity to meet the requirements of Appendix II of the BWM Convention.</p> <p>Summary: MEPC approved draft amendments to Appendix II of the BWM Convention updating the existing version of the BWRB, including additional information on entries to be included in the BWRB and an updated BWRB page.</p> <p>Implication: Ship operators will need to complete and maintain the newly agreed format of the BWRB once approved.</p> <p>Application: This will apply to ships of ≥ 400GT on international voyages and calling at ports other than those ports under the jurisdiction of the Administration of the ship. This excludes floating platforms, FSUs and FPSOs.</p>
<p>Expected 1 January 2026</p>	
<p>383</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft Amendments to SOLAS Chapter II-1 lifting appliances and anchor handling winches</p> <p>Background: IMO has developed new mandatory requirements to cover lifting appliances and anchor handling winches. These consist of amendments to SOLAS and supporting guidelines.</p> <p>Summary: The draft SOLAS regulations require new lifting appliances to be designed, constructed and installed in accordance with the requirements of a classification society which has been recognised by the flag Administration. Anchor handling winches will have to meet the requirements of the flag Administration for design, construction, and installation. SOLAS will also require all lifting appliances and anchor handling winches to be operationally tested, thoroughly examined, inspected, operated and maintained, based on the guidelines. Provision has also been made for inoperative equipment.</p> <p>Implication: The new draft SOLAS regulation does permit flag Administrations to decide to what extent the provisions of new regulations 3-13.2.1 and 3-13.2.4 (design, construction, installation, thorough examination and testing of new and existing lifting appliances) do not apply to lifting appliances which have a safe working load (SWL) below 1000 kg.</p> <p>Application: The draft SOLAS amendments are expected to be adopted at MSC 107 in conjunction with the approval of the associated guidelines. It should be noted that due to the delays incurred in the finalisation of this work, the expected entry into force is likely delayed until 1 January 2026.</p>

487

Predicted entry into force

1 January 2026

Information subject to change

Draft Safety measures for non-SOLAS ships operating in polar waters

Background: The Code for Ships Operating in Polar Waters (Polar Code) entered into force on 1 January 2017. Since then, the IMO has been considering the feasibility and consequences of applying the requirements of part I-A (Safety Measures) and chapters 9 and 11 (Navigation, Communication and Voyage Planning) of the Polar Code to non-SOLAS ships. As an interim measure, resolution A.1137(31) urges member States to implement the safety measures of the Polar Code for non-SOLAS ships on a voluntary basis.

Ships listed in Chapter I/3 of the SOLAS Convention (Exceptions) (i.e. ‘non-SOLAS ships’ such as fishing vessels and pleasure craft) are currently not subject to the provisions of the Polar Code. As such, they are not required to have any additional safety, navigation, communication or voyage planning control measures in place when operating in polar waters, even though they are exposed to the same risks as SOLAS ships.

Summary: After reviewing the technical analysis of the feasibility and consequences of applying chapters 9 and 11 of the Polar Code to non-SOLAS ships, IMO finalised draft amendments to SOLAS Chapter XIV together with draft amendments to the Polar Code. The proposed revisions amend regulation 2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and add new chapters 9.1 (Safety of Navigation for Non-SOLAS ships) and 11.1 (Voyage Planning for Non-SOLAS ships) to the Polar Code.

Implication: Non-SOLAS ships as specified below will need to comply with the requirement of the Polar Code and SOLAS Chapter XIV before transiting polar waters.

Application: The draft amendments are expected to be adopted at MSC 107 (Jun 2023) and are expected to enter into force 1 January 2026.

Once adopted the draft new regulations will be applicable to the following types of ships on all voyages within polar waters:

- Fishing vessels of 24 metres and above.
- Pleasure yachts of 300GT and upwards not engaged in trade.
- Cargo ships of 300GT and upwards but below 500GT.

The amendments will apply:

- For new vessels from the expected entry into force date.
- For existing vessels from 1 year after the expected entry into force date.

It should be noted that the new chapters apply on ‘all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly’.

395

Predicted entry into force

1 January 2026

Information subject to change

Draft amendments to the LSA Code and resolution MSC.81(70) ‘Revised recommendation on the testing of life-saving appliances’ on the ventilation of totally enclosed lifeboats and survival craft

Background: The report of the investigation into the sinking of the *MOL Comfort* in the Indian Ocean refers to the discomfort experienced by many crew members in totally enclosed lifeboats and recommended that further investigation into the issue of the ventilation of totally enclosed lifeboats should be carried out with a view to improving the thermal loading of occupants in emergency situations.

Summary: The draft amendments to the LSA Code and Resolution MSC.81(70), include the following:

- The totally enclosed lifeboat shall admit sufficient air at all times that prevents a long-term CO₂ concentration of more than 5,000 ppm for the number of persons the liferaft is permitted to accommodate, even with the entrances closed.
- The means of ventilation shall be operable from inside the lifeboat and be arranged to ensure that the lifeboat is ventilated without stratification or formation of unventilated pockets.
- If the means of ventilation is powered, sufficient energy shall be provided for a period of not less than 24 hours.
- The requirements for the ventilation of totally enclosed lifeboats include requirements for the openings of the ventilation system and their means of closing.
- The amendments to MSC.81(70) address the testing of ventilation systems.

Implication: Once these amendments enter into force all new build totally enclosed lifeboats will need to be designed and fitted with a means of ventilation to meet the requirements.

Application: The draft amendments to the LSA Code and MSC.81(70) are expected to be adopted at MSC 107 with an expected entry into force date of 1 January 2026.

The new requirements for the ventilation of survival craft are expected to apply to all totally enclosed lifeboats installed on or after 1 January 2029.

Note: Only the draft amendments pertinent to totally enclosed lifeboats have been approved at this time. The proposed amendments relating to the ventilation requirements for partially enclosed lifeboats and liferafts are still under consideration.

379

Draft amendments to LSA Code (Chapter IV Survival Craft) in relation to single fall and hook systems

Background: Lifeboats and rescue boats with single fall and hook systems face a similar risk of potential accidental release during recovery operations as those with twin fall and hook systems. As these systems are used and tested in a similar way as twin fall lifeboats, they should have similar safety standards.

<p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Summary: Amendments have been agreed to paragraph 4.4.7.6.17* of the LSA Code to read: (new text, deleted text): “where a single fall and hook system is used for launching a lifeboat or rescue boat in combination with a suitable painter, the requirements of paragraphs 4.4.7.6.7, 4.4.7.6.8 and 4.4.7.6.15 need not be applicable, <u>provided that the single fall and hook system does not have the capability to release the lifeboat or rescue boat with a load on the hook when it is not fully waterborne.</u>”.</p> <p>However, it has subsequently been noted that an unforeseen consequence of deleting reference to paragraph 4.4.7.6.8 from paragraph 4.4.7.6.17 of the LSA Code is that paragraph 4.4.7.6.8 would then apply to off-load hooks as well. To counter this IMO has agreed to revise paragraph 4.4.7.6.8 to read:</p> <p>“.8 to prevent an accidental release during recovery of the boat, the hook <u>shall not be able to support any load</u> unless the hook is completely reset. either the hook shall not be able to support any load, or <u>In the case of a hook which is capable of releasing the lifeboat or rescue boat with a load on the hook when it is not fully waterborne,</u> the handle or safety pins shall not be able to be returned to the reset (closed) position, and any indicators shall not indicate the release mechanism is reset, <u>unless the hook is completely reset.</u> Additional danger signs shall be posted at each hook station to alert crew members to the proper method of resetting.”</p> <p>Implication: The amendments are designed to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems with on-load release capability to prevent the accidental release of the boat during recovery.</p> <p>Application: Once approved and adopted, the amendments will apply to ships where a single fall and hook system is used for launching a lifeboat or rescue boat from a date yet to be decided. If agreed at this session the amendments are expected to enter into force 1 January 2026.</p>
<p>406</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft Amendments to the LSA Code and resolution MSC.81(70) to address the in-water performance of SOLAS lifejackets.</p> <p>Background: After the deaths of three seafarers while wearing SOLAS lifejackets in favourable environmental conditions, the subsequent enquiries have shown that the current requirements for the design and testing of SOLAS lifejackets do not provide consistent assurance of their in-water performance. The investigation was primarily tasked with reviewing the capability of a SOLAS lifejacket to keep a person's airways clear of the water. In tests, several did not turn to clear the airways from the water surface.</p> <p>Summary: The draft amendments are designed to ensure that the lifejacket will turn the body of an unconscious person to a face-up position where the nose and mouth are both clear of the water. IMO decided not to include a requirement for lifejackets to maintain a minimum buoyancy of 150 Newtons for the duration of the buoyancy test. They also agreed not to include a requirement for a retention device. The draft amendments to the <i>Revised Recommendation on the testing of life-saving appliances</i> (MSC.81(70)) includes changes to the buoyancy test, shoulder lift test and the righting test.</p>

	<p>Implication: Minimum performance standards for SOLAS life jackets will be improved so lifejacket design may need to be changed to meet the new performance standards.</p> <p>Application: The amendments to the LSA Code and MSC.81(70) regarding the testing of lifejackets are expected to be approved at MSC 107 and adopted at MSC 108 and are expected to enter into force 1 January 2026 and will apply to the testing of the in-water performance of lifejackets.</p>
<p>409</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft amendments to SOLAS Chapter II-2 and the FSS Code - Fire Safety on Ro-Ro passenger ships</p> <p>Background: The IMO is reviewing SOLAS chapter II-2 and associated codes regarding ro-ro spaces and special category spaces of new and existing ro-ro passenger ships based on the findings of the FIRESAFE II study. It should be noted that IMO issued the <i>Interim guidelines for minimising the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships</i> (MSC.1/Circ.1615) pending changes to SOLAS to address the risks related to ro-ro passenger ships.</p> <p>Summary: The draft amendments to SOLAS and the FSS Code for ro-ro passenger ships include, but are not limited to:</p> <ul style="list-style-type: none"> • Individually identifiable smoke and heat detector systems, (including linear heat detectors), for open and closed vehicle ro-ro spaces. • Fire detection and alarm system requirements for weather decks intended for the carriage vehicles, including a safety distance from vehicle lanes to accommodation spaces, control stations and normally occupied service spaces. • Video monitoring on vehicle spaces, open and closed ro-ro spaces and special category spaces. • Fixed water-based fire-extinguishing systems to protect weather decks primarily using water monitor(s), with nozzles being acceptable for areas which monitors could not cover. Detailed specifications for nozzles are also included as well as water supply capacity. • Changes to structural fire protection of ro-ro and special category spaces including the protection from openings which is extended to include access to embarkation and assembly stations, as well as intakes for machinery. • Openings in ro-ro spaces provided with closing devices such as steel A-class ramps and steel A-class doors should be permitted below survival craft and accommodation spaces (including normally occupied service spaces and control stations). • Openings in ro-ro spaces below accommodation spaces, control stations and normally occupied service spaces are permitted when the fire integrity of the ship's side, including windows and doors, is A-60 within a specified rectangular area (A-0 windows protected by a water-based system may be accepted as equivalent to A-60 windows). <p>Implication: Equipment installation requirements updated for both new and existing ships. Shipyards, equipment manufacturers and owners will need to comply with the new requirements, once finalised and adopted.</p> <p>Application: The amendments to SOLAS chapter II-2 and the FSS Code are expected to be adopted at MSC 108 for entry into force on 1 January 2026 for new ro-ro passenger ships. The amendments are expected to apply to existing ships from not later than the first survey after 1 January 2028.</p>

<p>412</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft amendments to SOLAS Regulation II-2/7.5.5 addressing fire protection of control stations on cargo ships</p> <p>Background: The IMO agreed to develop amendments to SOLAS chapter II-2 (and MSC.1/Circ.1456) addressing fire protection of control stations on cargo ships and considered draft amendments to SOLAS regulation II-2/7.5.5 and MSC.1/Circ.1456 with respect to the protection of accommodation and service spaces and control stations where a fixed fire detection and alarm system is required.</p> <p>Summary: The IMO finalised draft amendments to SOLAS chapter II-2/7.5.5 and consequential amendments to MSC.1/Circ.1456 with respect to the protection of control stations and cargo control rooms on cargo ship where a fire detection and alarm system is required. The following text was added to the protection methods in paragraphs 5.5.1, 5.5.2 and 5.5.3: “and in all control stations and cargo control rooms”</p> <p>Implication: Shipyards and shipowners will need to comply with the amended SOLAS requirements for protection of accommodation and service spaces and control stations where a fixed fire detection and alarm system is required.</p> <p>Application: Once adopted the amendments are expected to be applicable to all new cargo ships constructed on or after 1 Jan 2026. Ships constructed before the expected date of entry into force will need to comply with the current requirements of paragraph 5.5.</p> <p>Related Instruments MSC.1/Circ.1456 - Unified Interpretations of SOLAS Chapter II-2 and the FSS and FTP Codes</p>
<p>413</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft provisions to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) for fire-fighting on board ships (Amendments to SOLAS Chapter II-2 and to Chapter 7 of the 1994 and 2000 High Speed Craft Codes)</p> <p>Background: The IMO agreed to develop amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature.</p> <p>Summary: The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to the 1994 and 2000 HSC Codes.</p> <p>Implication: Fire-fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities.</p>

	<p>Application: Expected to apply to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after the date of entry into force. Expected to enter into force 1 January 2026.</p>
<p>585</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft amendments to the LSA Code to revise the lowering speed of survival craft and rescue boats for cargo ships</p> <p>Background: In recent years, larger cargo ships are under construction and the launching heights of some types of cargo ships are envisaged to be higher in the near future, e.g. 35m in the case of a 20,000 TEU containership, where 1.1 m/s is required as the minimum lowering speed.</p> <p>Summary: Revisions to paragraphs 6.1.2.8 and 6.1.2.10 of the LSA Code have been agreed: (new text, deleted text): "6.1.2.8 The speed at which the fully loaded survival craft or rescue boat is lowered to the water shall not be less than that obtained from the formula: $S = 0.4 + 0.02H$, or <u>1.0, whichever is less</u> where: S is the lowering speed in metres per second and H is the height in metres from the davit head to the waterline with the ship at the lightest sea-going condition."</p> <p>The existing paragraph 6.1.2.10 is replaced by the following paragraph: "6.1.2.10 The maximum lowering speed shall be established by the Administration 1.3 m/s. <u>The Administration may accept a maximum lowering speed other than 1.3 m/s</u>, having regard to the design of the survival craft or rescue boat, the protection of its occupants from excessive forces, and the strength of the launching arrangements taking into account inertia forces during an emergency stop. Means shall be incorporated in the appliance to ensure that this speed is not exceeded."</p> <p>Implication: New lifeboats that are to be installed on new ships on or after 1 January 2026 must be equipped so that they do not exceed the speed.</p> <p>Application: The amendments are expected to enter into force 1 January 2026 and are expected to apply to lifesaving appliances installed on new ships or after 1 January 2026. They are applicable to both cargo and passenger ships although there will be no impact on passenger ships as they already have a davit height limitation in SOLAS regulation III/24.</p>

431

Predicted entry into force

1 January 2026

Information subject to change

Draft Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF CODE)

Background: The IGF code is regularly under development with the industry learning from new technologies, accidents, research and practices in order to stay as up to date as possible.

Summary: The list below is a summary of changes which are currently being considered and may still be subject to changes.

Implication:

- 4.2.2 - Necessary reference addition based on the proposed change to 8.4.2 listed below.
- 5.12.1 - Clarification as to whether the requirement for “door sill” applies to the outer door (i.e. the door leading to the hazardous area).
- 6.7.3.1.1 - The proposed changes are to improve the design requirements for the pressure relief system of the LNG fuel tanks, ensuring that the pressure relief system is of sufficient capacity when implementing the isolation requirements specified in paragraph 6.7.2.6 and that fuel tanks shall not be bunkered until the full relieving capacity is restored.
- 6.9.1.1 - Changes to permit utilisation of more than one method in order to control the tank pressure and temperature.
- 8.4.1 to 8.4.3 - Changes proposed with the aim of addressing the leaks during bunkering operations resulting at the connection between the bunker system and the bunkering manifold and aligning the IGF code to ISO standard 21593:2019.
- 9.3.1 - A single fuel installation with two single fuel engines of equal size, each with independent fuel supply all the way from the fuel tank to the engine is a possible arrangement to comply with SOLAS regulation II-1/26.3, moreover, Administrations can now accept, in the event of a leakage or failure, a partial reduction in propulsion capability from normal operation.
- 9.4.7 - A proposal for amending this paragraph to require automatic ventilation of the gas supply pipe between the master valve and the double block and bleed valves, and between the double block and bleed valves and the consumer is proposed.
- 9.4.8 - For ships constructed on or after 1 January 2026, “engine” will be replaced by “gas consumer”.
- 9.6 - The amendment now specifies that the fuel piping referenced is “Gas” fuel piping.
- 9.6.1 - Sub-paragraph 1 includes a requirement for purging high pressure systems when the master gas valve is closed. This requirement is not included for low pressure systems. As there is no justification for having the difference it is proposed that this part of 9.6.1 should be deleted.
- 9.8.1, 9.8.2, 9.8.4 - Proposal to allow the actual pressure experienced for the outer pipe or duct to be calculated by the alternative criteria for systems with design pressure below 1.0 MPa.
- 11.3.1 - The fuel preparation room shall, for the purpose of the application of SOLAS regulation II-2/9, be regarded as a machinery space of category A, Applicable to ships constructed on or after 1 January 2026.
- 11.6.2 - Portable fire extinguishers are often a helpful means of extinguishing fires so it is proposed that this paragraph should be amended to include fuel preparation rooms amongst the locations where one portable dry powder extinguisher of at least 5 kg capacity shall be located.
- 12.5.1 - Interbarrier spaces are now considered Hazardous area zone 0.
- 12.5.2.1 - Interbarrier spaces are removed from Hazardous area zone 1.
- 12.5.2.3, 12.5.3.3 - Proposed amendments to align the IGF code with paragraph 4.2.2.7 and 4.2.2.8 of IEC 60092.

	<ul style="list-style-type: none"> • 13.3 - Structural and mechanical requirements for ventilation ducts serving hazardous spaces passing through non-hazardous spaces should be changed to ensure the same level of safety as the inlet duct for non-hazardous spaces passing through more hazardous spaces. • 15.4.1.3 - Since the requirements for the liquid level gauging in the IGF Code should be more in line with the IGC Code, additionally to 15.4.1.3.1 and 15.4.1.3.2, liquefied gas fuel tank liquid level gauges may also be, closed devices which penetrate the liquefied gas fuel tank, but which form part of a closed system and keep the gas fuel from being released. Such devices shall be considered as tank connections. If the closed gauging device is not mounted directly onto the tank, it shall be provided with a shutoff valve located as close as possible to the tank. Applicable to ships constructed on or after 1 January 2026. • Part C-1 paragraph 18.4.1.1.1 - introduction of “<i>compatibility of maximum possible delivery pressure and vessel's bunkering line design pressure</i>” as an additional item to agree in writing before any bunkering operation commences. <p>Application: Amendments are expected to apply to all ships subject to the requirements of the IGF Code.</p>
<p>491</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft MSC resolution on revisions to SOLAS Chapter V and associated certificates - Mandatory carriage of electronic inclinometers on container ships and bulk carriers</p> <p>Background: The loss of containers due to the heavy movement of container vessels at sea or the movement of bulk cargoes liable to liquefaction or dynamic separation, have caused incidents in recent years that have resulted in many seafarers losing their lives and the loss at sea of containers with high value contents (notably the loss of over 300 containers from the <i>MSC Zoe</i> in January 2019). Electronic inclinometers help with the operational assessment of ship stability. The data they measure, if recorded in the VDR, will be helpful in accident investigation.</p> <p>Summary: IMO has agreed to draft amendments to SOLAS Chapter V, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Certificate, Form E and Form C, to mandate the carriage of electronic inclinometers which are linked to the VDR. The requirements will <u>not</u> be extended to all ships and will <u>not</u> apply retroactively to existing container ships and bulk carriers. The new requirements will not apply to:</p> <ul style="list-style-type: none"> • Cargo ships occasionally carrying cargoes in bulk. • General cargo ships carrying containers on deck. <p>Implication: New bulk carriers and container ships of 3,000GT and upwards, constructed on or after 1 January 2026 will need to be fitted with electronic inclinometers linked to the VDR to enable recording of the ship’s movement.</p> <p>Application: New bulk carriers and container ships of 3,000GT and upwards. It is expected to enter into force 1 January 2026.</p>

<p>556</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Amendments to the 2011 ESP CODE - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures</p> <p>Background: Administrations or organisations recognised by the Administration are able to certify firms engaged in the thickness measurement of hull structures of ships.</p> <p>Summary: The current text in the ESP Code has been observed to be misleading and may prevent Administrations from certifying firms engaged in the thickness measurement of hull structures of ships when there is no recognised organisation.</p> <p>Implication: The impact of the proposed changes should be minimal and affect those Administrations which might want to certify a firm for thickness measurement.</p> <p>Application: Oil tankers and bulk carriers.</p>
<p>527</p> <p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>Draft amendments to the International Code for the Safe Carriage of Grain in Bulk</p> <p>Background: The International Code for the Safe Carriage of Grain in Bulk prescribes 3 loading conditions for the safe stowage of grain: "filled compartment, trimmed", a "filled compartment, untrimmed" and a "partly filled compartment". It was observed that, in practice there might be discrepancies including, for example, when grain is filled up to or above the bottom edge of the hatch end beams, but not to the highest possible level in way of the hatch opening.</p> <p>Summary: The proposed amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59)) introduce a new class of loading conditions for a "specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed" and specifies the requirements under which grain may be safely carried in such compartments.</p> <p>Implication: Ships carrying grain in bulk should note the new class of loading conditions.</p> <p>Application: Bulk carriers and cargo ships carrying grain in bulk from the expected entry into force of 1 January 2026.</p>
<p>573</p>	<p>Draft amendments to table A-VI/1-4 of the STCW Code - Prevention and response to bullying and harassment including sexual assault and sexual harassment (SASH)</p> <p>Background: The Joint ILO/IMO Tripartite Working Group to identify and address seafarers' issues and the human element recognised the need to</p>

<p>Predicted entry into force</p> <p>1 January 2026</p> <p>Information subject to change</p>	<p>tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment, with the objective of ensuring a safe workplace for seafarers.</p> <p>Summary: It has been agreed that there will be a new competence developed in the STCW Code on the prevention and response to bullying and harassment including sexual assault and sexual harassment.</p> <p>Implication: Seafarers are likely to need to undertake training to be considered as competent.</p> <p>Application: All seafarers.</p>
<p>613</p> <p>Predicted entry into force</p> <p>2026</p> <p>Information subject to change</p>	<p>Greenhouse Gas reduction - mid- and long- term measures (Basket of measures)</p> <p>Background: IMO has agreed to achieve reduction of the emissions from the shipping industry in the line with the Paris climate target to limit the increase in the global temperature to 1.5°C by end of the century. In this context, IMO has agreed an initial GHG reduction strategy in 2018 with targets set to achieve Zero emissions from shipping by 2050. A revision to the initial GHG strategy is currently under development within the intersessional working groups to be approved and adopted at MEPC 80. The reduction in emissions is targeted by defined measures for short-term, mid-term and long-term. IMO has already adopted several measures (e.g. EEXI, EEDI, CII) to address reduction of the emissions up until 2027 as short-term measures. IMO is also working on many more measures to address reduction of emissions beyond 2030 noted as mid- and long- term measures, also referred to as a ‘basket of measures’.</p> <p>Summary: IMO had several proposals for mid- and long- term measures, including market-based measures (MBMs) which are both technical and economical in nature, since MEPC 77 and these can be broadly divided as below:</p> <ul style="list-style-type: none"> • Emission and Cap Trade System (ECTS) • Equitable Transition • Global Fuel Standard (GFS) • GHG/Carbon Levy • International Maritime Research and Development Board (IMRB) • Low and Zero Carbon Fuel Uptake • Zero Emission Shipping Incentive Scheme <p>IMO is carrying out phase 2 of the work plan for the development of mid-term measures, which primarily focuses on analysing the proposals and finalising relevant measures. The agreed proposals will be developed further in phase 3 of the work plan which will provide a set of finalised mid-term measures that may be agreed and adopted by IMO within the upcoming MEPC sessions.</p>

	<p>Implication: The measures will have significant impact on both capital and operational costs while also providing a platform encouraging the shipping industry to develop and adopt efficient and zero-emission ships and/or fuels which will enable the transition of energy in every level of the shipping industry.</p> <p>Application: Yet to be confirmed but likely to be implemented in a phased manner with application to many seagoing ships which are also currently complying with short-term measures adopted under MARPOL Annex VI.</p>
Expected 1 January 2028	
<p style="font-size: 2em; font-weight: bold;">442</p> <p>Predicted entry into force</p> <p>1 January 2028</p> <p>Information subject to change</p>	<p style="font-weight: bold; color: #008080;">Draft amendments to SOLAS regulation II-1/3-4 to apply requirements for emergency towing equipment for tankers to other types of ships</p> <p>Background: After the dramatic pollution incidents that have repeatedly hit Europe since the end of the 1960s, provisions for emergency towing were introduced through SOLAS regulation II-1/3-4. The increase in the size of vessels no longer allows for emergency towing without suitable equipment.</p> <p>Summary: IMO has agreed to extend the emergency towing arrangements to all new ships other than tankers above 20,000GT. Future discussion will be required to establish the tonnage threshold for different ship types.</p> <p>Implication: New ships constructed on or after a date yet to be agreed will need to be fitted with emergency towing arrangements.</p> <p>Application: Yet to be decided but expected to be all new ships other than tankers above 20,000GT.</p>
<p style="font-size: 2em; font-weight: bold;">497</p> <p>Predicted entry into force</p> <p>1 January 2028</p>	<p style="font-weight: bold; color: #008080;">Development of a mandatory Code for Maritime Autonomous Surface Ships</p> <p>Background: IMO completed the Regulatory Scoping Exercise (RSE) in relation to the use of Maritime Autonomous Surface Ships (MASS) aimed to establish a set of common gaps and themes and identify the most appropriate way of addressing MASS operations within such instruments. For the purpose of the RSE, MASS was defined as a ship, which to a varying degree can operate independently of human interaction. Four ‘degrees of autonomy’ for the RSE’s purpose were identified as:</p> <ul style="list-style-type: none"> • Degree One: Ship with automated processes and decision support • Degree Two: Remotely controlled ship with seafarers on board • Degree Three: Remotely controlled ship without seafarers on board • Degree Four: Fully autonomous ship

<p>Information subject to change</p>	<p>The outcome of the RSE can be found in detail in: MSC.1/Circ.1638 Outcome of the Regulatory Scoping Exercise for the use of Maritime Autonomous Surface Ships (MASS), LEG.1/Circ.11 Outcome of the Regulatory Scoping Exercise and Gap Analysis of Conventions emanating from the Legal Committee with respect to MASS, FAL.5/Circ.49 Outcome of the regulatory scoping exercise and gap analysis of the FAL Convention with respect to MASS.</p> <p>Summary: As a result, IMO has agreed:</p> <ul style="list-style-type: none"> • To develop a non-mandatory goal-based MASS Code expected to be effective from late 2024 as an interim measure prior to the adoption of a mandatory MASS Code. • The mandatory MASS Code is expected to enter into force 1 January 2028. • While the scope of application is yet to be agreed, it is expected to initially be limited in application to cargo vessels only and exclude application to passenger ships. Discussion on the complexities of extending the application to passenger ships will take place at a later stage. • It is intended that the mandatory Code will be a new instrument, however, various chapters of SOLAS and associated instruments will need to be amended to ensure coherent implementation. • Although no new definitions or terminology have been determined at this point, the original ‘degrees of autonomy’ quoted above may need to be reframed away from ‘ship-wide’ definitions of autonomy and refer to more specific ship systems or functions. <p>Implication: Shipping regulators will have to determine the applicability of the requirements of the newly developed non-mandatory and subsequent mandatory MASS code to MASS assets under development, and also interpret the goal-based measures for proving system integrity and certification. Shipyards, Ship operators, port/vessel traffic controls service providers, equipment manufacturers, seafarer training centres, national maritime authorities and certification bodies will get a view of MASS shipping requirements as the industry heads towards this new aspect of shipping’s future.</p> <p>Application: Maritime Autonomous Surface Ships (detail yet to be decided).</p>
<p>566</p> <p>Predicted entry into force</p> <p>1 January 2028</p>	<p>Second phase of the development of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code)</p> <p>Background: Subsequent to the adoption of the new SOLAS chapter XV (Safety measures for ships carrying industrial personnel) and the related new International Code of Safety for Ships Carrying Industrial Personnel (IP Code), it was noted that additional work was needed to complete some outstanding matters. A second phase of development was therefore agreed.</p> <p>Summary: The topics currently identified to be addressed are:</p> <ol style="list-style-type: none"> 1. Clarification of the interaction between the IP and SPS Codes; 2. Incorporating provisions for passenger ships;

<p>Information subject to change</p>	<p>3. Provisions for sleeping berths and carrying more than 60 persons on high speed craft.</p> <p>Implication: The development of these amendments is welcomed by the industry and will help in determining which Code is applicable and how to comply based on the operational profile of a vessel.</p> <p>Application: When these changes come into force, they will apply to all cargo ships & High speed craft and passenger ships that carry IP.</p>
<p>572</p> <p>Predicted entry into force</p> <p>2028</p> <p>Information subject to change</p>	<p>Comprehensive review of the 1978 STCW Convention and Code</p> <p>Background: A need for a comprehensive review of the STCW Convention has been identified.</p> <p>Summary: The scope and road map for the comprehensive review has yet to be finalised. It was discussed at HTW 9. Once the scoping exercise is finalised and substantive work has commenced, understanding the nature of changes to STCW will become possible.</p> <p>Implication: To be confirmed post scoping exercise.</p> <p>Application: To be confirmed post scoping exercise.</p>
<p>Expected Unknown</p>	
<p>378</p> <p>Entry into force Not yet known</p> <p>Information subject to change</p>	<p>Draft amendments to MARPOL Annex I - Amendments to Appendix II (Form of the IOPP certificate and Supplements) and Appendix III (Form of Oil Record Book)</p> <p>Background: It has been noted that new tankers are being delivered with Integrated Bilge Treatment Systems (IBTS) which are installed in accordance with the specifications provided in the annex to the <i>2008 Revised Guidelines for systems for handling oily wastes in machinery spaces of ships</i> (MEPC/Circ.642). It was agreed to develop a set of consolidated IBTS Guidelines (by amalgamating all relevant IBTS guidance and circulars into a single document) and consequential draft amendments to the IOPP Certificate (IOPPC) and the Oil Record Book (ORB), with the aim of updating the IBTS Guidelines and allowing industry to implement new technology and management options on existing and new ships.</p> <p>Summary: After discussion and review of the IBTS Guidelines a new draft MEPC Circular (including <i>2020 Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships Incorporating Guidance Notes for an Integrated Bilge Water Treatment System (IBTS)</i>) was drafted together with amendments to the IOPP supplement Form B and the ORB. IMO is also considering whether the amendments relating to the disposal of oily bilge water by evaporation were allowable (since not explicitly mentioned in MARPOL Annex I).</p>

Implication: Ship owners and operators will have to reconsider their operational practices should the amendments go ahead as planned.

Application: For all ships subject to the survey and certification requirements of MARPOL Annex I.

Related Instruments:

MEPC/Circular.235 - Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships

Part 4

Proposed IMO and ILO work

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



Draft Carbon Intensity Code

Summary: The development of a mandatory Carbon Intensity Code is expected to ensure a uniform and consistent implementation of IMO regulations on carbon intensity has support at the IMO, but at this stage the scope and timing of the Code is yet to be decided.

Expected Output: New Carbon Intensity Code

Application: As a minimum this is likely to apply to all ships to which the Carbon Intensity Regulations apply, i.e. those ships types required to have a SEEMP Part III, under MARPOL Annex VI, Regulation 26.3.

Revision of MARPOL Annex VI, regulation 13.2.2, Nitrogen Oxides (NOx), to further clarify “major conversion”

Summary: Clarity is required on whether a marine diesel engine replacing a boiler is a replacement engine, as MARPOL Annex VI, 13.2.2.

This is a new work output on the revision of regulation 13.2.2 of MARPOL Annex VI to clarify if a marine diesel engine replacing a boiler is to be considered a replacement engine. The *2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit (resolution MEPC.230(65))* may need to be updated consequentially.

Expected output: If it is concluded that a boiler replaced by a marine diesel engine is a replacement engine then it should comply with Tier III standards. If that's not possible, then it shall comply with Tier II standards, taking account the of the *2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit (resolution MEPC.230(65))*.

Application: This will apply to any marine diesel engines of more than 130kW that replaces a boiler.

Related Instruments:

NOx Technical Code (2008) - Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines

Resolution MEPC.230(65) – 2013 Guidelines as Required by Regulation 13.2.2 of MARPOL Annex VI in Respect of Non-Identical Replacement Engines Not Required to Meet the Tier III Limit

Revision of SOLAS chapter III and the LSA Code

Summary: IMO has previously agreed to revise SOLAS chapter III and the LSA Code using a goal-based framework based on safety objectives, functional requirements and expected performance criteria. At the same time gaps, inconsistencies and ambiguities that are identified will be removed. The following action plan for the proposed work has been developed:

- Review of previous work
- Hazard identification
- Drafting of goals
- Drafting of functional requirements

- Analysis of gaps, inconsistencies, and ambiguities
- Drafting of prescriptive regulations

Expected output: Rewritten SOLAS Chapter III and LSA Code to reflect a goal-based framework.

Application: To be agreed but expected to be all ships and life-saving equipment but not expected to enter into force before 1 January 2028.

Development of amendments to SOLAS chapter II-2 and the FSS Code concerning detection and control of fires in cargo holds and on the cargo deck of containerships

Summary: Development of amendments to SOLAS chapter II-2 and the FSS Code to enhance provisions for early fire detection and effective control of fires in containerised cargoes stowed on and under deck of containerships.

Expected output: Amendments to SOLAS chapter II-2 and the FSS Code.

Application: Expected to apply to new ships from expected entry into force 1 January 2028.

Revision of the provisions for helicopter facilities in SOLAS and the MODU Code

Summary: ICAO has revised Annex 14 (Aerodromes), Volume II (Heliports), of the ICAO Convention, which has an impact on the helicopter provisions in the MODU Code, as well as on the relevant helicopter requirements in SOLAS regulations II-2/18 and III/28. The proposed work will align the requirements in SOLAS and the MODU Code to the ICAO requirements.

Expected output: Amendments to SOLAS II-2/18 and III/28 and the MODU Code.

Application: Once approved and adopted the new requirements will apply to MODU's.

Development of amendments to SOLAS chapters IV and V and performance standards and guidelines to introduce VHF Data Exchange System (VDES)

Summary: The Very High Frequency (VHF) Data Exchange System (VDES) integrates the functions of terrestrial and satellite VHF data exchange, application specific message (ASM) and automatic identification system (AIS). VDES has additional capacity for the exchange of more digital data and could accommodate future growth in demand for utilising digital data in maritime radiocommunications. It is proposed that there is a need to amend chapter V of the SOLAS Convention to introduce VDES, and to develop performance standards and guidelines to facilitate the widespread adoption of VDES.

Expected output: Amendments to SOLAS chapters IV and V; performance standards for VDES and guidelines for optimal use.

Application: Yet to be decided.

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

Summary: MSC 96 adopted MSC.402(96) *Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear*, which entered into force 1 January 2020.

Since resolution MSC.402(96) entered into force the definitions and terms used in the resolution (namely 'make' and 'type') have been variously interpreted by key stakeholders which has led to confusion and disruption. ISO has also published the ISO 23678:2022 (series) to provide standards which are intended to support a consistent, reliable, and standardised approach to the certification of servicing technicians.

Expected output: Amendments to MSC.402(96).

Application: Applicable to the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear. Expected entry into force 1 Jan 2028.

Development of design and prototype test requirements for the arrangements used in the operational testing of free fall lifeboat release systems without launching the lifeboat

Summary: Review and possible amendments to paragraph 4.7.6.4 of the LSA Code to include requirements for the design of "the arrangements" taking into account the lifeboat's static weight as well as the shock loading that would be experienced in the operational testing of the free-fall lifeboat release system without launching the lifeboat (a simulated launch). Prototype test requirements for "the arrangements", if developed, would form the basis for the amendments of resolution MSC.81(70).

Expected output: Amendments to the LSA Code and MSC.81(70).

Application: Operational testing of free fall lifeboat release systems without launching the lifeboat.

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

Summary: Development of amendments for new requirements for new passenger and cargo ships to be equipped with automatically self-righting or canopied reversible liferafts.

Expected output: Amendments to SOLAS regulations III/21, III/26 & III/31 and the LSA Code, chapter IV paragraphs 4.2 and 4.3.

Application: Entry into force is expected to be 1 January 2028. Applicable to new passenger and cargo ships.

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

Summary: Development of amendments to harmonise the lifejacket requirements in these Codes with the lifejacket carriage requirements of SOLAS chapter III regarding lifejackets suitable for infants with the aim of ensuring that the safety of infants on high-speed craft in case of an emergency situation is equal to that of infants on other passenger ships.

Expected output: Amendments to paragraph 8.3.5 of the 1994 and 2000 HSC Codes.

Application: Carriage of infant lifejackets on HSC's.

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

Summary: Development of amendments to the 2010 FTP Code to take account of new systems and materials that are now available

Expected output: Amendments to the 2010 FTP Code.

Application: All ships.

Amendments to MARPOL Annex VI, Appendix IX - Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)

Summary: It has been identified that additional information is required to address granularity issues of CII and EEXI/EEDI and the proposed way forward has been to require more information or details to be included as part of data collection regime under current requirements in MARPOL, Annex VI, Regulation 27.

Expected output: The current proposal is to update/revise MARPOL Annex VI, Appendix IX to include the additional required information within the format.

Application: All ship types which are 5000GT or above, except those identified under MARPOL Regulation 19.2.

Amendments to the BWM Convention and new guidelines to facilitate an electronic record system for ballast water reporting

Summary: Regulation B-2.1 of the BWM Convention states "Each ship shall have on board a Ballast Water Record Book that may be an electronic record system, or that may be integrated into another record book or system and which shall at least contain the information specified in Appendix II". Although there is provision in the text of the BWM Convention for the record book to be electronic, there is no associated guidance to support this to ensure a harmonised approach with the MARPOL Annexes and the NOX Technical Code.

To assist in harmonising the approach to electronic record keeping in the BWM Convention, amendments to the text of the Convention have been proposed including:

- A definition for the "Electronic Record Book".

- Reference to the requirements for an electronic record book to be approved by the Administration, taking into account the necessary guidelines developed by the IMO.

Expected Output: Amendments to the BWM Convention with regard to electronics record books.

Application: The Convention applies to all ships and offshore structures (i.e. vessels of any type operating in the aquatic environment, including submersibles, floating craft, floating platforms, floating storage units (FSUs) and floating production, storage and offloading (FPSO) units) that load and discharge ballast.

Part 5 - Changes since previous version

This part covers changes from Autumn 2022 version to Spring 2023 version (Note this just shows the changes of items moving between sections, content for each individual item could still change even if an item has not moved).

Autumn 2022

Part 1

- +377 (Moved from part 2) - Amendments to MARPOL Annex I - Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters
- +387 (Moved from part 2) - Amendments to MARPOL Annex VI – 2021 Revised MARPOL Annex VI – MARPOL Annex VI Regulation 23 (Attained EEXI) and Regulation 25 (Required - EEXI)
- +386 (Moved from part 2) - Amendments to the 2011 ESP Code as amended by resolution MSC.461(101) - Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers
- +368 (Moved from part 2) - Amendment to the AFS Convention – Control of AFS containing Cybutryne

Part 2

- 302 (Deleted from Document) - Amendments to MARPOL Annexes I, IV and VI concerning the exemption of UNSP barges from survey and certification requirements
- 377 (Moved to part 1) - Amendments to MARPOL Annex I – Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters
- 387 (Moved to part 1) - Amendments to MARPOL Annex VI – 2021 Revised MARPOL Annex VI – MARPOL Annex VI Regulation 23 (Attained EEXI) and Regulation 25 (Required EEXI)
- 396 (Deleted from Document) - Amendments to MARPOL Annex VI – 2021 Revised MARPOL Annex VI – MARPOL Annex VI Regulation 26.3 (SEEMP Part III) and Regulation 28 (Operational Carbon Intensity)
- 398 (Deleted from Document) - Amendments to MARPOL Annex VI – 2021 Revised MARPOL Annex VI, Consequential updates to renumbering
- 386 (Moved to part 1) - Amendments to the 2011 ESP Code as amended by resolution MSC.461(101) - Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers
- 392 (Deleted from Document) - Amendments to the STCW Convention 1978 - New definition for “high-voltage”
- 393 (Deleted from Document) - Amendments to Part A of the STCW Code – Inclusion of electro-technical officers in the definition of “operational level”
- 368 (Moved to part 1) - Amendment to the AFS Convention – Control of AFS containing Cybutryne

1 Jan 2024

- 485 (Deleted from document - not mandatory) Revised Performance Standards for Water Level Detectors on Ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12

1 May 2024

- + 480 (Moved from Part 3) - Draft Amendments to MARPOL Annex V - Garbage Record Book
- + 458 (Moved from Part 3) - Draft Amendments to MARPOL Annex VI, Appendix IX - Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)
- + 479 (Moved from Part 3) - Draft Amendments to MARPOL Annex VI, Appendix V - Information to be included in the bunker delivery note (Regulation 18.5)
- + 518 (Moved from Part 3) - Draft Amendments to MARPOL Annex VI - Regulation 14 and Appendix VII - Mediterranean Sea Emission Control Area (ECA) for Sulphur Oxides (SOx) and Particulate Matter
- + 484 (New addition) - Amendments to MARPOL Annexes I, II, IV, V & VI to allow States with ports in the Arctic region to enter into regional arrangements for port reception facilities

1 July 2024

- + **401** (Moved from part 3) - Draft New SOLAS Chapter XV - Safety Measures for Ships Carrying Industrial Personnel & associated International Code of Safety for Ships Carrying Industrial Personal (IP Code)
- + **402** (Moved from part 3) - Draft Amendments to the 2011 Enhanced Survey Programme

1 July 2026

- + **445** (Moved from Part 3) - Draft amendments to the IGC Code - High manganese austenitic steel
- + **446** (Moved from Part 3) - Draft amendments to the IGF Code - High manganese austenitic steel

1 January 2026

- + **449** (Moved from Part 3) - Draft amendments to SOLAS chapter II-2 on the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1.

Part 3

Expected 1 May 2024

- **480** (Moved to Part 2) - Draft Amendments to MARPOL Annex V - Garbage Record Book
- **458** (Moved to Part 2) - Draft Amendments to MARPOL Annex VI, Appendix IX - Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)
- **479** (Moved to Part 2) - Draft Amendments to MARPOL Annex VI, Appendix V - Information to be included in the bunker delivery note (Regulation 18.5)
- **518** (Moved to Part 2) - Draft Amendments to MARPOL Annex VI - Regulation 14 and Appendix VII - Mediterranean Sea Emission Control Area (ECA) for Sulphur Oxides (SO_x) and Particulate Matter

Expected 1 July 2024

- **401** (Moved to part 2) - Draft New SOLAS Chapter XV - Safety Measures for Ships Carrying Industrial Personnel & associated International Code of Safety for Ships Carrying Industrial Personal (IP Code)
- **402** (Moved to part 2) - Draft Amendments to the 2011 Enhanced Survey Programme

Expected January 2025

- + **543** (New Addition) - Amendment to MLC, 2006, Standard A1.4,5(c)(vi) – Recruitment and placement

Expected 1 January 2026

- **423** (Deleted from document - not mandatory) - Draft Amendments to the 2011 Enhanced Survey Programme
- + **585** (Moved from Part 4) - Draft amendments to the LSA Code to revise the lowering speed of survival craft and rescue boats for cargo ships
- **442** (Moved within Part 3) - Draft amendments to SOLAS regulation II-1/3-4 to apply requirements for emergency towing equipment for tankers to other types of ships
- **445** (Moved to Part 2) - Draft amendments to the IGC Code - High manganese austenitic steel
- **446** (Moved to Part 2) - Draft amendments to the IGF Code - High manganese austenitic steel
- **449** (Moved to Part 2) - Draft amendments to SOLAS chapter II-2 on the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1.

- + **556** (New Addition) – Amendments to The 2011 ESP CODE - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures
- + **527** (Moved from Part 4) - Draft amendments to the International Code for the Safe Carriage of Grain in Bulk
- + **573** (New Addition) - Draft amendments to table A-VI/1-4 of the STCW Code - Prevention and response to bullying and harassment including sexual assault and sexual harassment (SASH)
- + **613** (New Addition) - Greenhouse Gas reduction - mid- and long- term measures (Basket of measures)

1 January 2028

- + **442** (Moved within Part 3) - Draft amendments to SOLAS regulation II-1/3-4 to apply requirements for emergency towing equipment for tankers to other types of ships
- + **566** (New Addition) - Second phase of International Code of Safety for Ships Carrying Industrial Personnel (IP Code) IP code development and associated guidance
- + **572** (New Addition) - Comprehensive review of the 1978 STCW Convention and Code

Part 4

Moved

- (Moved to part 3 as 527) - Amendments to the International Code for the Safe Carriage of Grain in Bulk
- (Moved to part 3 as 585) - Development of amendments to the LSA Code to revise the lowering speed of survival craft and rescue boats for cargo ships

Removed

- (Deleted from document not mandatory) - Development of amendments to the LSA Code and MSC.81(70) for the thermal performance of immersion suits

Additions

- (New Addition) - Potential amendments to resolution MSC.402(96) Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear
- (New Addition) - Development of design and prototype test requirements for the arrangements used in the operational testing of free fall lifeboat release systems without launching the lifeboat
- (New Addition) - Amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships
- (New Addition) - Development of amendments to paragraph 8.3.5 and annex 1 of the 1994 and 2000 HSC Codes
- (New Addition) - Revision of the 2010 FTP Code to allow for new fire protection systems and materials
- (New Addition) - Amendments to the BWM Convention and new guidelines to facilitate an electronic record system for ballast water reporting

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