



Future IMO and ILO Legislation

Summer 2026 – Upcoming changes to mandatory statutory regulations and instruments

Including adopted amendments entering into force on or after 1 June 2026, requirements which have entered force before 1 June 2026 but are phasing in for some ships, and significant developments up to and including the Maritime Safety Committee (MSC 111) in May 2026.

How to use this document

Adopted IMO and ILO legislation

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

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

Part 2 – Adopted requirements entering into force in future

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

IMO and ILO legislation in development

Part 3 – Requirements currently under development

This part covers requirements that are still under discussion 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 – Proposed new requirements

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

Part 5 – Changes since the previous version

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

Tables – quick references for application

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

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

731 Adopted by MEPC.398(83) Entry into force 1 September 2026 Class News No. 26/2025	Amendments to the NOx Technical Code with regard to certification of an engine substantial modification or being certified to a Tier to which the engine was not certified at its installation Background: Noting MARPOL Annex VI, regulation 13, permits substantial modifications and therefore re-certification of these amendments to the NOx Technical Code set out the procedure for such a re-certification which has not previously been covered. These amendments also capture instances where an existing engine is to be certified to a Tier to which it was not certified at the time of its installation, in which case the same procedure is to be followed. Implication: Ship Owners and Operators: Should be aware that any existing marine diesel engine already installed with a power output greater than 130kW which undergoes modification which alters the NOx parameters, or is to be certified to a NOx Tier to which it was not previously certified, is to follow the procedure newly introduced to the NOx Technical Code. Applicants seeking re-certification: Should familiarise themselves with the detail of the procedure and be aware that the Emission Test Plan to be agreed by the ship's Flag Administration or their Recognised Organisation before the testing re-certification is available on the content of the Engine Emission Test Plan which will be published by the IMO at the time of the amendments coming into force.
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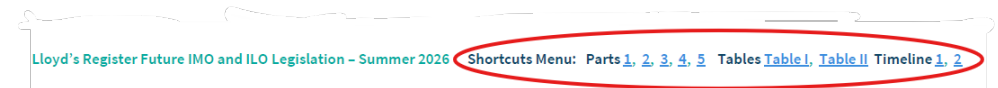
- Table I – All, New or Existing – Adopted amendments coming into effect
- Table II – All, New or Existing – Likely amendments coming into effect

Timelines

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

Navigation of this document

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



Notes

1. Non-mandatory legislation is not included.
2. Unless otherwise specified, the term 'cargo ship' is used to describe any vessel that is not a passenger ship.
3. In the Application section for each entry, references to 'all ships' should be taken to mean all ships to which that convention, annex or chapter applies, which might include other ships types to those listed in the tables. It is also assumed that ships are engaged on international voyages.
4. Applicability of regulations varies for Floating Storage Units (FSU) and Floating Production Storage and Offloading units (FPSO) depending on whether they are detached and under voyage, or fixed. The application tables in this report reflect only the minimum requirements which are permanently applicable. The same applies to Mobile Offshore Drilling Units (MODU). Requirements for Offshore Supply Vessels (OSVs) are the same as those listed for general cargo ships.
5. Entries marked with an asterisk (*) in the tables have staggered application dates. Application details should be carefully checked.
6. SOLAS amendments now follow a four-year cycle (next entry into force date is 1 January 2028) unless adopted under conditions of exceptional circumstance (see IMO Circular MSC.1/Circ.1481) in which case implementation may be earlier e.g. due to the effects of the Coronavirus pandemic an additional entry into force date of 1 January 2026 for amendments to SOLAS and associated IMO instruments has been agreed.
7. If there is a delay in a new ship's delivery after contract signing, it is important to note that most IMO requirements for new ships apply based on contract date, the keel laying date and the delivery date requirement, so a delay may necessitate different equipment or design.
8. Some requirements only apply to certain operational choices, such as geographical trading area or activities which may or may not be carried out. In these cases, the widest possible applicability is shown in the tables, and it is necessary to assess whether the requirement applies to an individual ship.
9. Occasionally entries are not included in categories in reference tables, in this edition they are under the "other" column. These are entries only concerned with one specialised ship type such as fishing vessels (238 and 827) or non-SOLAS ships (487).
10. In the ship type tables, equipment and materials are included to inform material and equipment manufacturers of changes to the equipment standards to enable their planning for amendments to existing designs/materials, developing new designs/material and having those type approved.

Further information from Lloyd's Register

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

When clicking on resolutions like below, it will take you to Regs4ships, a subscription service from OneOcean (Resolutions for MEPC 84 and MSC 111 are not available at time of release of this document).

609 Adopted by MSC.573(110) MSC.574(110) Entry into force 1 January 2028	Amendments to paragraph 8.3.5 and annex 1 of the 1994 and 2000 HSC Codes requirements Background: The IMO adopted the amendments to paragraph 8.3.5 (lifejackets carriage requirements) and annex 1994 and 2000 HSC Codes with respect to the number of infant life jackets to be carried, and accessories to adult life persons, to harmonise the lifejacket carriage requirements in the Codes with those in SOLAS chapter III. The amendments aim to ensure that the safety of infants on high-speed craft in an emergency situation is equal to ships and remove any inconsistencies in terms of definitions and requirements between SOLAS Chapter III and the
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Regs4ships delivers the latest maritime regulations right in front of you – fast, seamless and trusted by fleets worldwide. It's everything you need to stay compliant at sea, without interruption.

Summary of major developments:

This version covers updates from the following IMO meetings; SDC 12, PPR 13, HTW 12, SSE 12, FAL 50, MEPC 84, MSC 111 .

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

New approvals or adoptions:

Adopted

- Amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 43-26) ([807](#))
- Amendments to the IP Code - mass of personnel to be used in stability calculation ([566](#))
- Amendments to SOLAS chapter V to introduce the VHF Data Exchange System (VDES) ([606](#))
- Amendments to the LSA code - development of design and prototype test requirements for the arrangements used in the operational testing of free fall lifeboat release systems without launching the lifeboat ([607](#))
- Amendment to SOLAS regulation IV/5 (Provision of Radiocommunication Services), SOLAS regulation V/4 (Navigation Warnings) and SOLAS regulations V/5 (meteorological services and warnings) ([906](#))
- Amendment to the 1988 Load Line Protocol, regulation 25 - protection of the crew - setting of guard rails on the deck structure ([728](#))
- Amendments to the ESP Code - Remote Inspection Techniques (RIT) ([719](#))
- Amendments to MARPOL Annex VI, Appendix VII, on the designation of an Emissions Control Area for both NOx and SOx in the North-East Atlantic ([888](#))
- Amendments to MARPOL Annex VI regulation 27 on DCS data access ([896](#))
- Amendments to Appendix IX to MARPOL Annex VI to include reporting of the portion of the year for which data is submitted, and removal of 'oil' in oil- fired boilers ([813](#))
- Amendments to MARPOL Annex VI and the NOx Technical Code on the use of multiple engine operational profiles for a marine diesel engine ([467](#))

Approved

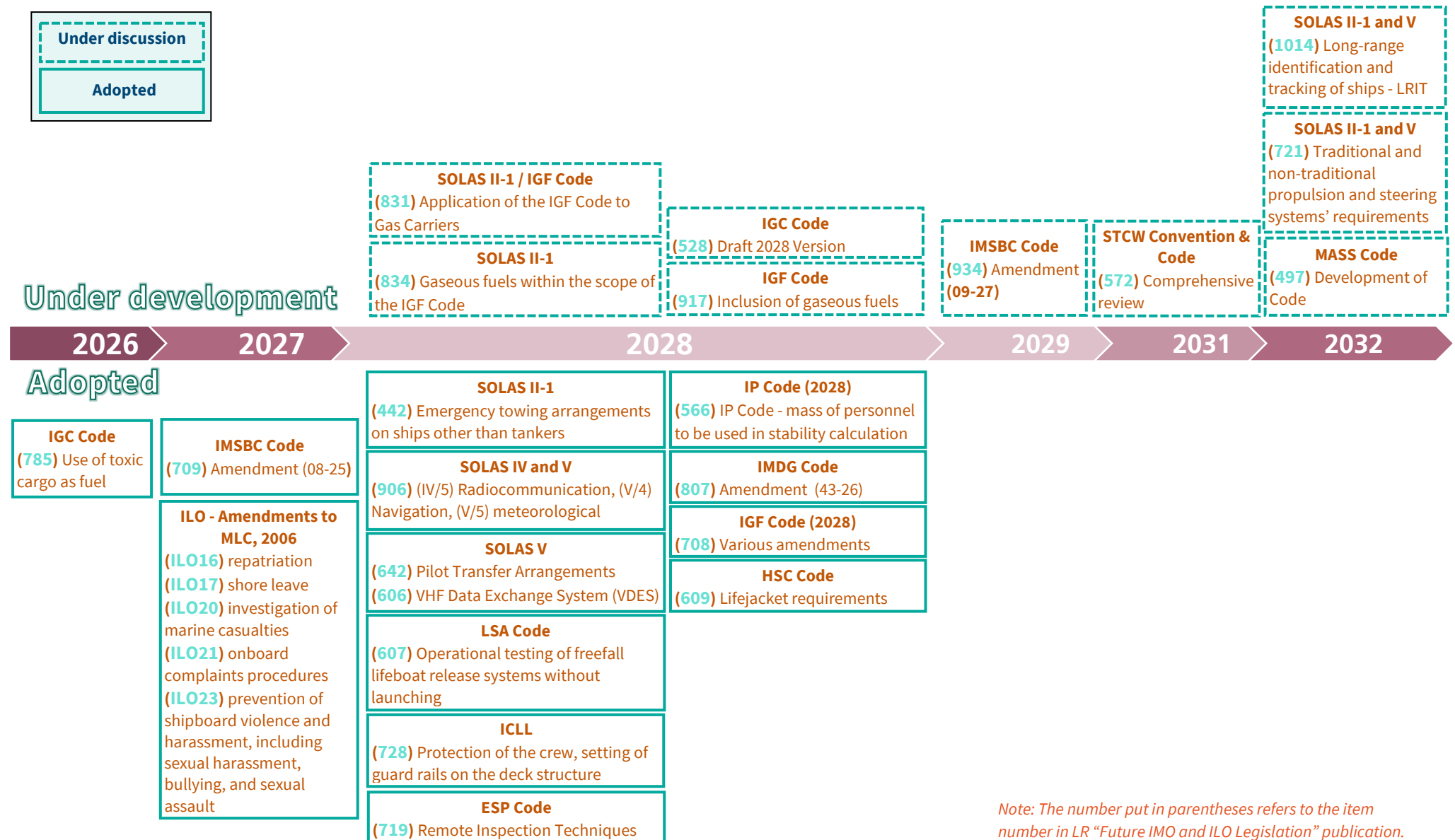
- Draft amendments to the IGC Code - 2028 version ([528](#))
- Draft amendments to SOLAS II-1 and the IGF Code to clarify the application of the IGF Code to Gas Carriers under the "one ship, one code" policy ([831](#))

- Draft amendments to SOLAS II-1 in relation to the application of the IGF Code to confirm gaseous fuels ([834](#))
- Draft amendments to IGF Code on its application to the use of gaseous fuels ([917](#))
- Draft amendments to MSC.133(76) - Technical Provisions for Means of Access for Inspections ([949](#))
- Draft amendments to SOLAS regulation V/19-1 (Long-range identification and tracking of ships - LRIT) ([1014](#))
- Draft amendments to MARPOL Annex I on integrated bilge water treatment systems ([378](#))
- Draft amendments to the NOx Technical Code 2008 on certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels ([889](#))
- Draft amendments to MARPOL Annex VI, regulation 15 and the supplement to the IAPP certificate (Appendix I) ([972](#))
- Review of the Ballast Water Management Convention ([750](#))

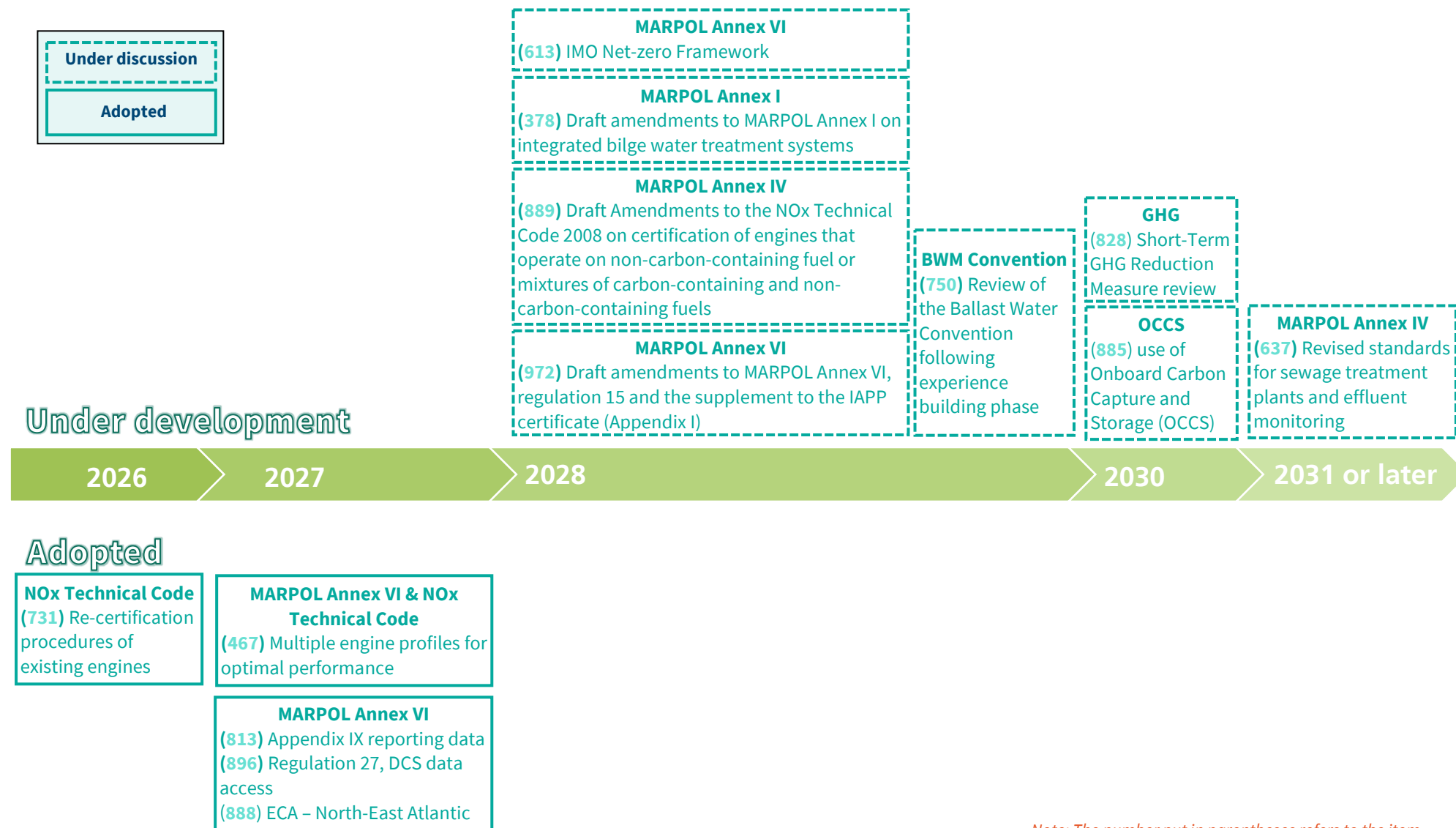
Significant new items being considered or milestones in ongoing developments:

- Draft amendment to paragraph 2.1.2.5 of chapter 5 of the FSS Code on construction requirements for gaskets ([979](#))
- Draft amendments to SOLAS Chapter VIII - Nuclear ships and the related Code of Safety for Nuclear Merchant Ships (A.491(XII)) (Nuclear Code) ([953](#))
- Proposed amendments to FSS Code - chapter 15 on enclosed spaces containing a nitrogen receiver or a buffer tank of nitrogen generator systems ([955](#))
- Draft amendments to SOLAS regulation II-1/41 to allow for batteries to be used as the main source of electrical power and lighting systems ([958](#))
- Proposed amendments to the NOx Technical Code 2008 to address low load engine operation ([971](#))
- Development of a legally binding framework for biofouling ([975](#))
- Proposed development of provisions prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting onboard ships ([981](#))
- Proposed amendments to the FSS Code for firefighting systems to extinguish methyl/ethyl fuel fires ([983](#))
- Proposed amendments to SOLAS chapter II-2, part B related to Fischer-Tropsch diesel ([984](#))

Timeline 1 – Future Safety Requirements



Timeline 2 – Future Environmental Requirements



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

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

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
Prior to 1 June 2026	12	370	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		377	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		368	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		386			A														
		350	N	N	N	N		N	N	N	N	N			N	N	N		
		365	A	A	A	A	A	A	A	A	A				A	A	A	A	
		366	N	N	N	N	N	N	N	N	N				N	N	N		
		374							N	N								N	
		403	N	N	N	N		N	N	N	N	N			N	N	N		
		155	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
		383	A	A	A	A	A	A	A	A	A				A	A	A	A	
		395	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		409		A							A								
		413	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		431	A	A	A	A		A	A	A	A	A			A	A	A		
		487			A	A	A	A	A	A	A	A			A	A	A		
		661	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		770	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		771	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		188/264*	N	N	N	N	N	N	N	N	N						N		
		373*	N	N	N	N	N	N	N	N	N						N		
1 July 2026	39	785					A												
1 September 2026	39	731	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E		
1 January 2027	40	709						A		A									
24 February 2027	41	238															A		
1 March 2027	42	467	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
1 September 2027	43	813	A	A	A	A	A	A	A	A	A	A			A	A	A		
		888	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
23 December 2027	45	ILO16	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO17	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO20	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO21	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		ILO23	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
1 January 2028	49	442	N	N				N	N	N	N				N	N	N		
		566			N	N	N	N	N	N	N	N					N		
		606	A	A	A	A	A	A	A	A	A				A	A	A	A	
		607			A	A	A	A	A	A	A				A	A	A	A	
		609										A						A	
		642	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		708	A	A	A	A		A	A	A	A	A			A	A	A		
		719			A			A											
		728	N	N	N	N	N	N	N	N	N	N	N		N	N	N		
		807	A	A	A	A	A	A	A	A	A	A			A	A	A		

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

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
Expected 1 January 2028	60	949						A											
Expected 3 April 2028	60	613	A	A	A	A	A	A	A	A	A	A			A	A	A		
		378	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
		889	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
		972			N														
Expected 3 June 2028	65	750	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Expected 1 July 2028	67	528					A												
		831					A												
		834	A	A	A	A		A	A	A	A	A			A	A	A		
		917	A	A	A	A		A	A	A	A	A			A	A	A		
Expected 1 January 2029	70	934						A		A									
Expected 1 January 2030	71	734															A		
		828	A	A	A	A	A	A	A	A	A						A		
		885	A	A	A	A	A	A	A	A	A	A			A	A	A		
		948						A											
Expected 1 June 2031	75	637	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Expected 1 July 2031	76	572	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Expected 1 January 2032	76	497			A	A	A	A	A	A	A				A	A	A		
		586	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		589	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		590							N									N	
		608	N	N	N	N	N	N	N	N	N				N	N	N	N	
		610	N	N	N	N	N	N	N	N	N	N			N	N	N	N	N
		721	N	N	N	N	N	N	N	N	N				N	N	N	N	
		767		N							N							N	
		850	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		859	N	N	N	N	N	N	N	N	N				N	N	N		
		955	A	A	A	A	A	A	A	A	A	A			A	A			

	Page	Item Number	Passenger Ships	Ro-Ro Passenger Ships	Oil Tankers	Chemical Tankers	Gas Carriers	Bulk Carriers	Container Ships	General Cargo Ships	Ro-Ro Cargo Ships	High Speed Craft	FSU and FPSO	MODU	Yacht	Special Purpose Ships	Other ship types	Equipment	Materials
Expected 1 January 2032	87	958	A	A	A	A	A	A	A	A	A	A			A	A		A	
		979	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		1014	A	A	A	A	A	A	A	A	A	A		A	A	A		A	
Expected 1 January 2036	89	953	A	A	A	A	A	A	A	A	A	A			A	A	A		
Expected Other	89	975	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Proposed IMO / ILO work	95	737							A	A									
		827															A		
		971	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
		981	A	A	A	A	A	A	A	A	A	A			A	A	A	A	
		983	A	A	A	A		A	A	A	A	A			A	A	A	A	
		984	A	A	A	A	A	A	A	A	A	A			A	A	A	A	

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/or size of ship.



370

Adopted by
MEPC.324(75)

Entry into force
1 April 2022

Class News
No. 02/2022

Amendments to regulations 2, 14 and appendix VI of MARPOL Annex VI with regard to in-use fuel-oil sampling points, including corresponding amendments to the supplement to the IAPP certificate

Background: The IMO had previously published 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. These amendments introduced procedures for sampling and verification of the sulphur content of fuel oil including requirements for installation of in-use fuel oil sampling points.

The amendments concerning installation of fuel sampling points consist of the following parts:

- MARPOL Annex VI regulation 2; a new definition in regulation 2 on low flashpoint fuel, for which sampling points are excepted.
- MARPOL Annex VI regulation 14; requirements on in-use fuel oil sampling points.

Implication:

Ship designers and yards: are to ensure that the suitable installation or sampling point arrangements are considered in the design of the vessel, for availability to carry out in-use fuel oil sampling in order to comply with the requirements of MARPOL Annex VI, Regulation 14.

Shipowners and/or Operators: are to arrange for in-use fuel oil sampling points to be installed or designated (in accordance with MEPC.1/Circ.864/Rev.1) and ensure the arrangement is described in either a piping diagram or other relevant documents and made available for survey.

Application: Sampling point(s) are to be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board ships as follows: All new ships of 400GT and over with their keels laid (or at a similar stage of construction) on or after 1 April 2022 have been required to have a sampling point fitted. All existing ships (i.e. ships constructed before 1 April 2022) of 400GT and over, are required to comply at the first renewal survey of the IAPP certificate on or after 1 April 2023.

Related Instruments

- **MEPC.1/Circ.864/Rev.1 - 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships**

377

Adopted by
MEPC.329(76)

Entry into force
1 November 2022

Class News
No. 08/2023

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:

To reduce risks of use and carriage of heavy fuel oil (HFO) as fuel by ships in Arctic waters should an accident occur, amendments to MARPOL Annex I have been adopted which have prohibited the carriage and use of HFO in unprotected fuel tanks from 1 July 2024.

Those ships with protected fuel tanks, or any ship registered in a State which borders the coastline of Arctic waters which has been issued with a waiver by its flag Administration, may continue to operate in Arctic waters until 30 June 2029.

	A full prohibition on the carriage and use of HFO takes effect from 1 July 2029. Implication: If a ship has oil fuel tanks which do not comply with regulation 12A of MARPOL Annex I or regulation 1.2.1 of Chapter 1, Part II-A of the Polar Code, the use and carriage of oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s (MARPOL Annex I, Regulation 43.1.2), in Arctic waters is prohibited on or after 1 July 2024. For ships which are required to meet the design requirements in regulation 12A of MARPOL Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code, the use and carriage of oils listed in regulation 43.1.2 of MARPOL Annex I (see above) as fuel is permitted until 30 June 2029. From 1 July 2029 those ships are prohibited from carrying or using such oils in Arctic waters as defined in regulation 46.2 of Annex I. In addition, waivers may be issued by an Administration with a coastline bordering the Arctic, thereby allowing the use and carriage of oils listed in MARPOL Annex I, Regulation 43.1.2 for ships operating under their flag. Any waivers issued will not apply on or after 1 July 2029. 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: All ships operating in Arctic waters with the exception of: • Ships engaged in securing the safety of ships; • Ships engaged in search and rescue operations; or • Ships dedicated to oil spill preparedness and response. Related Instruments • MEPC.1/Circ.915 - Guidelines on mitigation measures to reduce risks of use and carriage for use of HFO as fuel by ships in Arctic waters
368 Adopted by MEPC.331(76) Entry into force 1 January 2023 Class News No. 04/2022	Amendment to the AFS Convention - Controls on cybutryne Background: Evidence of the environmental risks from the use of anti-fouling paints that contain cybutryne was submitted to the IMO in February 2019. The evidence was accompanied by a proposal to establish controls on Anti-Fouling Systems (AFS) containing cybutryne. Amendments to Annexes 1 and 4 to the AFS Convention and the form of the International Anti-fouling System Certificate (IAFSC) to include controls on cybutryne were adopted. Implication: The amendments mean that anti-fouling systems containing cybutryne will 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 are to either: • Remove the anti-fouling system; or • Apply a coating that forms a barrier to this substance leaching from the underlying non-compliant AFS; at the first scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

	Shipowners and ship managers should have applied for a survey for the issue of an International AFS Certificate in the amended model form no later than 1 January 2025. That survey should not affect the time available to shipowners and ship managers to comply with the new control measures in Annex 1 to the AFS Convention. *Ships except: • fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023; • ships not engaged in international voyages; and • ships of less than 400GT engaged in international voyages, if accepted by the coastal State(s) Application: All anti-fouling systems containing cybutryne and all ships*. Related Instruments • MEPC.356(78) – 2022 Guidelines for Brief Sampling of Anti-Fouling Systems on Ships • MEPC.357(78) – 2022 Guidelines for Inspection of Anti-Fouling Systems on Ships • MEPC.358(78) – 2022 Guidelines for Survey and Certification of Anti-Fouling Systems on Ships
386 Adopted by MSC.483(103) Entry into force 1 January 2023	Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) - Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers Background: The International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code), in annex B, part A, annex 2, prescribes the following thickness measurements to be taken at the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey of double-hull oil tankers: • One section of deck plating for the full beam of the ship within the cargo area; • Measurements, for general assessment and recording of corrosion patterns, of those structural members subject to close-up survey according to annex 1; and • Suspect areas. Amendments to the Code have been adopted to require that only “suspect areas” of double-hull oil tankers are subject to thickness measurements during the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey. Implication: It will be sufficient to consider only suspect areas for thickness measurements at the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal survey of double-hull oil tankers. Application: These amendments apply to the first Cargo Ship Safety Construction Certificate or Cargo Ship Safety Certificate renewal surveys taking place on double hull oil tankers of 500GT and above from 1 January 2023.

350

Adopted by
MSC.458(101)

Entry into force
1 January 2024

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

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

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

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

Liquefied fuel pipes must be protected by a secondary enclosure able to contain leakages. However, if the piping system is in a fuel preparation room or a tank connection space, the Administration may waive this requirement. In addition, where required gas detection is not fit for purpose, the secondary enclosures must be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination, and must be able to withstand the maximum pressure that may build up in the enclosure in case of leakage from the fuel piping.

The exhaust system must be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine. This requires a detailed evaluation of the potential for unburnt gas in the exhaust system to be undertaken covering the complete system from the cylinders up to the open end.

Fuel storage hold spaces associated with a type C tank can be considered a cofferdam protecting fuel containment systems from machinery spaces provided that the type C tank is not located directly above the machinery space or other rooms of similar fire risk, and the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space is not less than 900mm.

In addition to the above, for all ships using natural gas as fuel which are not gas carriers, irrespective of date of construction: Owners and operators should be aware of the clarification that spaces containing fuel containment systems must be separated from machinery spaces of category A or other rooms with high fire risk with a cofferdam of 900mm with A-60 insulation, and A-60 divisions without use of a cofferdam are not permitted.

Application: These amendments entered into force on 1 January 2024 and are applicable to all cargo ships of 500GT and over and to all passenger ships that use natural gas as fuel (as per SOLAS II-1 Part G) and are subject to the IGF Code, which are not gas carriers.

Most of the amendments apply to ships constructed on or after 1 January 2024 which in this context means:

- ships contracted on or after 1 January 2024; or
- in the absence of a building contract, keel laid on or after 1 July 2024; or

- delivered on or after 1 January 2028.

As indicated in the implications section, one amendment applies irrespective of date of construction.

365

Adopted by
MSC.474(102)

Entry into force
1 January 2024

Class News
No. 15/2023

Amendments to SOLAS regulation II-1/3-8 - Towing and mooring equipment

Background: The IMO recently published new requirements and issued related guidelines on towing and mooring equipment to improve the safety of seafarers during mooring and unmooring operations and to counter the increase of dangerous and sometimes fatal incidents. These new requirements are incorporated in the amendments to SOLAS Regulation II-1/3-8 contained in Resolution MSC.474(102) and came into force on 1 January 2024.

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

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

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

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

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

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

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

IACS Recommendation 10). Owners should also determine MBLSD based on actual capacity of the equipment and their supporting hull structure on board. In this case, calculations should be submitted to Lloyd's Register (LR) for appraisal.

Application: The amended regulation II-1/3-8 applies to passenger ships regardless of size and cargo ships of 500GT or over. The new requirements for existing ships are listed in paragraphs 4 to 6 of this regulation and apply to ships constructed (keel-laid or at a similar stage of construction) on or after 1 January 2007.

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

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

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

The maintenance and inspection procedures above are required to be confirmed on board at the time of:

- Initial surveys completed on or after 1 January 2024 for new ships;
- First Cargo Ship Safety Construction or Cargo Ship Safety survey (annual, intermediate or renewal), on or after 1 January 2024, for existing ships; or
- Passenger Ship Safety renewal survey, on or after 1 January 2024, for existing ships.

All ships are to have their mooring equipment, including lines, inspected and maintained in a suitable condition for their intended purpose.

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)**
- **MSC.1/Circ.1175/Rev.2 - Revised Guidance on Shipboard Towing and Mooring Equipment (applicable to ships constructed on or after 1 January 2028)**
- **MSC.1/Circ.1362/Rev.2 - Unified Interpretation of SOLAS Chapter II-1**

How LR Can Support Clients

On an advisory basis, LR may also support owners carrying out calculations to determine the MBLSD for establishing the original design concept, based on the owner's available information. These calculations are carried out independently of any subsequent plan appraisal.

366

Adopted by
MSC.474(102)

Entry into force
1 January 2024

Amendments to SOLAS Chapter II-1 concerning watertight integrity

Background: The amendments to SOLAS chapter II-1 part B and B-1 (MSC.216(82) and MSC.421(98)) introduced inconsistencies with parts B-1, B-2 and B-4. These arose from the different philosophies behind the probabilistic damage stability assessment and the assumptions made. The probabilistic method does not rely on a single deck (the bulkhead deck) to provide the uppermost watertight boundary, instead the upper boundary of the buoyant volume may be used. In theory this does not need to be a single horizontal surface.

Implication: Amendments to SOLAS Part B-1 and Part B-2, Part B-4 and Part D are summarised below:

Regulation 7-2 – Calculation of the factor s_i : the changes distinguish between cargo ships' and passenger ships' immersion line and intermediate or final stage of flooding for the calculation of the factor s_i , and when to take it as zero.

Regulation 12 – Peak and machinery space bulkheads, shaft tunnels, etc.: For passenger and cargo ships constructed on or after 1 January 2024, the collision bulkhead may be pierced below the bulkhead deck of passenger ships and the freeboard deck of cargo ships by not more than one pipe to deal with fluid in the forepeak tank. The pipe is to be fitted with a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. Additional valve requirements are also introduced.

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

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

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

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

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

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

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

Regulation 17-1 – Integrity of the hull and superstructure, damage prevention and control on ro-ro passenger ships - All access from the ro-ro deck that leads to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 m above the bulkhead deck (unless the access is covered by the provisions concerning vehicle ramps and particular accesses to spaces necessary for the essential working of the ship mentioned below).

Where vehicle ramps are installed to give access to spaces below the bulkhead deck, their openings shall be able to be closed weathertight to prevent ingress of water below and fitted with alarms and open/close indicators on the navigation bridge. The means of closure shall be watertight if the deck is intended as a watertight horizontal boundary under regulation 7-2.6.

Subject to SOLAS Part B-4, regulations 23.3 and 23.6, the Administration may permit the fitting of particular accesses to spaces below the bulkhead deck provided they are necessary for the essential working of the ship, e.g. the movement of machinery and stores, and subject to such accesses being made watertight, fitted with alarms and open/close indicators on the navigation bridge.

Various other regulations are updated (regulation 19, 21, 22, 23 and 42) regarding damage control information, inspections of watertight doors and operational considerations around watertightness between cargo spaces before and during voyages.

Application: The amendments apply to cargo ships of 500GT and over and to all passenger ships in various ways depending upon the ship type and construction date, although the amendments are mainly for new ships constructed on or after 1 January 2024 which in this context mean ships:

- for which the building contract is placed on or after 1 January 2024; or
- in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2024; or
- the delivery of which is on or after 1 January 2028.

Related Instruments

- **MSC.429(98)/Rev.2 - Revised explanatory notes to the SOLAS chapter II-1 subdivision and damage stability regulations**
- **MSC.8/Circ.1 - Voluntary early implementation of the amendments to SOLAS regulation II-1/12 adopted by Resolution MSC.474(102)**
- **MSC.1/Circ.1692 - Unified Interpretation of SOLAS Regulation II-1/12.6.2**

374

Adopted by
MSC.482(103)

Entry into force
1 January 2024

Amendments to SOLAS Chapter II-1 to include requirements for water level detectors on multiple hold cargo ships other than bulk carriers and tankers

Background: SOLAS regulation II-1/25 required single hold cargo ships of less than 80 metres (100 metres if constructed before 1 July 1998) to have water level detection alarms. These ships are not required to have a damage stability assessment which means that there is no requirement to assess the effect of flooding of the cargo hold. Should damage occur and water start to enter the hold, there is a need for the crew to be aware of the situation so that appropriate mitigation actions can be taken. It should be noted that the “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. New SOLAS regulation II-1/25-1 has the intent to include all ships which are currently not required to have a water level detection alarm, with the exception of bulk carriers and tankers.

Implication: Bilge alarms, which are commonly installed on cargo ships that do not carry bulk cargoes, will no longer exclusively fulfil the requirements of the proposed new regulation, and additional water level detectors will be required to do so. New SOLAS regulation II-1/25-1 deviates from SOLAS II-1/25, in that, the latter is dependent on the ship’s length which is not the case for the new regulation.

Application: Applies to all new cargo ships, except tankers and bulk carriers, with more than one cargo hold which are:

- contracted on or after 1 January 2024; or
- in the absence of a building contract, keel laid on or after 1 July 2024; or
- delivered on or after 1 January 2028.

Related Instruments

- **MSC.188(79)/Rev.2 – Revised Performance Standards for Water Level Detectors on Ships subject to SOLAS regulations II-1/25, II-1/25-1 and XII/12**
- **MSC.1/Circ.1572/Rev.2 - Unified Interpretations of SOLAS Chapters II-1 and XII, of the Technical Provisions for Means of Access for Inspections (Resolution MSC.158(78)) and of the Performance Standards for Water Level Detectors on Bulk Carriers**

403

Adopted by
MSC.475(102)

Entry into force
1 January 2024

Amendments to the International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels (IGF Code) on the regulation for fuel preparation room fire-extinguishing systems (Part A-1, Ch.11 - Fire Safety)

Background: Potential sources of ignition were identified in fuel preparation rooms. A new requirement is added for fixed fire extinguishing systems in fuel preparation rooms containing pumps, compressors or other potential ignition sources or other potential ignition sources for compliance with the provisions of SOLAS regulation II-2/10.4.1.1, taking into account the necessary concentrations/application rate required for extinguishing gas fires.

	Implication: Shipyards and Shipowners will be required to meet these new requirements for fuel preparation rooms containing pumps, compressors or other potential ignition sources. Application: This amendment enters into force on 1 January 2024 and is applicable to all cargo ships of 500GT and above and all passenger ships constructed on or after 1 January 2024 that use low-flashpoint fuels (as per SOLAS II-1 Part G) and are subject to the IGF Code. “Ships constructed on or after 1 January 2024” here means: - ships contracted on or after 1 January 2024; or - in the absence of a building contract, keel laid on or after 1 July 2024; or - delivered on or after 1 January 2028. This does not apply to ships using gas as fuel to which the IGC Code applies.
155 Adopted by SR/CONF/45 Entry into force 26 June 2025 Class News No. 13/2023 No. 11/2024 No. 17/2025	Hong Kong International Convention on the Safe and Environmentally Sound Recycling of Ships, 2009 Background: It is known that ships may contain environmentally hazardous substances (e.g. asbestos, heavy metals, PBC's) and the recycling of a ship at the end of its life is associated with many working and environmental concerns. As such, the IMO Hong Kong Convention aims to ensure that the recycling of ships does not pose an unnecessary risk to human health, safety or the environment. The Hong Kong convention has requirements for the design, construction, operation and preparation of ships to facilitate safe and environmentally sound recycling without compromising the safety and operational efficiency of ships; the operation of ship recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements. Implication: Shipowners: Will need to ensure that they have a properly regulated method of building, operating and recycling a ship, that safeguards both crew and recycling facility workers safety, whilst minimising the environmental impact. Key dates: - From 26 June 2025 new ships* will have to have an approved and certified Inventory of Hazardous Materials (IHM) onboard upon their delivery. * “New ships” means a ship: - for which the building contract is placed on or after 26 June 2025; or - in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 26 December 2025; or - the delivery of which is on or after 26 December 2027. - By 26 June 2030 existing ships will have to have an approved and certified IHM Part I onboard. - From 26 June 2025 ships going for recycling will have to: - be recycled at a ship recycling facility which has a valid Document of Authorisation for Ship Recycling (DASR). - hold an approved and valid IHM Parts I, II and III

- have a ship specific recycling plan, in compliance with the Hong Kong Convention, developed by their chosen ship recycling facility
- have a ready for recycling certificate onboard.

Ship Recycling Facilities:

By 26 June 2025 - ship recycling facilities will have to have a valid DASR and issue ship specific recycling plans for each ship they plan to recycle.

Manufacturers and Shipbuilders:

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

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

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

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

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

Further Information

Inventory of Hazardous Materials

LR offers [Ship recycling advisory services](#) | [LR](#) to ensure compliant and safe ship recycling with our verification and assessment services against international standards.

Related Instruments

- MEPC.196(62) - 2011 Guidelines for the Development of the Ship Recycling Plan
- MEPC.210(63) - 2012 Guidelines for Safe and Environmentally Sound Ship Recycling
- MEPC.211(63) - 2012 Guidelines for the Authorization of Ship Recycling Facilities
- MEPC.222(64) - 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention
- MEPC.379(80) as amended by MEPC.405(83) – 2023 Guidelines for the development of the Inventory of the Hazardous Materials

How LR Can Support Clients

IHM Services

	Our well established IHM service offers reputable and consistent global service delivery, helping to promote better hazard management and sustainable ship recycling. Since 2004, thousands of ships spanning both new construction and in service have entrusted LR to provide inventory certification services. LR offers end-to-end IHM services to both LR and non-LR classed ships. We provide an intuitive and competitively priced approval, verification, and certification service to ensure compliance with EU and HKC legislation – for both newbuilds and existing ships. Our simple, tried and tested IHM template is carefully designed against legislative requirements and allows easy compilation and maintenance of the IHM. We have a list of independently LR approved companies who can provide you with expert IHM compilation and hazardous materials sampling/testing services against legislative requirements. To date we have checked and approved the procedures and operations of around 40 Hazardous Material expert companies. Final Survey services We can apply our expertise to support you with compliance with Final Survey in accordance with the Hong Kong Convention End of life services Our bespoke advisory and certification services have been provided for many sensitive ship recycling projects. We work with shipowners/operators and ship recycling facilities: For shipowners: our unique Audit During Recycling service helps to provide assurance that national and international standards are met, including the downstream handling of hazardous waste. We can help you follow best practice, attain independent assurance that agreed standards are upheld and regulatory requirements have been met, thereby minimising potential liabilities and adverse publicity at the end of your ship's life. For ship recycling facilities: we can apply our expertise to support you in your HKC compliance journey. As part of our Ship Recycling services we want to help you stand out from the crowd and help you to give your clients full confidence that end of life ships are being recycled in compliance in a safe and environmentally sound manner.
383 Adopted by MSC.532(107) Entry into force 1 January 2026	New SOLAS II-1, Regulation 3-13 (lifting appliances and anchor handling winches) Background: The IMO has developed new mandatory requirements to cover lifting appliances and anchor handling winches. These consist of amendments to SOLAS and supporting guidelines. Implication: Lifting appliances that are installed on or after 1 January 2026 will need to: • Be designed, constructed and installed in accordance with the requirements of a classification society recognised by the Administration. • Load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations. • Be permanently marked with, and provided with documentary evidence for, the safe working load (SWL).

Class News
No. 12/2025
No. 01/2026

Lifting appliances that were installed before 1 January 2026 will need to be tested and thoroughly examined, based on MSC.1/Circ.1663 *Guidelines for Lifting Appliances* and be permanently marked with, and provided with documentary evidence for, the safe working load (SWL) no later than the date of the first Passenger Ship Safety Certificate, Cargo Ship Safety Certificate or Cargo Ship safety Construction Certificate renewal survey on or after 1 January 2026.

Anchor handling winches installed on or after 1 January 2026 are to be designed, constructed, installed and tested to the satisfaction of the Administration, based on MSC.1/Circ.1662 *Guidelines for Anchor Handling Winches*.

Anchor handling winches which were installed before 1 January 2026 are to be tested and thoroughly examined, based on MSC.1/Circ.1662 *Guidelines for Anchor Handling Winches* no later than the date of the first Cargo Ship Safety Certificate or Cargo Ship Safety Construction Certificate renewal survey on or after 1 January 2026.

* The expression “installed on or after 1 January 2026” means:

- .1 for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or
- .2 for ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026.

All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilised with any lifting appliances and anchor handling winches, are to be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the IMO (MSC.1/Circ.1662 and MSC.1/Circ.1663).

Application: This regulation applies to all lifting appliances, anchor handling winches and loose gear which have a SWL of 1000kg and above. For those lifting appliances with a lower SWL, the Administration is to determine to what extent the lifting appliance should comply with the regulation. This regulation does not apply to:

- Lifting appliances on ships certified as MODUs;
- Lifting appliances used on offshore construction ships (pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work);
- Integrated mechanical equipment for opening and closing hold hatch covers; and
- Life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code.

Related Instruments

- **MSC.1/Circ.1663 - Guidelines for Lifting Appliances**
- **MSC.1/Circ.1662 - Guidelines for Anchor Handling Winches**
- **MSC.1/Circ.1696 - Unified Interpretation of SOLAS Regulation II-1/3-13.2.4**

395

Adopted by
MSC.535(107)

Entry into force
1 January 2026

Amendments to the International Life-Saving Appliance (LSA) Code - Ventilation of totally enclosed lifeboats

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. It recommended that further investigation into the issue of the ventilation of totally enclosed lifeboats should be carried out with a view to improving the thermal loading of occupants in emergency situations.

Implication: Totally enclosed lifeboats will need to be designed and fitted with a means of ventilation to achieve a ventilation rate of at least 5m³/h per person for the number of persons the lifeboat is permitted to accommodate and for a period of not less than 24 hours.

Application: This applies to all totally enclosed lifeboats installed on ships on or after 1 January 2029.*

*The expression "installed on or after 1 January 2029" means:

- (a) for ships for which the building contract is placed on or after 1 January 2029, or in the absence of the contract, constructed on or after 1 January 2029, any installation date on the ship; or
- (b) for ships other than those ships described in (a) above, a contractual delivery date for the equipment to the ship on or after 1 January 2029 or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2029.

Related Instruments

- **MSC.544(107)- Amendments to the Revised recommendation on testing of life-saving appliances (Resolution MSC.81(70))**

409

Adopted by
MSC.550(108)

Entry into force
1 January 2026

Class News
No. 07/2026

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

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

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

- Individually identifiable smoke and heat detector systems, (including linear heat detectors), for open and closed vehicle ro-ro spaces.
- Fire detection and alarm system requirements for weather decks intended for the carriage of vehicles, including a safety distance from vehicle lanes to accommodation spaces, control stations and normally occupied service spaces.
- Video monitoring on vehicle spaces, open and closed ro-ro spaces and special category spaces.
- Fixed water-based fire-extinguishing systems to protect weather decks primarily using water monitor(s), with nozzles being acceptable for areas which monitors cannot cover. Detailed specifications for nozzles are also included as well as water supply capacity.

- Changes to structural fire protection of ro-ro and special category spaces including the protection 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).

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

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

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

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

- SOLAS II-2/20.4.1.6 requirements for a fixed fire detection and fire alarm system complying with the FSS Code: passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply not later than the first survey on or after 1 January 2028;
- SOLAS II-2/20 paragraphs 4.1.1 to 4.1.4 requirements for a fixed fire detection and fire alarm system complying with the FSS Code shall only apply to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 4.1.6 and the previously applicable requirements of paragraph 4.1 (Fixed Fire Detection and Alarm Systems).
- SOLAS II-2/20.4.1.5 requirements for a fixed fire detection and fire alarm system complying with the FSS Code shall apply to cargo ships constructed on or after 1 January 2026. Cargo ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the previously applicable requirements of paragraph 4.1 (Fixed Fire Detection and Alarm Systems);
- SOLAS II-2/20.4.4 requirements on video monitoring: Paragraphs 4.4.1 and 4.4.2 apply to ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with paragraphs 4.4.1 and 4.4.2 not later than the first survey on or after 1 January 2028;
- SOLAS II-2/20.5 requirements on structural fire protection and arrangement of openings applies to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 5; and
- SOLAS II-2/20.6 requirements on fire extinction: Paragraphs 6.2.1 and 6.2.2 on fixed water-based fire-extinguishing systems on weather decks intended for carriage of vehicles shall apply to ro-ro passenger ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with paragraph 6.2.3 requirements for fixed water-based fire-extinguishing systems based on monitors not later than the first survey on or after 1 January 2028.

	Related Instruments • MSC.555(108) – Amendments to the FSS Code
413 Adopted by MSC.532(107) MSC.536(107) MSC.537(107) Entry into force 1 January 2026 Class News No. 16/2025	Amendments to SOLAS chapter II-2 and the International Code of Safety for High-Speed Craft (1994 and 2000 HSC Code) – Provisions to prohibit the use of fire-fighting foams containing PFOS Background: The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to the HSC Code to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to chapter 7 of the 1994 (MSC.536(107)) and 2000 (MSC.537(107)) HSC Codes. Implication: Fire-fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities. Equipment manufacturers: are to take note and change the chemical makeup of extinguishing media. Shipowners and Ship operators: are to comply with carriage ban and remove the PFOS containing extinguishing media from ships to reception facilities ashore. Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after 1 January 2026. Related Instruments • MSC.1/Circ.1694 - Unified interpretations of SOLAS chapter II-2, and the 1994 and 2000 HSC Codes
431 Adopted by MSC.551(108) Entry into force 1 January 2026	Amendments to the IGF Code - 2026 Background: The IGF Code is reviewed regularly. These amendments incorporate a number of consolidations and additional new provisions based on the industry's gained experience. Implication: The amendments include, but are not limited to: Part A-1 • 4.2.2 - Necessary reference addition based on the proposed change to 8.4.2 listed below.

- 5.12.1 - For ships constructed on or after 1 January 2026, clarification as to whether the requirement for “door sill” applies to the outer door (i.e. the door leading to the hazardous area).
- 6.7.3.1.1 - For ships constructed on or after 1 January 2026, the proposed changes are to improve the design requirements for the pressure relief system of the LNG fuel tanks, ensuring that the pressure relief system is of sufficient capacity when implementing the isolation requirements specified in paragraph 6.7.2.6 and that fuel tanks shall not be bunkered until the full relieving capacity is restored.
- 6.9.1.1 - For ships constructed on or after 1 January 2026, new changes to permit utilisation of more than one method to control the tank pressure and temperature, e.g. by one of the following methods:
 - .1 reliquefaction of vapours;
 - .2 thermal oxidation of vapours;
 - .3 pressure accumulation; or
 - .4 liquefied gas fuel cooling.
- 7.3.2.1 - For ships constructed on or after 1 January 2026, the formula to calculate the thickness of the piping has been amended to make it clearer.
- 8.4.1 to 8.4.3 - Changes aimed at addressing leaks during bunkering operations at the connection between the bunker system and the bunkering manifold, and aligning the IGF Code to ISO standards 21593:2019 and 20519:2021. This change is available for early implementation (subject to the flag Administration’s approval).
- 9.3.1 - For ships constructed on or after 1 January 2026, fuel supply systems require redundancy and segregation so a leak or failure in one system doesn't result in an unacceptable loss of power. If there is leakage or failure, Administrations may accept partial reduction in propulsion capacity from normal.
- 9.4.7 - For ships constructed on or after 1 January 2026, automatic ventilation of the gas supply pipe between the master valve and the double block and bleed valves is required. Its also required between the double block and bleed valves and the consumer, when the master gas fuel valve is automatically shut down.
- 9.4.8 - For ships constructed on or after 1 January 2026, “engine” will be replaced by “gas consumer”.
- 9.6 - The amendment now specifies that the fuel piping referenced is “Gas” fuel piping.
- 9.6.1 - Sub-paragraph 1 includes a requirement for purging high pressure systems when the master gas valve is closed. This requirement is not included for low pressure systems. As there is no justification for having the difference, this was deleted.
- 9.8.1, 9.8.2, 9.8.4 - Changes in determining design pressure of pipes and ducts. This is applicable to ships constructed on or after 1 January 2026.
- 11.3.1 - The fuel preparation room shall, for the purpose of the application of SOLAS regulation II-2/9, be regarded as a machinery space of category A. This is applicable to ships constructed on or after 1 January 2026.
- 11.6.2 - A 5kg portable dry powder fire extinguisher is to be located in the fuel preparation room. For ships constructed before 1 January 2026, this shall be provided not later than the first survey on or after 1 January 2026.
- 12.5.1 - Interbarrier spaces are now considered Hazardous area zone 0. This is applicable to ships constructed on or after 1 January 2026.
- 12.5.2.1 - Interbarrier spaces are removed from Hazardous area zone 1. This is applicable to ships constructed on or after 1 January 2026.
- 15.4.1.3 - Since the requirements for the liquid level gauging in the IGF Code should be more in line with the IGC Code, in addition to 15.4.1.3.1 and 15.4.1.3.2, liquefied gas fuel tank liquid level gauges may also be closed devices which penetrate the liquefied gas fuel tank, but which form part of a closed system and keep the gas fuel from being released. Such devices shall be considered as tank connections. A shut off valve, located as close as possible to the tank, should be provided if the closed gauging device is not mounted directly onto the tank.

	18.4.1.1.1 - Introduction of “<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. Application: The application of the amendments are included under each item. In general, they will apply to ships constructed on or after 1 January 2026 which use low-flashpoint fuel, other than ships covered by the IGC Code. Otherwise they apply to both new and existing ships using low-flashpoint fuel. Ships constructed on or after 1 January 2026 mean those: - for which the building contract is placed on or after 1 January 2026; - in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2026; or - the delivery of which is on or after 1 January 2030.
487 Adopted by MSC.532(107) MSC.538(107) Entry into force 1 January 2026	Amendments to SOLAS chapter XIV and Related Amendments to the Polar Code Background: After reviewing the technical analysis of the feasibility and consequences of applying chapters 9 and 11 of the Polar Code to non-SOLAS ships, the IMO has published amendments to SOLAS Chapter XIV together with amendments to the Polar Code. MSC.532(107) amends regulation 2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and MSC.538(107) adds new chapters 9-1 (Safety of Navigation for Non-SOLAS ships) and 11-1 (Voyage Planning for Non-SOLAS ships) to the Polar Code. Implication: Designers, builders, equipment manufacturers, owners and operators of fishing vessels, pleasure yachts and cargo ships with the applicable length or GT operating in polar waters will need to take note of, and comply with, the new requirements from chapters 9-1 (Safety of Navigation for Non-SOLAS ships) and 11-1 (Voyage Planning for Non-SOLAS ships). Application: The amendments to SOLAS Ch XIV will apply to: • Fishing vessels of 24 metres of length overall and above; • Pleasure yachts of 300GT and over not engaged in trade; and • Cargo ships of 300GT and over but below 500GT Fishing vessels, pleasure yachts and cargo ships, as defined above, which are constructed before 1 January 2026, are to meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2027. Fishing vessels, pleasure yachts and cargo ships, as defined above, constructed on or after 1 January 2026, are to meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2026. For the purpose of this requirement, "constructed" means a ship the keel of which is laid or which is at a similar stage of construction. At a similar stage of construction means the stage at which: • construction identifiable with a specific ship begins; and

	- assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less. Related Instruments A.1137(31) - Interim safety measures for ships not certified under the SOLAS Convention operating in polar waters MSC.385(94) - International Code for Ships Operating in Polar Waters (Polar Code) MSC.538(107) - Amendments to the International Code for Ships Operating in Polar Waters (Polar Code)
661 Adopted by MSC.559(108) Entry into force 1 January 2026	Amendments to MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear Background: As a consequence of the agreed amendments to the LSA Code and resolution MSC.81(70) to include new ventilation requirements for totally enclosed lifeboats, there is an amendment to resolution MSC.402(96). This amendment includes the requirement for the examination and check of the 'ventilation system, where fitted' for satisfactory condition and operation on lifeboats (including free-fall lifeboats), rescue boats, and fast rescue boats. Implication: Authorised Service Providers: Totally enclosed lifeboats will need to undergo satisfactory examination and checks on their ventilation systems as per the new requirements detailed in MSC.535(107). Application: This will apply from 1 January 2026, but given that the new requirements for the ventilation of totally enclosed lifeboats applies to those installed on ships on or after 1 January 2029, it will not be required to take place until such totally enclosed lifeboats are installed. Related Instruments MSC.535(107) Amendments to the International Life-Saving Appliance Code (LSA Code)
770 Adopted by MEPC.392(82) Entry into force 1 March 2026 Class News No. 05/2025	Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter Background: These amendments to MARPOL Annex VI give effect to an ECA in the Canadian Arctic for NOx and SOx. This ECA is comprised of two segments starting at the Yukon mainland at 68.900° North 137.000° West; and ending at the north coast of Hans Island at 80.83183° North 66.45667° West and continuing from the south coast of Hans Island at 80.82144° North 66.45067° West, and ending at the coast of Newfoundland and Labrador at 60.000° North, 64.160° West Implication: Shipowners and operators should be aware that for ships with their keels laid on or after 1 January 2025 and operating in the ECA will need a NOx Tier III engine.

	In addition, shipowners and operators should be aware that from 1 March 2027, the sulphur limit of fuel oil used on board must not exceed 0.10%_{m/m} or to use an alternative compliance method such as an Exhaust Gas Cleaning System. Application: NO_x requirements: Ships the keels of which are laid or at a similar stage of construction on or after 1 January 2025 which have a marine diesel engine with power output of more than 130kW and operating within the ECA. SO_x requirements: Ships operating in the ECA from 1 March 2027.
771 Adopted by MEPC.392(82) Entry into force 1 March 2026 Class News No. 05/2025	Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter Background: Amendments to MARPOL Annex VI give effect to an ECA in the Norwegian Sea. This ECA is defined as the same area specified in MARPOL Annex II regulation 13.9.4. Implication: Shipowners and operators should be aware that for ships with a building contract placed on or after 1 March 2026, keel laying or similar stage of construction on or after 1 September 2026 (in the absence of a building contract) or delivered on or after 1 March 2030 and operating in the ECA will need a NO_x Tier III engine. In addition, shipowners and operators should be aware that from 1 March 2027, the sulphur limit of fuel oil used on board must not exceed 0.10%_{m/m} or to use an alternative compliance method such as an Exhaust Gas Cleaning System. Application: NO_x requirements: Ships which have a marine diesel engine with power output of more than 130kW and which will operate in the ECA to which the building contract is placed on or after 1 March 2026; • In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 September 2026; or • The delivery of which is on or after 1 March 2030. SO_x Requirements: Ships operating in the ECA from 1 March 2027.
188264 Adopted by MEPC.203(62) (MEPC.203(62)) has been further amended	Amendments to Chapter 4 of MARPOL Annex VI: Regulation 24 – Phase 2 Implementation of Energy Efficiency Design Index (EEDI) Background: EEDI requirements were adopted within MARPOL Annex VI to promote more efficient new ships to reduce CO₂ emissions from new ships. EEDI implementation has a phased increase in the value of reduction factors from the reference value defined in MARPOL Annex VI, Regulation 24.3. EEDI reflects the amount of CO₂ generated per tonne-mile (cargo carrying capacity). It provides a uniform approach to calculating a ship's energy

by **MEPC.251(66)**,
MEPC.301(72) and
MEPC.324(75) all of
which have been
consolidated by
MEPC.328(76))

Entry into force
1 January 2013

efficiency during its design and construction and it promotes efficient ship design.

Table - Shows the reduction factor as a percentage for the Required EEDI compared to the EEDI Reference line for Phase 2 implementation. The Phase 2 (Tranche 1 & 2) requirements were effective from 1 January 2020. Note that additional amendments to EEDI for Phase 3 (Tranche 1 & 2) were adopted by MEPC.324(75). The Phase 3 (Tranche 1) requirements were effective from 1 April 2022, while Phase 3 (Tranche 2) requirements will be effective from 1 January 2025: Phase 3 implementation can be found in item [373](#).

Ship Type	Size	Phase 2 (Tranche 1) 1-Jan-20 – 31-Mar-22	Phase 2 (Tranche 2) 1-Jan-20 – 31-Dec-24
Bulk carrier	20,000 DWT and above		20
	10,000 and above but less than 20,000 DWT		0-20*
Gas carrier	15,000 DWT and above	20	
	10,000 and above but less than 15,000 DWT		20
	2,000 and above but less than 10,000 DWT		0-20*
Tanker	20,000 DWT and above		20
	4,000 and above but less than 20,000 DWT		0-20*
Container ship	200,000 DWT and above	20	
	120,000 – 200,000 DWT	20	
	80,000 – 120,000 DWT	20	
	40,000 – 80,000 DWT	20	
	15,000 – 40,000 DWT	20	
	10,000 – 15,000 DWT	0-20*	
General Cargo ships	15,000 DWT and above	15	
	3,000 – 15,000 DWT	0-15*	
Refrigerated cargo carrier	5,000 DWT and above		15
	3,000 DWT and above but less than 5,000 DWT		0-15*
Combination carrier	20,000 DWT and above		20
	4,000 DWT and above but less than 20,000 DWT		0-20*
Ro-ro cargo ship (vehicle carrier)**	10,000 DWT and above		15
LNG Carrier**	10,000 DWT and above	20	
Ro-ro cargo ship**	2,000 DWT and above		20
	1,000 DWT and above but less than 2,000 DWT		0-20*
Ro-ro passenger ship**	1000 DWT and above		20

	250 DWT and above but less than 1,000 DWT		0-20*
Cruise passenger ship**	85,000 GT and above	20	
having non-conventional propulsion	25,000 – 85,000 GT	0-20*	

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

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

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

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

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

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

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

According to Uls in MEPC.1/Circ.795/Rev.10, for the purpose of EEDI application, a new ship is a ship:

- For ship types where Phase 2 ends on 31 March 2022:
 - .1 the building contract of which is placed in Phase 2, and the delivery is before 1 April 2026; or
 - .2 the building contract of which is placed before Phase 2, and the delivery is on or after 1 January 2024 and before 1 April 2026; or
 in the absence of a building contract:
 - .3 the keel of which is laid or which is at a similar stage of construction on or after 1 July 2020 and before 1 October 2022, and the delivery is before 1 April 2026; or
 - .4 the keel of which is laid or which is at a similar stage of construction before 1 July 2020, and the delivery is on or after 1 January 2024 and

before 1 April 2026.

- For ship types under Phase 2 (Tranche 2) which ends on 31 December 2024:
 - .1 the building contract of which is placed in Phase 2, and the delivery is before 1 January 2029; or
 - .2 the building contract of which is placed before Phase 2, and the delivery is on or after 1 January 2024 and before 1 January 2029; or
 in the absence of a building contract:
 - .3 the keel of which is laid or which is at a similar stage of construction on or after 1 July 2020 and before 1 July 2025, and the delivery is before 1 January 2029; or
 - .4 the keel of which is laid or which is at a similar stage of construction before 1 July 2020, and the delivery is on or after 1 January 2024 and before 1 January 2029.

A major conversion means a conversion of a ship:

- which substantially alters the dimensions, carrying capacity or engine power of the ship;
- which changes the type of the ship;
- the intent of which in the opinion of the Administration is substantially to prolong the life of the ship;
- which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship;
- or which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI or the applicable required EEXI.

Related Instruments

- **MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions.**
- **MEPC.231(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI).**
- **MEPC.233(65) – 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion.**
- **MEPC.364(79) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, as amended by MEPC 410(84).**
- **MEPC.365(79) - 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI), as amended by MEPC.374(80), MEPC.403(83) and MEPC.411(84).**
- **MEPC.1/Circ.896 - 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI.**
- **MEPC.1/Circ.795/Rev.10 - Unified Interpretations to MARPOL Annex VI.**

373

Adopted by
MEPC.324(75)

(**MEPC.324(75)**) has
been consolidated into
MEPC.328(76)

Entry into force
1 April 2022

Class News
No. 08/2026

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

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

Ship Type	Size	Phase 3 (Tranche 1) 1-Apr-22 onward	Phase 3 (Tranche 2) 1-Jan-25 onwards
Bulk carrier	20,000 DWT and above		30
	10,000 DWT and above but less than 20,000 DWT		0-30*
Gas Carrier	15,000 DWT and above	30	30
	10,000 DWT and above but less than 15,000 DWT		30
	2,000 DWT and above but less than 10,000 DWT		0-30*
Tanker	20,000 DWT and above		30
	4,000 DWT and above but less than 20,000 DWT		0-30*
Container ship	200,000 DWT and above	50	30
	120,000 DWT and above but less than 200,000 DWT	45	30
	80,000 DWT and above but less than 120,000 DWT	40	30
	40,000 DWT and above but less than 80,000 DWT	35	30
	15,000 DWT and above but less than 40,000 DWT	30	30
	10,000 DWT and above but less than 15,000 DWT	15-30*	0-30*
General Cargo ship	15,000 DWT and above	30	30
	3,000 DWT and above but less than 15,000 DWT	0-30*	0-30*
Refrigerated cargo carrier	5,000 DWT and above		30
	3,000 DWT and above but less than 5,000 DWT		0-30*
Combination carrier	20,000 DWT and above		30
	4,000 DWT and above but less than 20,000 DWT		0-30*
LNG carrier**	10,000 DWT and above	30	30
Ro-ro cargo ship (vehicle carrier)**	10,000 DWT and above		30

Ro-ro cargo ship**	2,000 DWT and above		30
	1,000 DWT and above but less than 2,000 DWT		0-30*
Ro-ro passenger ship**	1,000 DWT and above		30
	250 DWT and above but less than 1,000 DWT		0-30*
Cruise passenger ship** having non-conventional propulsion	85,000 GT and above	30	30
	25,000 GT and above but less than 85,000 GT	0-30*	0-30*

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

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

Implication:

Ship designers and builders:

The need to consider potential changes to ship/machinery design to reduce GHG emissions will now occur at a different date than indicated previously in Table 1 of MARPOL Annex VI, regulation 24, for some vessel types. There are several ways to achieve this, such as:

- Increase ship size: engine power ratio
- Reduce lightship weight
- Innovative solutions (e.g. hull air lubrication – 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. Any EEDI assessments carried out by designers in the initial and final design stages for above mentioned new ships are to adopt the latest reduction factor requirements as per the table above. Owners/Managers considering a major conversion of an existing ship will need to assess if the ship will be considered as a new ship following conversion.

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

According to UIs in MEPC.1/Circ.795/Rev.10, for the purpose of EEDI application, a new ship is a ship:

- For ship types where Phase 3 commences with 1 April 2022 and onwards:
 - 1 the building contract of which is placed in Phase 3; or

- .2 the building contract of which is placed before Phase 3, and the delivery is on or after 1 April 2026; or in the absence of a building contract:
- .3 the keel of which is laid or which is at a similar stage of construction on or after 1 October 2022; or
- .4 the keel of which is laid or which is at a similar stage of construction before 1 October 2022 and the delivery of which is on or after 1 April 2026.
- For ship types where Phase 3 commences with 1 January 2025 and onwards:
 - .1 the building contract of which is placed in Phase 3; or
 - .2 the building contract of which is placed before Phase 3, and the delivery is on or after 1 January 2029; or in the absence of a building contract:
 - .3 the keel of which is laid or which is at a similar stage of construction on or after 1 July 2025; or
 - .4 the keel of which is laid or which is at a similar stage of construction before 1 July 2025 and the delivery of which is on or after 1 January 2029.

A major conversion means a conversion of a ship:

- Which substantially alters the dimensions, carrying capacity or engine power of the ship;
- Which changes the type of the ship;
- The intent of which in the opinion of the Administration is substantially to prolong the life of the ship;
- Which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship; or
- Which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI or the applicable required EEXI.

Related Instruments

- **MEPC.1/Circ.850/Rev.3 - Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions**
- **MEPC.231(65) - 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)**
- **MEPC.233(65) - 2013 Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) for cruise passenger ships having non-conventional propulsion**
- **MEPC.364(79) - 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships.**
- **MEPC.365(79) - 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI), as amended by MEPC.374(80) and MEPC.403(83).**
- **MEPC.1/Circ.896 - 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI.**
- **MEPC.1/Circ.795/Rev.10 - Unified Interpretations to MARPOL Annex VI**

How LR Can Support Clients

LR can support asset optimisation at the design stage, improving operational efficiency to support a reduction in GHG emissions during operation -

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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 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.



785 Adopted by MSC.566(109) Entry into force 1 July 2026	Amendment to the IGC Code - paragraph 16.9 - Alternative fuels and technologies - on the possibility to use toxic cargo as fuel if accepted by the Administration Background: IGC Code Chapter 16.9 - <i>Alternative fuels and technologies</i> has been amended to allow the use of toxic cargo as fuels, subject to approval of the ship's flag Administration. Implication: Gas carriers, to which this amendment applies, will be allowed to use toxic cargo as fuel if they are able to demonstrate an equivalent level of safety to using natural gas (methane) carried as cargo as fuel. Special agreement from the ship's flag Administration will be required to permit this from 1 July 2026. Application: The amendments apply to new and, retroactively, to existing 2G/2PG ships which carry cargoes identified as toxic products in the IGC Code and are subject to the IGC Code. Related Instruments • MSC.1/Circ.1681 - Voluntary early implementation of the amendments to chapter 16 of the IGC Code, adopted by Resolution MSC.566(109)
731 Adopted by MEPC.398(83) Entry into force 1 September 2026 Class News No. 26/2025	Amendments to the NOx Technical Code with regard to certification of an engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation Background: Noting MARPOL Annex VI, regulation 13, permits substantial modifications and therefore re-certification of already installed engines, these amendments to the NOx Technical Code set out the procedure for such a re-certification which has not previously been specified. These amendments also capture instances where an existing engine is to be certified to a Tier to which it was not certified at the time of installation, in which case the same procedure is to be followed. Implication: Ship Owners and Operators: Should be aware that any existing marine diesel engine already installed with a power output of more than 130kW which undergoes modification which alters the NOx parameters, or is to be certified to a NOx Tier it was not certified to at the point of installation, is to follow the procedure newly introduced to the NOx Technical Code. Applicants seeking re-certification: Should familiarise themselves with the detail of the procedure and be aware that they must prepare an Engine Emission Test Plan to be agreed by the ship's Flag Administration or their Recognised Organisation before the testing regime is conducted. Guidance is available on the content of the Engine Emission Test Plan which will be published by the IMO at the time of the amendments to the Code entering force.

	Application: This applies to any marine diesel engine with a power output of more than 130kW which undergoes a substantial modification, or is to be certified to a NOx Tier to which it was not certified at the time of certification, therefore requiring re-certification.
709 Adopted by MSC.575(110) Entry into force 1 January 2027 Class News No. 02/2026	Amendments to the IMSBC Code (Amendment 08-25) Background: The IMSBC Code is regularly reviewed to take account of new requirements for existing substances or new substances. These amendments have been published as Amendment 08-25. Implication: The new amendments include, but are not limited to: • Amendments to existing individual schedules: - ALUMINIUM FERROSILICON POWDER UN 1395 - ALUMINIUM SILICON POWDER, UNCOATED UN 1398 - ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 - CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969 - FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes) - FERROSILICON with at least 25% but less than 30% silicon, or 90% or more silicon - FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated, (group B) - IRON ORE PELLETS - DIRECT REDUCED IRON (A) - DIRECT REDUCED IRON (B) - FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 • New individual schedules: - FISH MEAL (FISH SCRAP), STABILIZED, (group C) - PHOSPHATE ROCK FINES (uncalcined) IRON ORE BRIQUETTES - ZINC SLAG (coarse) - APATITE CONCENTRATE - TUFF (COARSE) - ALUMINIUM SULPHATE GRANULAR - FERRIC SULPHATE GRANULAR - CRUSHED GRANODIORITE, COARSE - ASPHALT GRANULATES - PEA PROTEIN CONCENTRATE PELLETS • Other draft amendments include: - Editorial modifications to the segregation tables in 9.3.3. - Various editorial amendments to update references to updated circulars.

	- A number of cargoes are to be considered non-cohesive when dry: - ALUMINIUM SULPHATE GRANULAR - ASPHALT GRANULATES - CRUSHED GRANODIORITE, COARS - EFERRIC SULPHATE GRANULAR - PEA PROTEIN CONCENTRATE PELLETS - PHOSPHATE ROCK FINES (uncalcined) MSC 110 (June 2025) has adopted the amendments. Application: The amendments are applicable to all ships (including cargo ships of less than 500GT) carrying goods in solid bulk form from 1 January 2027. Administrations can voluntarily apply the amendments from 1 January 2026. Related Instruments • MSC.1/Circ.1395/Rev.7 - Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective • MSC.1/Circ.1264/Rev.1 - Revised recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds • MSC.1/Circ.1358/Rev.1 - Revised recommendations on the safe use of pesticides in ships
238 Adopted by Cape Town Agreement, 2012 and Torremolinos Convention 1977 and Protocol of 1993 (SFV-P/CONF.1) Entry into force 24 February 2027	International Convention for the Safety of Fishing Vessels (Torremolinos Convention) Cape Town Agreement Background: The Torremolinos Convention and its 1993 Protocol have not yet entered into force as the entry into force requirements have not been met. There have also been some problems with the technical requirements. In order to address these issues, an agreement was reached which changed the entry into force requirements to 22 States with an aggregate of 3,600 fishing vessels of 24m in length and over and modified some of the technical provisions. On 24 February 2026, the entry into force requirements were met and the Cape Town Agreement will become mandatory from 24 February 2027. The diplomatic conference in Cape Town, South Africa, in October 2012 agreed that the survey and certification requirements were amended to a five-year cycle. A phased-in application for some parts of the requirements for existing fishing vessels was also agreed. Implication: Shipowners and Ship Managers: The Protocol has requirements covering the following areas: • Construction, watertight integrity and equipment • Stability and associated seaworthiness • Machinery and electrical installations and periodically unattended machinery spaces • Fire protection, detection, extinction and firefighting • Protection of crew • Life-saving appliances and arrangements • Emergency procedures, musters and drills

	• Radiocommunications • Shipborne navigational equipment and arrangements When it enters into force these safety items will need to be provided on board fishing vessels. Some of the requirements are applicable to existing fishing vessels as well as to new construction vessels. 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 Related Instruments • MSC.571(109)– Interim Guidance to assist in the implementation of the Cape Town Agreement of 2012
467 Adopted by MEPC.397(83) MEPC.408(84) (Resolution not yet available) Entry into force 1 March 2027	Amendments to MARPOL Annex VI and the NOx Technical Code on the use of multiple engine operational profiles for a marine diesel engine Background: The amendments to the Code control the use of auxiliary control devices for new and existing engines (that undergo significant modification) and address 'defeat devices' intended to circumvent the purpose of the NOx Technical Code. They also facilitate the certification of engines that are capable of operating in multiple profiles. The associated amendments to MARPOL Annex VI (MEPC.408(84)) were also adopted by MEPC 84. The amendments introduce the definition and control of a rational emissions control strategy which aims to ensure that the emissions values at the individual mode points used during engine certification testing are representative of the emissions values during normal operation. Further the amendments require such a rational control strategy to be applied to each engine across the whole of its operating load and speed range therefore ensuring an engine has not been designed to circumvent the intent of the NTC.

Implication:

Engine manufacturers: will need to ensure engines not certified in the lead up to the implementation dates are capable of compliance and any manufacturer considering an upgrade or modification to an existing certified product could potentially be causing a substantial modification therefore making the additional requirements applicable.

Owners and operators of ships with engines subject to the NTC: If considering a modification to an existing engine there is a need to be aware of the applicable definition of 'substantial modification'. If the modification being considered fits the definition, owners need to be aware of the implications and methods for seeking re-certification and the additional requirements that may not have been applicable at time of original engine certification.

Application: The amendments to the Code apply to engines with power output of more than 130kW. MEPC confirmed that the amendments will enter into force on 1 March 2027, however, their implementation will be as follows:

For new individual or parent engines not previously certified, the new requirements apply from 1 January 2028 based on the date of the EIAPP Certificate.

For a new member engine to a family or group for which the parent engine was certified before 1 January 2028, prior to the certification of the member engine it will need to be shown that the engine family or group meet the new requirements by 1 January 2030 based on the date of the EIAPP for the member engine.

For existing engines which are already certified, the new requirements do not apply unless the engine is subject to substantial modification on or after 1 January 2028, i.e. :

- for engine installations on board ships constructed before 1 January 2000, this is to engines which undergo a substantial modification, (i.e. a modification that increases existing emission characteristics); and
- for installations on board ships constructed on or after 1 January 2000 this is to engines which undergo a substantial modification if an auxiliary control device is used and/or the engine has multiple operational profiles.

In the case of identical replacement of an engine installation on or after 1 January 2028 the version of the Code at the time of the EIAPP is issued continues to apply unless the replaced engine is equipped with multiple operational profiles, in which case the new requirements apply.

813

Adopted by
MEPC.407(84)
(Resolution not yet available)

Amendments to Appendix IX to MARPOL Annex VI to include reporting of the portion of the year for which data is submitted, and removal of 'oil' in oil-fired boilers

Background: The amendments to MARPOL Annex VI Appendix IX in MEPC.385(81) do not create a field for the portion of the year the report is made for both regulations 27 (Fuel oil consumption) and regulation 28 (Carbon Intensity). These draft amendments correct this by introducing such date fields to Appendix IX. They also update the section on “Fuel oil consumption data”, replacing the term “oil-fired boiler(s)” with “fired boiler(s)”.

1 September 2027	Implication: There is no impact on clients expected as this is effectively a correction to ensure the portion of a year to which the data captured relates is correctly reported. Application: All ships of 5000GT and above. Related Instruments • MEPC.385(81) - Amendments to MARPOL Annex VI - Appendix IX - Accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS)
888 Adopted by MEPC.407(84) (Resolution not available yet) 1 September 2027	Amendments to MARPOL Annex VI, Appendix VII, on the designation of an Emissions Control Area for both NOx and SOx in the North-East Atlantic Background: A requirement for a new Emissions Control Area (ECA) for both NOx and SOx in the North-East Atlantic surrounding Greenland, Iceland, the Faroe Islands, Ireland, the west coast of the UK, extending south to Spain and Portugal has been adopted. The application relevant to NOx Tier III requirements is to ships which have a building contract placed on or after 1 January 2027, or in absence of contract, keel laying on or after 1 July 2027, or which are delivered on or after 1 January 2031, operating in the ECA . For SOx requirements, ships operating in the ECA will be required to use fuel oil with sulphur content not exceeding 0.10% m/m. The effective date for these requirements is 1 September 2028 which is 12 months after the entry into force of the MARPOL amendments i.e. to ships operating in the ECA from 1 September 2028. Implication: Shipowners and Operators of ships which operate in the ECA will need to be aware of the requirements and the phase in dates for NOx and SOx respectively. Application: For the NOx Tier III requirements, it applies to ships with diesel engines with a power output of 130kW or greater operating in the ECA which have a building contract placed on or after 1 January 2027, or in absence of contract, keel laying on or after 1 July 2027, or which are delivered on or after 1 January 2031. For the SOx requirements, ships operating in the ECA will need to use fuel oil with sulphur content not exceeding 0.10% m/m. The effective date for these requirements is expected to be 1 September 2028 which is 12 months after the expected entry into force of the MARPOL amendments i.e. to ships operating in the ECA from 1 September 2028.

896

Adopted by
MEPC.407(84)
(Resolution not available yet)

1 September 2027

Amendments to MARPOL Annex VI regulation 27 on DCS data access

Background: Amendments to MARPOL Annex VI, regulation 27, will increase access to the IMO's Fuel Oil Data Collection System (DCS), providing greater transparency. These amendments will give additional access to the DCS database as follows:

- Full access to the data on a particular ship for its Flag Administration or a Recognised Organisations acting on its behalf, including the reported data for the preceding years for that ship.
- Full data access to the Parties of MARPOL Annex VI with the provision that this is for analysis purposes, subject to the Flag State of the ship agreeing to grant such access.
- Anonymised data to public user accounts i.e. so that the individual ships cannot be identified.
- At the request of a company the IMO will be able to grant public access to non-anonymised fuel oil consumption reports for that company's own ships.

Implication: **Shipowners** will be able to request non-anonymised access to their ships' data for public access. Otherwise any data released will be anonymised if so authorised for release by the Flag Administration.

Application: This applies to member States, Recognised Organisations, shipowners and those with public user accounts.

ILO16

Adopted by
Amendments of 2025 to the MLC, 2006

Entry into force
23 December 2027

Amendment to MLC, 2006 - Standard A2.5.1 on repatriation

Background: During the Covid-19 pandemic seafarers struggled to travel to and from the ships they were working on. This created considerable challenges for the industry and left seafarers stranded. Consequently new requirements within the Maritime Labour Convention, 2006 (MLC, 2006) have been agreed for the repatriation of seafarers.

Implication: Member States are to facilitate the repatriation of seafarers without discriminating against them on any grounds. This is irrespective of the flag State of the ship on which they are employed, engaged or work.

When repatriating seafarers, it has been clarified that shipowners should at least cover the costs of:

- passage to the destination selected for the seafarer;
- accommodation and food from when seafarers leave the ship to when they arrive at their destination;
- transportation of up to 30kg of the seafarer's luggage to the destination; and
- medical treatment, when necessary, until the seafarers are medically fit to travel to the repatriation destination.

Supporting guidance has been issued along with the above requirements which says that the shipowner's costs mentioned above for seafarer repatriation should also include pay and allowances from when the seafarer leaves the ship until they reach the repatriation destination, when provided for by national laws, regulations or collective agreements.

Supporting guidance has also been issued that says that member States should designate seafarers as key workers. This will require them to

	facilitate their travel in connection with their employment or work as a seafarer, which includes but is not limited to: • access to shore leave; • repatriation; • crew changes; and • medical care ashore. Application: The Maritime Labour Convention applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies. Related Instruments • MLC Guideline B2.5 – Repatriation: • B2.5.3 - costs to be borne by the shipowner • B2.5.2 - key workers
ILO17 Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Amendments to MLC, 2006 - Standard A2.4 on shore leave Background: Seafarers have always struggled in some ports to go ashore for a break from the ship on which they live and work. Its important for their welfare that they get that short break. During the Covid-19 pandemic seafarers struggled more than normal to go ashore as borders closed. There are new requirements in the Maritime Labour Convention, 2006 (MLC, 2006) around shore leave. Implication: A new standard has been agreed on shore leave which places obligations on both the member State and on shipowners. Member States will be required to allow shore leave whilst a ship is in port on condition that all the relevant formalities have been fulfilled and there is no reason to refuse permission based on public health, security, public safety or public order. Where shore leave is refused, that is to be communicated by the public authorities in the port State to the Master and, if requested by the Master or seafarer, those reasons are to be communicated in writing. There should be no discrimination on any grounds on who is permitted to have shore leave. This is irrespective of the flag State of the ship on which they are employed, engaged or work. Seafarers will not be required to hold a visa or permit for shore leave. Shipowners will be required to permit shore leave for off duty seafarers when in port, unless the port State has the aforementioned restrictions in place, or it is unsafe or operationally unfeasible to do so. Supporting guidelines say that in cooperation with shipowners' and seafarers' organisations member States are to establish procedures on board ships and in ports to facilitate shore leave for seafarers. They should also ensure that port and terminal personnel are informed and trained on seafarers' rights to shore leave.

	Application: The MLC, 2006 applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies. Related Instruments • MLC Guideline B2.4.4 – Facilitation of shore leave
ILO20 Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Amendment to the MLC, 2006 on the investigation of marine casualties Background: Marine casualties occur from time to time and when they do it is important that seafarers are treated with respect and fairness. Implication: When carrying out an inquiry into a marine casualty, member States are to take due account of the <i>IMO Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident</i>, and the <i>recommendations of the ILO/IMO Guidelines on the Fair Treatment of Seafarers in the event of a maritime accident</i> and the <i>ILO/IMO Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes</i>. They should also co-operate as far as practicable with concerned States in applying the above guidelines. Application: The MLC, 2006 applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies. This requirement is placed on Member States. Further Information • IMO Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident • ILO/IMO Guidelines on the Fair Treatment of Seafarers in the event of a maritime accident • ILO/IMO Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes
ILO21 Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Amendment to the MLC, 2006 on onboard complaints procedures Background: The Maritime Labour Convention, 2006 provides for there to be a process by which seafarers can make complaints. This has been strengthened with the latest agreed amendments. Implication: Seafarers will have an additional way to make a complaint as in addition to complaining to the Master or external authorities, they will be able to complain to appropriate shoreside personnel.

	Seafarers should not be victimised when filing complaints. Confidentiality of their complaints must be safeguarded. The term ‘victimisation’ is extended to include any adverse action taken by any person with respect to complainants, victims, witnesses and whistle-blowers. However, due regard should also be given against vexatious or malicious complaints. Application: The MLC, 2006 applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.
ILO23 Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Amendments to the MLC, 2006 on the prevention of shipboard violence and harassment, including sexual harassment, bullying, and sexual assault Background: The prevention of violence, harassment and sexual assault has been considered by the IMO's Maritime Safety Committee recently, and consequently seafarer training is now required under the STCW Convention. That work is now extended to the ILO where seafarer welfare is regulated. Implication: A new requirement has been agreed that shipboard violence and harassment, including sexual harassment, bullying, and sexual assault is to be prevented and eliminated through national laws set by member States. Consequently, shipowners will be required to put in place measures to prevent shipboard violence and harassment, including sexual harassment, bullying and sexual assault. Seafarers will be required to comply with those measures. Governments will be expected to put in place safe, fair and effective reporting mechanisms and procedures for cases of shipboard violence and harassment, including sexual harassment, bullying and sexual assault. Supporting guidelines have been issued that say that when establishing the system of licencing and certification of seafarers' recruitment and placement services, member States should require their recruitment and placement procedures to address measures to prevent and address violence and harassment, including sexual harassment, bullying and sexual assault. Further supporting guidelines say that governments are to ensure that the implications for health and safety include shipboard violence and harassment, including sexual harassment, bullying and sexual assault when drawing up national guidelines for the management of occupational safety and health. Member State occupational health and safety protection measures should take account of the ILO's <i>Violence and Harassment Recommendation, 2019 (No. 206)</i>. Application: The Maritime Labour Convention applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies. Related Instruments • MLC Guideline B4.3 - Health and safety protection and accident prevention

442

Adopted by
MSC.549(108)

Entry into force
1 January 2028

Amendments to SOLAS - New Regulation II-1/3-4.2 – Emergency towing arrangements for new ships, other than tankers, of 20,000GT and over

Background: The IMO has agreed a revision to SOLAS chapter II-1, regulation 3-4, which extends the scope of the requirements for emergency towing arrangements to new ships other than tankers of 20,000GT and over. The amended regulation will enter into force on 1 January 2028. MSC 110 also approved new supporting guidelines for ships other than tankers (MSC.1/Circ.1691) and amendments to MSC.1/Circ.1175/Rev.1 - *Revised guidance on shipboard towing and mooring equipment* and MSC.1/Circ.1255 - *Revised guidelines for owners/operators on preparing emergency towing procedures*.

Implication: New ships will need to be fitted with towing arrangements which must, at all times, be capable of rapid deployment in the absence of main power on the ship and have adequate strength based on the size of the ship and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements must be approved by the Administration or their Recognised Organisations.

Application: Emergency towing arrangements are to be fitted on ships - other than tankers - of 20,000GT and above, constructed on or after 1 January 2028.

The expression "ships constructed" means ships the keels of which are laid, or which are at a similar stage of construction. In addition, the term "a similar stage of construction" means the stage at which:

- construction identifiable with a specific ship begins; and
- assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

Related Instruments

- **MSC.1/Circ.1691 - Interim guidelines for emergency towing arrangements on ships other than tankers**
- **MSC.1/Circ.1255/Rev.1 - Revised guidelines for owners/operators on preparing emergency towing procedures**
- **MSC.1/Circ.1175/Rev.1 - Revised guidance on shipboard towing and mooring equipment**

566

Adopted by
MSC.588(111)
(Resolution not available yet)

Amendments to the IP Code - mass of personnel to be used in stability calculations

Background: Following the adoption of the new SOLAS chapter XV (Safety measures for ships carrying industrial personnel) and the related International Code of Safety for Ships Carrying Industrial Personnel (IP Code), IMO agreed to continue the work to further develop the IP Code.

Implication: New amendments to Part IV/2 - *Subdivision and stability* have been adopted. They modify the mass for each industrial person to be used in stability calculations for cargo ships that carry more than 12 industrial personnel. It has been increased from 75kg to 90kg to provide a more realistic figure for those onboard and to align with the similar provision in the IP Code regulation V/2.2.

Entry into force 1 January 2028	The new mass is to be applied to stability calculations of ships: • for which the building contract is placed on or after 1 January 2028; or • in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2028; or • the delivery of which is on or after 1 January 2032. Application: These changes were adopted at MSC 111 and will be applicable to new ships to which the IP code applies (cargo ships and high-speed cargo craft, of 500GT and above, carrying more than 12 industrial personnel operating on international voyages): • for which the building contract is placed on or after 1 January 2028; or • in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2028; or • the delivery of which is on or after 1 January 2032. Related Instruments • MSC.521(106) - Amendments to the International Convention for the Safety of Life at Sea, 1974 (Chapter XV) • MSC.527(106) - International Code of Safety for Ships Carrying Industrial Personnel (IP Code)
606 (Awaiting resolution number, not yet available) Entry into force 1 January 2028	Amendments to SOLAS chapter V to introduce the VHF Data Exchange System (VDES) Background: The Very High Frequency (VHF) Data Exchange System (VDES) integrates the functions of terrestrial and satellite VHF data exchange, Application Specific Message (ASM) and Automatic Identification System (AIS). VDES has additional capacity for the exchange of more digital data and could accommodate future growth in demand for the use of digital data in maritime radiocommunications. Initially, there was a proposal to amend both SOLAS Chapters IV and V to introduce VDES. However, the IMO agreed to introduce VDES as an alternative to AIS under SOLAS Chapter V. It was decided that amendments to SOLAS Chapter IV should not be pursued at this stage, and proposals were invited for a future output to introduce VDES as communication equipment under SOLAS Chapter IV, if required. Currently, the amendments to SOLAS Chapter V, the draft performance standards, any consequential amendments, and the draft guidelines have been adopted to facilitate the widespread adoption of VDES, taking into consideration the potential substitution of the mandatory carriage requirement of AIS with the AIS component of VDES. Implication: Ship owners and operators should note proposed amendment regarding VDES, a new communication tool. VDES will be an alternative to AIS. Application: The amendments to SOLAS Ch.V will enter into force on 1 January 2028.

	The requirements for AIS carriage in SOLAS V/19 apply to all ships of 300GT and upwards engaged on international voyages, cargo ships of 500GT and upwards not engaged on international voyages and passenger ships irrespective of size and consequently its expected that VDES will have the same application.
607 (Awaiting resolution number, not yet available) Entry into force 1 January 2028	Amendments to the LSA Code - Development of design and prototype test requirements for the arrangements used in the operational testing of free-fall lifeboat release systems without launching the lifeboat Background: Free-fall lifeboat release systems are typically tested without actually launching the free-fall lifeboat into the water, i.e. a simulated launching. Previous discussions at the IMO focused on amending existing paragraph 4.7.6.4 of the LSA Code, however, a new paragraph “4.7.7 Lifeboat release testing” was added rather than amending the existing provisions in paragraph 4.7.6.4. The amendments require the arrangement to test the release system under load without launching the lifeboat into the water, in accordance with paragraph 4.7.6.4. It is to be designed with a safety factor of at least 6 on the basis of the calculated maximum working load, with a full complement of persons and equipment, and the ultimate strength of the materials used for its construction considering static and relevant dynamic loads. Components of this arrangement that are exposed to the marine environment, other than falls and temporarily installed equipment, are to be constructed from materials that are corrosion resistant in the marine environment without the need for coatings or galvanising. Additionally, consequential amendments to the relevant IMO instruments have been adopted as follows: • SOLAS chapter III, regulation 19 – <i>Emergency training and drills</i> : Changing the footnote reference for paragraph 3.4.4 from referring to “Measures to prevent accidents with lifeboats (MSC.1/Circ.1206 /Rev.1)”, to instead referring to the “Revised guidelines on safety during abandon ship drills using lifeboats (MSC.1/Circ.1578/Rev.1)”. • Resolution MSC.402(96) - <i>Requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances and Release Gear</i> : The draft amendments introduce a requirement in paragraph 6.2 – <i>Annual thorough examination and operational test</i>, for free-fall lifeboats to have an arrangement to test the release system under load without launching the lifeboat into the water. In addition, to reference the new paragraph 4.7.7 of the LSA Code, draft amendments were made to paragraph 6.2.7 on the method to carry out the operational testing of the free-fall lifeboat release function. • Resolution MSC.81(70) <i>Revised Recommendation on Testing of Life-Saving Appliances</i>: The draft amendments are included in Part 1, paragraph 6.9 – <i>Release mechanism test</i> and Part 2, paragraph 6.1 – <i>Launching appliances using falls and winches</i>, and ensure that arrangements to test the release system under load without launching the free-fall lifeboat into the water conform to the amended prototype, production and installation tests. Implication: Ship owners, operators and lifeboat manufacturers are advised to note new paragraph 4.7.7 of the LSA Code, SOLAS chapter III Regulation 19, paragraph 6.2.7 resolution MSC.402(96) and various relevant MSC circulars, and remain informed about the most recent requirements.

	Application: The amendments will apply to a free-fall lifeboat installed on or after 1 January 2031, where the expression "free-fall lifeboat installed on or after 1 January 2031" means a free-fall lifeboat having a contractual delivery date to the ship on or after 1 January 2031 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2031.
609 Adopted by MSC.573(110) MSC.574(110) Entry into force 1 January 2028	Amendments to paragraph 8.3.5 and annex 1 of the 1994 and 2000 HSC Codes on lifejacket carriage requirements Background: The IMO adopted the amendments to paragraph 8.3.5 (lifejackets carriage requirements) and annex 1 (HSC Safety Certificate) of the 1994 and 2000 HSC Codes with respect to the number of infant life jackets to be carried, and accessories to adult life jackets to accommodate large persons, to harmonise the lifejacket carriage requirements in the Codes with those in SOLAS chapter III. The amendments aim to ensure that the safety of infants on high-speed craft in an emergency situation is equal to that of infants on other passenger ships and remove any inconsistencies in terms of definitions and requirements between SOLAS Chapter III and the HSC Codes. Implication: Shipowners and operators of high-speed craft are advised to note the following upcoming lifejacket requirements, entering into force on 1 January 2028. From the first High-Speed Craft Safety Certificate renewal survey: • Passenger craft on voyages of less than 24h are expected to need to carry infant lifejackets equal to 2.5% of the number of passengers on board; • Passenger craft on voyages of 24h or greater are expected to need to carry an infant lifejacket for each infant on board; and • Where adult lifejackets are not designed to fit persons weighing up to 140kg and with a chest girth of up to 1750mm, a sufficient number of accessories shall be available on board to allow them to be secured to such persons. The Record of Equipment for the High-Speed Craft Safety Certificate shall be updated accordingly. Application: This will apply to new and existing high-speed craft. The amendments will enter into force on 1 January 2028 and be applicable no later than the date of the first High-Speed Craft Safety Certificate renewal survey on or after 1 January 2028 for existing craft, and the High-Speed Craft Safety Certificate initial survey for new craft.
642 Adopted by MSC.572(110) MSC.573(110) and MSC.574(110) MSC.577(110)	Amendments to SOLAS regulation V/23, performance standards and consequential amendments to the 1994 and 2000 HSC Codes, to improve the safety of pilot transfer arrangements Background: Accidents involving the tragic loss of pilots continue to happen worldwide despite previous efforts to improve pilot safety through amendments to SOLAS regulation V/23 (resolution MSC.308(88)) and standards for pilot transfers (resolution A.1045(27)). Statistics published by the International Maritime Pilots Association (IMPA) over the past few years show that an unacceptably high rate of non-compliant pilot transfer arrangements installed on all types of ships, together with the improper use of pilot ladders and a lack of regular and effective maintenance and inspection, are major contributing factors.

Entry into force
1 January 2028

In response to the above, the IMO has now adopted amendments to SOLAS regulation V/23 to make the performance standards for pilot transfer arrangements mandatory under the SOLAS Convention. An MSC resolution on *Performance standards on pilot transfer arrangements* has been adopted too, which contains detailed requirements for design, manufacture, construction, inspection, maintenance, replacement, rigging and training. There are consequential amendments to the 1994 and 2000 HSC Codes.

The IMO, via an MSC circular, has also agreed to encourage interested Administrations to voluntarily implement the above amendments prior to the entry into force.

Implication:

Ship owners/Operators: will need to comply with the new requirements. Specifically,

- Regardless of installation date, all pilot transfer arrangements will be required to undergo inspection, stowage, maintenance, replacement, and familiarisation in accordance with parts D and E of the performance standards.
- Accommodation ladders, together with any associated fittings intended for use in accordance with the performance standards are to meet the requirements for the means of embarkation on and disembarkation from ships as required by SOLAS regulation II-1/3-9. This includes those installed prior to 1 January 2010 which do not currently need to comply with SOLAS regulation II-1/3-9.
- Regardless of date of installation, maintenance and inspection of accommodation ladders used in the combination arrangement shall be carried out in accordance with SOLAS regulation II-1/3-9.3.

Equipment manufacturers: The design, manufacture, and construction of pilot transfer arrangements must comply with detailed requirements and be approved in accordance with Part F of the performance standards.

Application: The new requirements will enter into force on 1 January 2028. A detailed application details are as follows:

- All new and existing ships on which pilots may be employed are to be provided with pilot transfer arrangements.
- Pilot transfer arrangements installed on or after 1 January 2028, are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards. "Installed on or after 1 January 2028" means:
 - - a contractual delivery date for the pilot transfer arrangement or,
 - - in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028.
- Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS chapter I applies, (i.e. all ships engaged on international voyages unless expressly provided otherwise) are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards, not later than the first annual, periodical or renewal safety equipment survey (as referred to in MSC.1/Circ.1290) after 1 January 2029.
- Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS Chapter I does not apply, are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards, no later than 1 January 2030.

Related Instruments

- **MSC.576(110) - Performance standards for pilot transfer arrangements**
- **MSC.1/Circ.1428/Rev.1 - Required pilot transfer arrangements for pilots and other personnel**

708

Adopted by
MSC.567(109)

Entry into force
1 January 2028

Amendments to the IGF Code - 2028

Background: The IGF Code is reviewed regularly. These amendments incorporate a number of consolidations and additional new provisions based on the industry's experience.

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

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

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

- Pressure relief valves discharging liquid or gas from piping systems must discharge into fuel tanks whenever the tank maximum allowable relief valve setting pressure is lower than the setting of the pressure relief valves fitted at fuel tank inlets and shall be designed to ensure that the required discharge capacity is met. Alternatively, they may discharge to the vent mast, if means are provided to detect and dispose of any liquid that may flow into the vent system.
- Fuel tank inlets from safety relief valve discharge lines, protecting the piping system shall be provided with non-return valves in lieu of valves that are automatically operated when the safety system is activated. Safe means for tank isolation during maintenance shall be available without affecting proper operation of safety relief valves.
- An Administration may allow a non-A-60 boundary to be installed facing the fuel tank on the open deck which is separated by a minimum distance, determined through heat analysis, to provide protection equivalent to an A-60 class division. Intermediate structures providing heat protection may also be accepted.
- For oil tankers and chemical tankers, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, will be considered to meet the requirements for A-60 class divisions. This is provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary.
- Notwithstanding the requirements for A-60 boundaries in the Code, where no source of gas release from the fuel containment system is considered possible, e.g. a type C tank in which tank connections are in a tank connection space, A-60 class shielding is not required.
- The existing provision for the fuel storage hold space surrounding a type C tank to be considered a cofferdam in the context of protecting the fuel containment system from machinery spaces or other rooms with high fire risk are changed so that the hold space can only be considered a cofferdam when the minimum distance to the A-60 boundary from the outer surface of the insulation system of type C tank or the boundary of the tank connection space, if any, is not less than 900mm. In this context, for the vacuum insulated type C tank, outer surface of the insulation system means outer surface of the outer shell.
- Hazardous areas zone 1 will not include fuel preparation room ventilation outlets and instead include ventilation outlets from zone 1 spaces.
- The following area will be designated as a Hazardous area zone 1, areas on open deck, or semi-enclosed spaces on open deck above and in the vicinity of fuel tank vent mast outlet within a vertical cylinder of unlimited height and 6m radius centred upon the centre of the outlet, and within a hemisphere of 6m radius below the outlet. Where due to the size and layout of the vessel it is not possible to maintain the above distances, a

	reduced zone can be accepted based on a dispersion analysis, based on 50% LEL criteria. The zone dimensions shall never be less than 3m, and Application shall include a surrounding zone 2 hazardous area of 1.5m. • In lieu of areas within 1.5m surrounding open or semi-enclosed spaces, Hazardous area zone 2 includes spaces 4m beyond the cylinder and 4m beyond the hemisphere defined in the above hazardous area zone 1 area surrounding fuel tank vent masts on open or semi enclosed deck spaces. • Where the ventilation ducts serving hazardous spaces pass through less hazardous spaces, the ducts shall be gas-tight and have under-pressure relative to less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through non-hazardous spaces, and that are fully welded and designed in accordance with the requirements for materials section of the Code, are acceptable without the need for under-pressure. Application: The application of the amendments are included under each item. In general, they will apply to ships constructed on or after 1 January 2028 which use low-flashpoint or gaseous fuel, other than gas carriers certified under the IGC Code. Otherwise, they apply to both new and existing ships using gaseous or low-flashpoint fuels. Constructed on or after 1 January 2028 in this context means: • For which the building contract is placed on or after 1 January 2028; or • In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2028; or • The delivery of which is on or after 1 January 2032.
719 (Awaiting resolution number, not yet available) Entry into force 1 January 2028	Amendments to the ESP Code - Remote Inspection Techniques (RIT) Background: The IMO has finalised amendments to include remote inspection techniques (RIT), as an alternative means for close-up survey of the structure of ships. RIT are defined as: “a means of survey of any parts of the structure without the need for direct physical access of the surveyor.” Implication: The main changes introduced in the code cover (but are not limited to): • How surveys using RIT are to be carried out; • For periodic surveys after the third special survey, the use of RIT is subject to the agreement of the Administration; • A traditional survey will need to take place if the survey using RIT reveal damage or deterioration that the surveyor judges will require attention or further investigation; • Actions to be taken by the crew in preparation for the survey (cleanliness of spaces etc.); • In preparation for the survey programme, details of the equipment required for surveys using RIT and its use is to be included; • Inclusion of the firm who will be providing the RIT in the survey planning meeting (prior to commencing the survey); • Principles and procedures for Administrations to certify firms who provide RIT services in support of surveys. Application: The amendments are applicable to surveys of bulk carriers and oil tankers of 500GT, and above, to which the ESP Code applies. The amendments have been adopted and will enter into force on 1 January 2028.

	Related Instruments • Awaiting circular number, not yet available - Guidelines on the use of remote inspection techniques (RIT) for ESP Code surveys
728 (Awaiting resolution number, not yet available) Entry into force 1 January 2028	Amendment to the 1988 Load Line Protocol, regulation 25 - protection of the crew - setting of guard rails on the deck structure Background: It has been observed that when ships are subject to intense weather conditions, the crew that operate on open decks are likely to fall through the gaps of guard rails. The amendments to regulation 25 of the 1988 Load Line Protocol have the objective to ensure the safety of crew is enhanced to avoid such accidents. Implication: The amendments require that guard rails or bulwarks are to be fitted around all exposed decks and all exposed sea access holes (such as edges of moonpools) accessible to the crew during navigation. The height of the bulwarks or guard rails shall be at least 1m above the deck. If this height interferes with the normal operation of the ship, the Administration can approve a lower height. If required for the normal operation of the ship, chains can be fitted between two fixed stanchions (and/or bulwarks) provided that they are tightened as much as reasonably practicable and are detachable. Application: These changes will impact all new ships of 24m or more in length that engage on international voyages, of which the keels are laid, or which are at a similar stage of construction on or after 1 January 2028.
807 Adopted by MSC.587(111) (Resolution not available yet) Entry into force 1 January 2028	Amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 43-26) Background: The IMDG Code is regularly reviewed to take into account new requirements for existing substances, or add new substances. Implication: The latest set of amendment (43-26) include provisions for the transport of batteries and vehicles and the following (but not limited to) notable amendments: • General editorial updates • Updates to Column 17 - <i>Properties and observations</i> of the Dangerous Goods List in the IMDG Code to include examples of properties that would be useful to crews to use for each specific listed class of dangerous goods (all classes, class 1, class 2 etc.) • Updates to align the IMDG Code with the latest version of amendments to the UN Recommendations on the Transport of Dangerous Goods New entries in the Dangerous Goods List: • UN 2348 - BUTYL ACRYLATES, STABILIZED • UN 2862 - VANADIUM PENTOXIDE, non-fused form, containing not less than 10 % respirable particles • UN 3561 - CHLOROPHENOLS, CORROSIVE, TOXIC, SOLID, N.O.S.

- UN 3562 - CHLOROPHENOLS, CORROSIVE, SOLID, N.O.S.
- UN 3563 - LITHIUM METAL BATTERIES INSTALLED IN CARGO TRANSPORT UNIT
- UN 3564 - SODIUM ION BATTERIES INSTALLED IN CARGO TRANSPORT UNIT

New Special Provisions:

- SP410 - applicable to hybrid batteries containing both lithium-ion cells and sodium-ion cells.
- SP411 - applicable to magnetic resonance imaging (MRI) scanners containing non-flammable, non-toxic gas.
- SP412 - entries for which this SP applies, may contain no more than 12% by mass of dimethyl ether.
- SP413 - entries for which this SP applies, may only be transported under specific conditions.
- SP980 - transport provisions for vehicles, not applicable to vehicles driven by passengers on ro-ro passenger ships, it introduces requirements to the consignor which will need to assess the safety condition of vehicles prior the transport. Batteries subject to SP376 (damaged lithium-ion cells or batteries and lithium metal cells or batteries) will need to be removed.
- New requirements for design, construction, inspection and testing of FRP service equipment for portable tanks.
- A number of amendments to Special Provisions (SP).

New entries in the Index:

- UN 3561 - CHLOROPHENOLS, CORROSIVE, TOXIC, SOLID, N.O.S.
- UN 3562 - CHLOROPHENOLS, CORROSIVE, SOLID, N.O.S.
- UN 2857 - HEATING MACHINES containing non-flammable, nontoxic, gases or ammonia solutions (UN 2672)
- UN 3358 - HEATING MACHINES containing flammable, non-toxic, liquefied gas
- UN 3538 - Magnetic resonance imaging (MRI) scanners containing non-flammable, non-toxic gas
- UN 3563 - LITHIUM METAL BATTERIES INSTALLED IN CARGO TRANSPORT UNIT
- UN 3564 - SODIUM ION BATTERIES INSTALLED IN CARGO TRANSPORT UNIT

Other notable amendments:

- Amendments to table 7.1.4.5.18 - *Class 7 – Radioactive material Segregation table for persons* of the IMDG Code to incorporate metre-based segregation distances.
- Amendments to existing SP961 to clarify which exceptions do not apply to lithium-ion battery powered EVs and hybrid EVs.
- Amendments to existing SP962 to clarify the requirements for the placarding of CTUs carrying packaged and/or unpackaged vehicles.
- Deletion of SP 404 as well as its assignment to UN No. 3558 as duplication of SP 961.6.
- Amendments to Part 4 - packing and tank provisions.
- Amendments to Part 5 - Consignment procedures principally related to the marking of lithium or sodium ion batteries.

The amendment 43-26 to the IMDG Code was adopted at MSC 111.

Application: The IMDG Code applies to all ships engaged in international trade and to cargo ships even if smaller than 500GT, which are carrying any of the substances, materials and articles covered by the IMDG Code (dangerous goods as defined in SOLAS chapter VII - regulation 1).

	Amendment 43-26 can be applied voluntarily from 1 January 2027 with an official entry into force on 1 January 2028. Related Instruments • MSC.1/Circ.1588/Rev.[4] - Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)
906 Adopted by MSC.583(111) (Resolution not available yet) Entry into force 1 January 2028	Amendment to SOLAS regulation IV/5 (Provision of Radiocommunication Services), SOLAS regulation V/4 (Navigation Warnings) and SOLAS regulations V/5 (meteorological services and warnings) Background: The IMO has reviewed key developments in the Global Maritime Distress and Safety System (GMDSS), with particular emphasis on the dissemination of Maritime Safety Information (MSI). As part of this, the IMO has adopted the amendments, requiring coastal States to use all operational Recognised Mobile Satellite Services (RMSSs) for the dissemination of MSI and SAR (Search and Rescue) related information via the Enhanced Group Call Service. Further amendments to SOLAS Ch.V (V/4 – <i>Navigational warnings</i> and V/5 – <i>Meteorological services and warnings</i>) cross reference to the new provision (Regulation IV/5.3)). Additionally, MSC.509(105) Rev.1 – <i>Provision of radio services for the Global Maritime Distress and Safety System</i> has been amended to include a new Annex 6, which outlines the <i>Criteria for use when providing an international Enhanced Group Call service in the GMDSS</i>. Implication: The obligation is on governments to comply. Ship operators will receive the information transmitted by governments. Application: The proposed amendments will enter into force on 1 January 2028 and apply to contracting governments to SOLAS.

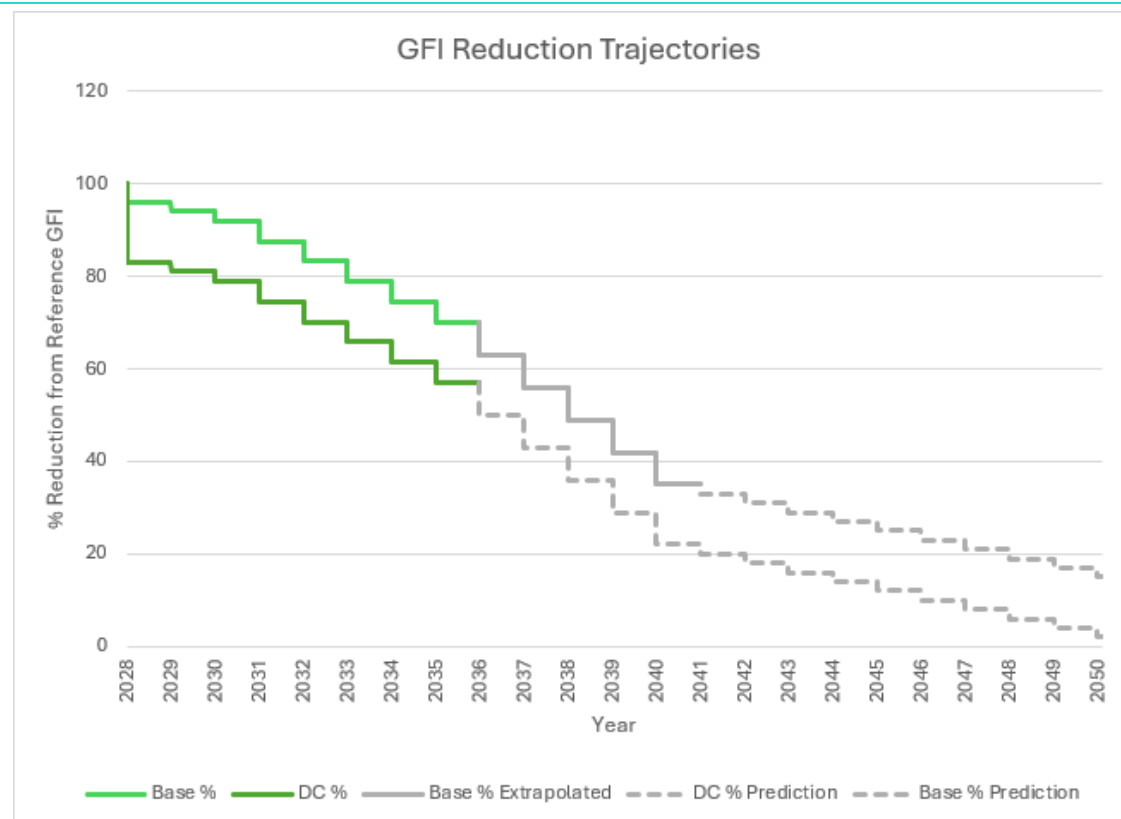
Part 3

Requirements currently under development

This part covers requirements that are still under discussion 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.



949 Predicted entry into force 1 January 2028	Draft amendments to MSC.133(76) - Technical Provisions for Means of Access for Inspections Background: It was observed that there is an inconsistency with resolution MSC.133(76) - <i>Adoption of technical provisions for means of access for inspections</i> (as amended by MSC.158(78)) and the 2011 ESP Code around the use of portable ladders as the means of access to the cargo hold. MSC 111 approved these amendments, and it is expected that MSC 112 will adopt them. Implication: When utilising portable ladders for close up inspection in accordance with MSC.133(76) <i>Adoption of technical provisions for means of access for inspections</i>, the requirements for such ladders need to be aligned with the requirements from the ESP Code paragraph 5.3, Part A of Annex , which allow portable ladders restricted to not more than 5 metres in length. Application: These changes will apply to all single skin bulk carriers of 20,000GT and above. The expected entry into force is 1 January 2028.
613 Predicted entry into force 3 April 2028 (Subject to adoption)	Draft IMO Net-Zero Framework Background: The IMO has agreed a reduction pathway for GHG emissions from the shipping industry to align with the Paris Agreement climate target to limit the increase in the global temperature to 1.5°C, relative to pre-industrial levels. The IMO adopted the <i>2023 IMO Strategy on Reduction of GHG Emissions from Ships</i> which includes GHG emission reduction indicative checkpoints of 20% striving for 30% (by 2030) and 70% striving for 80% (by 2040) compared to 2008 levels and an overall target of reaching net-zero by or around 2050. During MEPC 83 in April 2025 the IMO 'approved' draft amendments to MARPOL Annex VI to introduce a new chapter 5 of to that Annex entitled 'Regulations on the IMO Net-Zero Framework'. These were expected to be adopted by an extraordinary session of MEPC in October 2025 for an entry into force date of 1 March 2027. However, during that session there was a vote to adjourn the meeting for a year and the future of the draft regulatory framework is currently unclear.



Graph 1 – Reduction trajectories for the two targets (Base and Direct Compliance) set in the regulations

MEPC 84 (April–May 2026) confirmed that consensus around the Net Zero Framework remains elusive, with disagreement over both the level of ambition and the design of the economic measure. Despite the delays in adoption, there is continued commitment to delivering a global IMO solution, and technical work is advancing (e.g. fuel lifecycle methodologies, emissions factors, and monitoring tools). Further negotiations are planned through 2026, with a potential decision point at MEPC 85 or at the resumed extraordinary session (both December 2026).

If the framework is adopted in 2026 at MEPC 85 or during the resumed extraordinary session the regulations would enter force in mid 2028. It is also likely that the regulatory text will need refinement to accommodate a delayed entry into force compared to the original expectation.

For full details on the approved regulatory framework see the [LR MEPC 83 Summary Report](#).

For full details on the current status of negotiations see the [LR MEPC 84 Summary Report](#) and [LR MEPC 84 webinar](#).

	Implication: It is likely that any adopted measures will have significant impact on both capital and operational expenditure while providing a platform to encourage the shipping industry to develop and adopt efficient and zero-emission ships and/or fuels to enable the transition at every level of the shipping industry. Shipowners and operators of ships in scope of the regulations should, at an early stage, conduct an assessment of their fleet and model differing scenarios for differing fuel choices. Application: Any adopted regulations if similar to the Net Zero Framework, are likely to apply to all ships of 5,000 GT or more with the exception of • Ships operating solely within the waters of their flag State, where the flag State is encouraged to make equivalent arrangements. • Ships not propelled by mechanical means. • Platforms including FPSOs and FSUs. • Drilling rigs. • Semi-submersible vessels. The regulations may also call for a review after the regulations have entered into force, to re-consider the application with potential for the tonnage threshold to be applied in the regulations to all ships of 400 GT and above, as well as potentially removing any exceptions. Further Information For full details on the approved regulatory framework see the LR MEPC 83 Summary Report. For full details on the current status of negotiations see the LR MEPC 84 Summary Report and LR MEPC 84 webinar. How LR Can Support Clients LR's advisory services can assist owners and operators in assessing their fleet and preparing for compliance: Energy Transition LR.
378 Predicted entry into force 3 April 2028	Draft amendments to MARPOL Annex I on integrated bilge water treatment systems Background: A new Regulation 12B on the use of an integrated bilge water treatment system has been agreed. This is only mandatory when a integrated bilge water treatment system is installed onboard. These systems are already widely used and as such they are agreed in principle as an acceptable method for disposal on a case-by-case basis by the Flag Administration. This new regulation will harmonise the requirements for new ships and newly installed systems on existing ships. Consequential amendments to MARPOL Annex I, Appendix II (Form of the IOPP Certificate and Supplements) and Appendix III (Form of Oil Record Book) have also been agreed. Implication: These new requirements provide regulatory certainty to the use of integrated bilge water treatment systems.

	The draft amendments to Appendices II and III of Annex I introduce the ability to record alternative methods of disposal of oily bilge water which is expected to clarify the ability to use forced evaporation. In addition the 2026 <i>Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)</i>, and Revised Guidance for recording of operations in the Oil Record Book Part I – machinery space operations (all ships) have both been approved in principle ahead of the MARPOL Annex I amendments adoption at MEPC 85 (Dec 2026) to support the new Regulation 12B. Application: The new requirements apply to all ships of 400GT and above fitted with an integrated bilge water treatment system (IBTS) with an installation date on or after the entry into force date (estimated April 2028). Assuming that the amendments are adopted at MEPC 85, the application dates for the installation ships are estimated as being: • for ships for which the building contract is placed on or after April 2028; or • in the absence of a building contract, for ships of which the keels are laid or which are at a similar stage of construction on or after April 2028; or • for ships other than those specified above, the delivery of which is on or after April 2032. For existing ships, with an IBTS installed before April 2028, the new requirements need to only be applied as far as is reasonable and practicable. Related Instruments • Draft 2026 Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS), • Draft revised MEPC.1/Circ.736 Guidance for recording of operations in the Oil Record Book Part I
889 Predicted entry into force 3 April 2028	Draft Amendments to the NOx Technical Code 2008 on certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels Background: The NTC 2008 was written for engines operating almost exclusively on carbon-based fuels (e.g. diesel, LNG). However, the maritime sector is now transitioning toward low-carbon and zero-carbon fuels such as ammonia and hydrogen to meet the IMO’s greenhouse-gas reduction goals. These fuels behave very differently in combustion and, critically, do not contain carbon (or contain very little when used with a pilot fuel). Consequently, several core elements of the current NTC 2008 no longer function for these fuels: • The existing NOx certification method breaks down for non-carbon fuels. • Key exhaust gas parameters for ammonia and hydrogen engines are missing. • ISO test standards are being updated, which the NTC 2008 should align with to ensure internationally harmonised procedures. The NTC 2008 has been reviewed to provide a means for certification of engines that operate on non-carbon containing fuel or mixtures of carbon-containing and non-carbon-containing fuels. A package of draft amendments to the NTC 2008 have been approved which are expected to be adopted by MEPC 85. These include amendments to the:

	• Definitions • Test fuels • Exhaust-flow calculation methods • Measurement requirements • Analyser specifications • Parent engine test report formats Implication: These amendments will require those operators using non-carbon containing fuels, or mixtures of carbon and non-carbon containing fuels, to undertake more detailed fuel elemental analysis, expanded emission measurements and new onboard data recording practices. Application: The application is unknown at this stage but is likely to apply to engines with a power output of 130kW as per the NOx Technical Code's existing application. The expected entry into force is April 2028.
972 Predicted entry into force 3 April 2028	Draft amendments to MARPOL Annex VI, regulation 15 and the supplement to the IAPP certificate (Appendix I) Background: Having concluded that increasing the standard minimum pressure of p/v valves from 0.14 bar to 0.20 bar would not have any negative safety implications, amendments to MARPOL Annex VI Regulation 15 and the supplement to the IAPP certificate (Appendix I of MARPOL Annex VI) have been agreed, pending anticipated adoption at MEPC 85. These amendments will introduce a requirement for new tankers carrying crude oil to be fitted with p/v valves with a minimum opening pressure of 0.20 bar providing better containment of VOC emissions from cargo tanks, thereby improving air pollution. Implication: Shipowners / operators with new tankers carrying crude oil, once adopted and in force must be fitted with pressure-vacuum valves which comply with SOLAS regulation II-2/11.6.1 and have a minimum opening pressure of 0.20 bar gauge. Application: Newbuild tankers carrying crude oil products. Related Instruments • Amendments to MEPC.185(59) Guidelines for the development of a VOC management plan

750

Predicted entry into force
3 June 2028

Review of the Ballast Water Management Convention

Background: Following the approval of circular BWM.2/Circ.79 *Convention Review Plan (CRP) under the experience-building phase associated with the BWM Convention*, MEPC has approved draft amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)

Implication: Collectively the amendments will require shipowners / operators to demonstrate that the Ballast Water Management System (BWMS) is working properly, not just that it is type approved and installed correctly. Surveyors and port State control will increasingly inspect maintenance records, alarms, failures and corrective actions, not just certificates. Systems that are technically installed but poorly maintained or poorly operated are much more likely to result in deficiencies or detentions. Therefore, fundamentally ship owners / operators will need to ensure active management of the installed BWMS at a ship level to ensure continued compliance post installation.

The amendments to the BWM convention stipulate that:

- The discharge of unmanaged or partially managed ballast water on the high seas (or areas designated by the port State) where challenging water quality or contingency measures apply will be explicitly allowed if aligned with the IMO guidance (as per amended regulation A-3 new paragraph 4bis).
- Ballast Water Management Plans must be accurate and controlled, introduced through:
 - New regulation B-1.2bis requiring a BWMP to identify whether the BWMS is approved in accordance with the BWMS Code (MEPC.300(72)); approved under earlier G8 guidelines (MEPC.279(70)); or operating under regulation D-4 (prototype).
 - New regulation B-1.2ter and, B-1.4bis B-1.4ter and B-1.4quater, requiring a BWMP to include maintenance procedures; safe ballast water exchange procedures; contingency measures; and temporary storage of grey water / treated sewage (if applicable).
 - New regulation B-1.2 requiring mandatory parts of BWMP must be approved by the Administration and version-controlled.

Going forward this means that any BWMP will need to be updated to reflect the new requirements and reapproved. Furthermore, any future material change to the operation of the BWMS (for example BWMS upgrade, operation changes, contingency updates) may require formal BWMP reapproval.

Auditable BWMS maintenance records will be mandatory, introduced through:

- New regulation B 2.2bis, which allows the use of an equivalent maintenance recording system;
- New regulation B 2.2ter, which requires a BWMS maintenance log within the BWRB if no equivalent system exists; and
- New Appendix II which provides a template for a BWMS Maintenance Log.
- Crew familiarisation with the installed BWMS will be enforceable, introduced through the revision of regulation B-6, which requires that officers and crew must be familiar with duties and evidence of familiarisation must be kept onboard.
- Ongoing ballast water management system performance will now be a regulatory obligation introduced through amendments to regulations E 1.1, E 1.2, E 1.3, which require surveys to verify that the BWMS is installed, maintained and achieving D 2 performance; and
- Active Substance systems will face tighter operational control, introduced through:
 - New regulation D-2.3, which establishes mandatory limits on discharge of Active Substances.
 - New regulation E-1.4.3, which requires annual sampling of residual Active Substances.

This means that failure to discharge within Maximum Allowable Discharge Concentration (MADC) limits can now be considered as a regulatory non-compliance, rather than simply being a technical issue.

- Surveys will examine ballast water management every year, introduced through:
 - Revised regulation E-1.4, requiring annual surveys to include verification of BWMS maintenance records and annual sampling of residual active substances.
 - Revised regulations E 1.1 and E 1.3 (as noted above).
- Failures and defects will trigger mandatory reporting and repair planning, introduced through:
 - Revised regulation E-1.7, requiring that BWMS failures must be reported promptly; and
 - New regulation E-1.7.2, requiring a time bound repair plan approved by flag and destination port State(s).

This means that continuing operation with a defective BWMS now requires formal approvals, not informal understanding. Failure management becomes a multi-authority issue involving potentially both flag and port States.

It is anticipated that these amendments will be adopted at MEPC 85, with expected entry into force date of June 2028.

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.

Further Information

[Ballast water management](#)

Related Instruments

In addition clients should also anticipate amendments to:

- MEPC.300(72) Code for Approval of Ballast Water Management Systems (BWMS Code)
- MEPC.173(58) Guidelines for ballast water sampling (G2)
- MEPC.173(58) Guidelines for ballast water sampling (G2)
- MEPC.370(80) Guidelines for ballast water management and development of Ballast Water Management Plans (G4)
- MEPC.169(57) Procedure for approval of ballast water management systems that make use of Active substances (G9)
- MEPC.252(67) Guidelines for port State control under the BWM Convention
- BWM.2/Circ.42/Rev.2 Guidance on ballast water sampling and analysis for trial use in accordance with BWM Convention and Guidelines (G2)
- BWM.2/Circ.43/Rev.1 Guidance for Administrations on the type approval process for ballast water management systems
- BWM.2/Circ.62 Guidance on contingency measures under the BWM Convention
- BWM.2/Circ.69 Guidance on System Design Limitations of ballast water management systems and their monitoring
- BWM.2/Circ.70/Rev.1 2020 Guidance for the commissioning testing of ballast water management systems

Finally clients should also expect the development of new guidance covering:

- The operation and maintenance of the BWMS,
- A review process of type approvals for BWMS that do not use active substances
- Type approving BWMS which have undergone modifications since receiving type approval
- Information to be included in BWMS Operation Maintenance and Safety Manual (OMSM)

	Work is ongoing to develop the amendments to the guidance, with the expectation that the amendments should be ready for entry into force in 2028. <u>How LR Can Support Clients</u> Because we understand the pressures you face, the operational challenges you have to overcome and the intricacies of the compliance standards you have to meet, our services are tailored to your needs. • Preparation and approval of Ballast Water Management Plans • BWMS commissioning testing • Model Ballast Water Record Books • Approval of installation of Ballast Water Treatment Systems on LR Classed Ships
528 Predicted entry into force 1 July 2028 Class News No. 10/2026	Draft amendments to the IGC Code - 2028 version Background: The IGC Code is regularly under development with the industry learning from new technologies, accidents, research and practices in order to stay as up to date as possible. These amendments include numerous consolidations from Unified Interpretations alongside new requirements. Implication: The following non-exhaustive list of amendments/clarifications to the 2014 IGC Code have been adopted. The amendments include: Application of finite element analysis to type C tanks; • Carriage of CO₂ cargoes and the use of LPG and toxic cargoes as fuel; • The causes, and effects of an ESD (Emergency Shut down); • Cargo tank filling limits; and • Ethane was added to chapter 16 as a cargo to be used as fuel. In addition, the draft amendments to the IGC Code incorporate the requirements of a number of unified interpretations on the IGC Code which will remain in effect for existing ships constructed prior to the entry into force. • MSC.1/Circ.1543 - <i>Unified Interpretation relating to the IGC Code</i> • MSC.1/Circ.1559 - <i>Unified Interpretations of the IGC Code</i> • MSC.1/Circ.1590 - <i>Unified Interpretation of Paragraph 13.3.5 of the IGC Code</i> • MSC.1/Circ.1606 - <i>Unified Interpretation of Paragraph 13.3.5 of the IGC Code</i> • MSC.1/Circ.1617 - <i>Unified Interpretation relating to the IGC Code</i> • MSC.1/Circ.1625 - <i>Unified Interpretations relating to the IGC Code</i> • MSC.1/Circ.1651 - <i>Amendments to MSC.1/Circ.1625 on Unified Interpretations of the IGC Code</i> • MSC.1/Circ.1669 - <i>Unified Interpretation of the IGC Code</i> • MSC.1/Circ.1679 - <i>Interim Guidelines for Use of Liquefied Petroleum Gas (LPG) Cargo as Fuel.</i>

	Application: Applies to gas carriers regardless of their size, including those of less than 500GT, engaged in the carriage of liquefied gases having a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C and other products as listed in Chapter 19 of the IGC Code, when carried in bulk. As the list of amendments is extensive, some amendments are applicable to ships constructed on or after 1 July 2028 and others will apply to both new and existing ships. In general, amendments that require changes in design or construction are applicable to ships constructed on or after 1 July 2028. Amendments of an operational nature are applicable to new ships, and to existing ships under the 2014 IGC Code (Ships constructed on or after 1 July 2016). Editorial amendments that do not change the intent of the requirements are applicable to new and existing ships. Amendments are not applicable to those ships constructed before 1 July 2016, however, individual member States may take their own view. The amendments are expected to enter into force on 1 July 2028.
831 Predicted entry into force 1 July 2028	Draft amendments to SOLAS II-1 and the IGF Code to clarify the application of the IGF Code to Gas Carriers under the "one ship, one code" policy Background: MSC 95 made a policy decision that either the IGF or IGC Code would be applicable to a ship and that in the case of a gas carrier not using a cargo as fuel it should use the safety requirements in the IGC Code for the arrangements on board. This is mirrored in the application of the IGF Code in SOLAS II-1, and in the Preamble to the IGF Code. However to further clarify the so-called "one ship, one code" policy, further clarifying amendments have been made to both SOLAS II-1/56.4 to clarify that SOLAS II-1, Part G <i>Ships using low-flashpoint fuels</i> does not apply to gas carriers, and to the IGF Code Preamble to state that the Code does not apply to gas carriers. Due to the growing interest in using gas and low-flashpoint fuels to lower ship carbon emissions, there has been an ongoing discussion with regard to gas carriers using a low-flashpoint fuel which is not a gas fuel as well as using gas fuels not considered in the IGC Code and which requirements should be followed. During MSC 110 three scenarios were highlighted that need to be addressed by the regulatory framework: 1. Ships in scope of the IGC Code using a product listed in chapter 19 of the IGC Code (listing gas products in scope of the IGC Code) carried as cargo, as fuel. 2 Ships in scope of the IGC Code using a product listed in chapter 19 of the IGC Code, but not carried as cargo, as fuel. 3 Ships in scope of the IGC Code using a product that is not listed in chapter 19 of the IGC Code, as fuel. Going forward, it was agreed that: • Ships subject to the IGC Code may use cargoes listed in chapter 19 as fuel, subject to the requirements of chapter 16. Where the fuel used is not carried as cargo, the ship is to comply with the most stringent requirements for the cargo or fuel, as appropriate.

	- Ships subject to the IGC Code which use gaseous fuels or low-flashpoint fuels, other than those products listed in chapter 19, are subject simultaneously to the relevant parts of the IGF Code and the IGC Code. They are to be approved by the Administration, taking account of guidelines developed by the IMO for ships certified under the IGC Code. At this stage the guidance has yet to be developed. The IMO's CCC sub-committee will develop two sets of guidelines: one concerning products listed in chapter 19 of the IGC Code, used as fuel; and another concerning gaseous or low-flashpoint fuels other than products listed in chapter 19 of the IGC Code, used as fuel. - The products are to be listed on the ship's International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk and identified as cargo and/or fuel, as appropriate. An amendment to the table in paragraph 3.3 of the Model Form of International Certificate of Fitness for the Carriage of Liquefied Gases in Bulk (IGC Code, Appendix 2) has been made to allow this. This will be part of the 2028 IGC Code amendments, expected to enter into force on 1 July 2028. The draft amendments were approved at MSC 111 and are now expected to be adopted at MSC 112 in December 2026. Implication: Gas carriers which use low-flashpoint fuels or gas fuels which are not listed in chapter 19 of the IGC Code will be required to comply with the IGF Code for the arrangements related to fuel consumption. This will be further clarified in guidelines. Owners and operators of gas carriers should be aware of the guidelines as they are developed. Application: Gas carriers using low-flashpoint or gas fuels not listed in chapter 19 of the IGC Code will need to comply with the IGF Code. Further detail on the application will come in supporting guidelines. Related Instruments SOLAS II-1/regulation 56 – Ships using low-flashpoint fuels - Application IGF Code – The International Code of Safety for Ships using Gases or Low-Flashpoint Fuels IGC Code – The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
834 Predicted entry into force 1 July 2028	Draft amendments to SOLAS II-1 in relation to the application of the IGF Code to gaseous fuels Background: There is ambiguity in the application of the IGF Code in relation to fuels such as ammonia which do not have a flashpoint. It was established that many fuels that are considered within the application of the IGF Code do not have a flashpoint that can be measured using the closed cup method as they are in a gas state in the temperature range applicable to the closed cup test. This is the method of determining flashpoint for SOLAS. Accordingly, a new definition of gaseous fuel has been introduced which captures fuels that are in a gaseous state in the temperature range used for the closed cup test, therefore confirming that the various fuels (which previously were considered as low flashpoint fuels) are in scope of the IGF Code.

	Draft amendments to SOLAS will: • Introduce a definition of "gaseous fuel" with it being any fluid used as a fuel has a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8 degrees Celsius or is completely gaseous at 20 degrees Celsius at a pressure of 101.3 kPa. • Introduce consistent use of the terms gaseous fuel in addition to low-flashpoint fuels in the context of Part G of SOLAS Chapter II-1. The amendments also further clarify that the IGF Code does not apply to gas carriers, in accordance with the IMO's "one ship, one code" policy Implication: There should be minimal or no impact as the amendments clarify the current understanding of the industry. Application: The amendments confirm that the IGF Code applies to ships using gaseous fuels in addition to low-flashpoint fuels, with the exception of gas carriers.
917 Predicted entry into force 1 July 2028	Draft amendments to IGF Code on its application to the use of gaseous fuels Background: These amendments to the IGF Code are in relation to the 'tidy up' work the IMO has done in SOLAS Chapter II-1 in recognising many fuels, including arguably LNG, are not actually a 'low flashpoint' fuel as defined in SOLAS and are gas fuels. These amendments to SOLAS are expected to be adopted at MSC 112 in December 2026. These consequential amendments to the IGF Code align the Code with the underpinning SOLAS amendments related to defining a gas. They are expected to be adopted along with the underpinning SOLAS amendments. Implication: There are no impacts expected as the amendments facilitate the status quo with greater clarity. Application: Ships to which the IGF Code applies.
934 Predicted entry into force 1 January 2029	Draft amendments to the IMSBC Code (09-27) Background: The IMSBC Code is regularly reviewed to take account of new requirements for existing substances or new substances. These amendments will be published as Amendment 09-27. Implication: Amendments to the Bulk Cargo Identification Numbers in the IMSBC Code will be discussed by E&T 44 alongside several new schedules, as well as other related updates which were agreed in principle for further discussion and finalisation. Currently, the proposed new draft schedules that CCC 12 in September 2026 will consider for inclusion in amendment 09-27, include: • BITUMINOUS GRANULATES COARSE as Group C • BITUMINOUS GRANULATES FINES as Group A

	- MULLITE as Group C - KAOLINITE as Group C Additional new draft schedules that are expected to be further developed include: - UNTREATED INCINERATOR BOTTOM ASH (U-IBA) as Group A and B - LIME MUD as Group A - SOIL, CONTAMINATED WITH ANY/OR A COMBINATION OF HYDROCARBONS, PFAS, ASBESTOS AND HEAVY METALS as Group A and B It is expected that CCC 12 (Sept 2026) will further consider the above mentioned list and further amend some of the proposed amendments contained therein. Application: The amendments are applicable to all ships (including cargo ships of less than 500GT) carrying solid bulk cargos and are expected to be available for use voluntarily (subject to the flag State's agreement) from 1 January 2028 and will be mandatory from 1 January 2029.
734 Predicted entry into force 1 January 2030	Draft amendments to MARPOL Annex V on reporting the exceptional discharges or accidental loss of fishing gear Background: Fishing gear may be lost or discarded at sea, adding to the growing quantity of plastic waste at sea and on beaches. As part of the IMO's <i>action plan to address marine plastic litter</i> work is being undertaken to address marine plastic pollution from lost or discarded fishing gear. This is likely to include amendments to MARPOL Annex V (Prevention of Pollution by Garbage) whilst minimising duplication and gaps in the existing regulatory framework. Implication: Fishing vessel operators and crews are likely to need to report lost or discharged fishing gear to the flag State, which should then report to the coastal State. Application: Fishing vessels, excluding recreational vessels. Recreational vessels are proposed to be defined as "ships used for sport or pleasure which are not used for commercial purposes or activities". At this stage its unclear when any new requirements will enter force however it could be by 2030.
828 Predicted entry into force 1 January 2030	Review of the Short-Term GHG Reduction Measure (CII and EEXI) Background: MARPOL Annex VI regulation 28.11 required a review of the CII framework and possible additional EEXI requirements by 1 January 2026. This work is being conducted in two phases. MEPC 83 concluded the review with the following tasks being finished in Phase 1: Agreement of reduction 'Z' factors for CII between 2027 and 2030.

- To provide greater transparency of the IMO DCS data, including CII ratings.

MEPC 83 agreed a work plan to consider further challenges in the short-term measure beyond 2026 in Phase 2 as follows:

2026 (MEPC 84):

- Finalise development of an enhanced SEEMP framework.
 - Proposed amendments include:
 - Regular internal reviews
 - A move from "rating compliance" to continuous improvement
 - An Energy Efficiency Implementation Log (EEIL)
 - Clear accountability within companies
 - Stronger and clearer audit and verification arrangements
 - Reduced reliance on "hard enforcement"
 - Better alignment between SEEMP and a reformed CII
- Finalise the cgHRS metric for cruise passenger ships which uses hours for the measure of transport work.
 - Agreement could not be found and this was not finalised. It will be considered at a future session.
- Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework (e.g. energy-based approach) with a view to finalisation as soon as possible.
 - Discussions took place but there is further work to do, noting that it is unclear what the outcome on the IMO Net-Zero Framework will be. Further information is required on the following to allow discussions to develop:
 - that the core purpose of CII must be clearly defined.
 - the benefit of some overlap between short-term and mid-term measures.
 - the ongoing uncertainty around mid-term measures leading to priority being given to enhancing SEEMP for now.
 - the need for enforcement of the CII framework
- Interim clarification of CII Methodology - expansion of the IMO Data Collection System (DCS) requiring more detailed data reporting required updates to MEPC.352(78) *CII Guidelines* (G1) and the MEPC.395(82) 2024 *SEEMP Guidelines*, to keep the current CII calculation method unchanged, ensuring fairness and consistency until the Phase 2 review is completed and any new approach is formally agreed. updates to the
- See [LR Summary Report MEPC 84](#).

2026 (MEPC 85):

- Consider the development of other CII metrics.
- Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework (e.g. energy-based approach) with a view to finalisation as soon as possible.

2027 (MEPC 86):

- Consider the development of other CII metrics.
- Consider further proposals for CII correction factors and/or reference line adjustments.

- Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework (e.g. energy-based approach) with a view to finalisation as soon as possible.

2028 (MEPC 87):

- Conclude consideration of other CII metrics.
- Finalise the development of revised reference lines, as appropriate.
- Consider further proposals for CII correction factors and/or reference line adjustments, as appropriate.
- Finalise Phase 2 of the review.
- Consider proposals to ensure synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework and develop a possible way forward for the IMO carbon intensity/energy efficiency framework beyond 2030, as appropriate.

The output from this package of work will result in amendments to various Guidelines used to support the CII regulations as well as potential MARPOL Annex VI amendments. Amendments to Guidelines will take effect after their approval, whereas it is anticipated that MARPOL Annex VI amendments will not come into force until 2030 at the earliest.

Implication: **Shipowners and Operators** of ships in scope of the CII regulations should be aware that the following reduction 'Z' factors were agreed:

2027: 13.625

2028: 16.25

2029: 18.875

2030: 21.5

These will have significant impact on the required CII with these figures acting as percentage reductions on the 2019 baseline for CII.

Application: To ships of 5000GT and over falling into one of the following categories:

- Bulk Carrier
- Combination Carrier
- Container Ship
- Cruise Passenger Ship
- Gas Carrier
- General Cargo Ship
- LNG Carrier
- Refrigerated Cargo Carrier
- Ro-ro Cargo Ship
- Ro-ro Cargo ship (vehicle carrier)
- Ro-ro Passenger Ship
- Tanker

	<u>Related Instruments</u> • Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1) (MEPC.352(78)) by MEPC.412(84). • Amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan <u>How LR Can Support Clients</u> LR will continue to keep clients up to date on developments of the short-term GHG measure review and any actions that need to be taken including when the method for calculating CII may change or where new correction factors are introduced etc. With regard to meeting the CII requirements beyond 2026, LR's advisory services can assist in preparing for compliance GHG Regulation Compliance & Optimisation LR
885 Predicted entry into force 1 January 2030	Development of a regulatory framework for the use of Onboard Carbon Capture and Storage (OCCS) Background: MEPC approved a work plan on the development of a regulatory framework for the use of onboard carbon capture and storage (OCCS) with the exception of matters related to accounting of CO₂ captured on board ships. This workstream has the goal of developing a regulatory framework for the use of OCCS, in order to reduce net GHG emissions from ships without negatively affecting the environment. The objectives of this work stream are: • Avoiding emissions to air and discharges to sea that are harmful to the environment and ensuring traceability of the captured carbon. • Consideration of legal barriers that may hinder the use of OCCS and transportation and transfer of the captured carbon to safe permanent storage or utilisation. • Facilitation of access to certified reception facilities for the value chain for permanent storage or utilisation of captured carbon. • Enabling recording and reporting of relevant data. • Developing options that take into account GHG emission reductions from onboard carbon capture in the IMO GHG regulatory framework. This work plan sets out an aim to complete the work in 2028, and priority tasks as soon as possible, where tasks associated with its first objective (Avoiding emissions to air and discharges) will be prioritised. Implication: Those considering the use of OCCS should keep themselves updated on the progress of these new requirements. Application: The application of this regulatory framework is to be determined during the the work, however it is expected to apply to all installations of OCCS.

948

Predicted entry into force
1 January 2030

Draft amendments to the 2011 ESP Code - Equivalent means of fracture detection

Background: The amendment harmonises fracture detection procedures for bulk carriers subject to the ESP code. They will be incorporated as part of the next set of amendments to the ESP Code and were approved in principle by MSC 111, for adoption by MSC 114 in 2028

Implication: The revised text will clarify that the equipment to detect fractures could include different means to the ones already listed in paragraph 5.4.2 of Annex A (Part A and Part B). This is subject to equivalent performance and with the agreement of the surveyor.

Application: The amendments, once they come into force, will apply to new and existing bulk carriers of 500GT and over during thickness measurements surveys, at the discretion of the surveyor.

637

Predicted entry into force
1 June 2031

Draft amendments to MARPOL Annex IV for the Prevention of Pollution by Sewage from Ships

Background: It has been noted that 97% of ships tested did not meet sewage effluent discharge standards despite using approved Sewage Treatment Plants (STP), with poor performance or failure being common causes. It is anticipated that regular maintenance of STP, monitoring of STP effluent and strengthening the STP type approval test process can help reduce such poor performance and failures. Noting these draft amendments to MARPOL Annex IV have been agreed in principle by PPR, adding requirements for a sewage record book (draft regulation 11A and Appendix III (form of the sewage record book)) and sewage management plan (draft regulation 11B).

Implication: The requirements for the SMP and SRB have been split into two separate regulations respectively, setting requirements for:

- New ships of 400GT and above, or less than 400GT which are certified to carry more than 15 persons, to have a SMP from build, with an initial survey conducted to ensuring compliance with the requirements of the proposed new regulation.
- Existing ships to have a SMP onboard at the point of their renewal survey which follows the requirements of the proposed new regulation and undergo an annual survey within three months before or after the anniversary date of the International Sewage Pollution Prevention Certificate (ISPPC).
- All ships subject to MARPOL Annex IV will need to maintain a SRB (in electronic or physical form), which is to be approved by the Administration.

The amendments remain subject to further work by PPR, and ultimately approval and adoption by MEPC.

Application: Ships of 400GT and above, and ships of less than 400GT certified to carry more than 15 persons.

Related Instruments

It is expected that the following additional amendments to guidance / new guidance will be developed:

- New draft guidance for the recording of operations in the sewage record book
- New draft guidance for the development of sewage management plans
- New draft guidelines on the implementation of MARPOL Annex IV for sewage treatment plants
- Draft amendments to MEPC.312(74) *Guidelines for the use of electronic record books under MARPOL*

	• Draft amendment to MEPC.227(64) 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants • MEPC.227(64) - 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants
572 Predicted entry into force 1 July 2031	Comprehensive Review of the 1978 STCW Convention and Code Background: The Comprehensive Review of the STCW Convention and Code is in two broad stages: 1. Review which is a gap analysis, and 2. Revision. The Review stage has been completed, identifying over 500 gaps that require further consideration. The Revision stage has now commenced proposing and agreeing amendments to fill the gaps identified where necessary. Implication: Clients will need to be aware of the amendments to the STCW Convention and Code when they are finalised as it may revise existing training requirements for seafarers or introduce new requirements. Application: A revised roadmap for the comprehensive review has been agreed which indicates that the amendments to the Convention will be adopted in 2029 or 2030, indicating that the new requirements could enter force in 2031 or 2032.
497 Predicted entry into force 1 January 2032	Draft Code for Maritime Autonomous Surface Ships Background: The IMO completed the Regulatory Scoping Exercise (RSE) in relation to the use of Maritime Autonomous Surface Ships (MASS) aimed to establish a set of common gaps and themes and identify the most appropriate way of addressing MASS operations within such instruments. For the purpose of the RSE, MASS was defined as a ship, which to a varying degree can operate independently of human interaction. Four ‘degrees of autonomy’ for the RSE’s purpose were identified as: • Degree One: Ship with automated processes and decision support • Degree Two: Remotely controlled ship with seafarers on board • Degree Three: Remotely controlled ship without seafarers on board • Degree Four: Fully autonomous ship The outcome of the RSE can be found in detail in: • MSC.1/Circ.1638 Outcome of the Regulatory Scoping Exercise for the use of Maritime Autonomous Surface Ships (MASS); • LEG.1/Circ.11 Outcome of the Regulatory Scoping Exercise and Gap Analysis of Conventions emanating from the Legal Committee with respect to MASS; and • FAL.5/Circ.49 Outcome of the regulatory scoping exercise and gap analysis of the FAL Convention with respect to MASS.

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

- To develop a non-mandatory, goal-based MASS Code, which has now been adopted by the IMO and is set to enter into force on 1 July 2026. This serves as an interim measure ahead of the adoption of a mandatory MASS Code. The mandatory Code is currently expected to enter into force on 1 January 2032; however, it has been acknowledged that this timeline may be ambitious, and a later date, such as 2036, could be more realistic. Nevertheless, it was agreed to retain the existing target date, which can be revised at a later stage if necessary.
- It has finalised the formats of MASS and Remote Operations Centre (ROC) certificates, as well as associated formats of records, to be annexed to the MASS Code. However, it was confirmed that the MASS and ROC certificate templates were merely examples, and not in any way standardised formats for the forms to be issued as a statutory document. Each member State needs to create their own Safety Certificate and Record format for the MASS and the ROC.
- It has developed a draft framework for an experience building phase (EBP) to be progressed at future sessions, including updates to the list of documents to be considered during the EBP.
- While the scope of application is yet to be formally agreed, it is expected to initially be limited in application to cargo vessels only and exclude application to passenger ships. Discussion on the complexities of extending the application to passenger ships will take place at a later stage.
- It is intended that the mandatory Code will be a new instrument, however, SOLAS and associated instruments will need to be amended to ensure coherent implementation.
- Discussions through Inter-sessional Working Groups and Correspondence Groups are currently on-going at the IMO, dividing the draft Codes into focused reviews based on sections (through splinter groups) to maximise output. New definitions and terminology are under development by various industry stakeholders. The original ‘degrees of autonomy’ quoted above were only for the regulatory scoping exercise’s purposes and are expected to be reframed away from ‘ship-wide’ definitions of autonomy and refer to more specific ship systems or functions/capabilities

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

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

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

This Code will not apply to:

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

	<u>Related Instruments</u> • Awaiting Resolution number - International Code of Safety for Maritime Autonomous Surface Ships (MASS CODE) • 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. <u>How LR Can Support Clients</u> LR can support your transition to autonomy shipping: Autonomy ship operations LR.
586 Predicted entry into force 1 January 2032	Proposed revision of SOLAS chapter III and the LSA Code Background: The IMO has developed a draft roadmap for revising SOLAS Chapter III and the LSA Code, aimed at eliminating gaps, inconsistencies, and ambiguities, and restructuring the requirements into a goal-based format. The different phases considered in this work are listed below: • Alarm • Proceed to embarkation • Embarkation • Abandonment to safe position • Waiting for rescue • Person in water • Person over board • Retrieval to survival craft • Retrieval from survival craft • Transfer (of a person) Currently, the IMO is in the process of drafting functional requirements and expected performance criteria for SOLAS Chapter III and the LSA Code, based on identified goals and high-level hazards, such as transferring a rescued person (ship-to-ship or ship-to-helicopter). It progressed its work on the "Alarm" and "Proceed to Embarkation" phases and remaining work is going to continue, with completion targeted around 2030 Implication: Ship owners, shipyards, designers, and equipment manufacturers should stay informed about the outcomes from the IMO, which may lead to the updated SOLAS Chapter III and the LSA Code and some consequential amendments. Application: The revised SOLAS Chapter III and the LSA Code, once approved and adopted, is expected to apply to ships in the same manner as before. Specifically, this includes cargo ships of 500GT or more and all passenger ships. The expected entry into force is not before 1 January 2032, although it may be delayed until 2036 considering revised roadmap.

589

Predicted entry into force
1 January 2032

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

Background: Resolution MSC.402(96) was adopted in 2016 with the aim of establishing a consistent, safe, and well-documented standard for maintaining, thoroughly examining, operationally testing, overhauling, and repairing lifeboats and rescue boats, as well as their launching appliances and release gear. Nevertheless, challenges have been experienced in implementing the resolution, primarily due to varying interpretations of terminologies.

The IMO has now identified and categorised the issues as follows:

- Authorisation of service providers, including equipment manufacturers
- Manufacturer's established certification programme
- Clarification of the certification of personnel
- Definitions of various terms
- Other Issues such as ambiguity in the authorised service providers' (ASPs) access to tools, documents, training, etc.

The aforementioned issues will be considered when developing draft amendments to resolution MSC.402(96) which is yet to be drafted.

The IMO also agreed in principle to the following draft definitions of "make", "type", "model" and "series":

Make – original manufacturer of the type, model and series of equipment, as referred to on the approval certificate and/or ID plate, as appropriate.

Type - category of equipment having common functional or design characteristics (non-exhaustive examples are listed in the annex).

Model – a specific version of a particular make and type, as referred to on the approval certificate and/or ID plate, as appropriate.

Series – a specific range of models from the same manufacturer that have equivalent design characteristics and maintenance requirements.

Additionally, it has been agreed to amend paragraph 7.1.1 of MSC.402(96) to also include reference to "type", "model" and "series". Once ISO 23678:2022 - *Service personnel for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear* is updated with the four newly developed definitions it will be considered for inclusion as a footnote to paragraph 7.1.1. of MSC.402(96).

Implication: **Shipowners, operators and equipment manufacturers** are advised to monitor forthcoming amendments to MSC.402(96) and remain informed about the most recent requirements.

Application: The amended version of MSC.402(96) is expected to be applicable to all passenger ships, and to all cargo ships of 500GT and above, engaged in international voyages. The expected entry into force is 1 January 2032.

590

Predicted entry into force
1 January 2032

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

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

Detection and control of fires in cargo holds and on the cargo deck of containerships

The risk control options (RCOs) identified in table 91 of the CARGOSAFE FSA study have been considered together with relevant documents, with the following viable RCOs being focussed on for detection and control of fires in cargo holds and on the cargo deck of containerships:

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

So far the following have been considered:

- draft new SOLAS regulation II-2/7.11 on portable infrared thermal imagers;
- draft amendments to SOLAS regulation II-2/10.7.3 concerning water mist lances and fixed and mobile water monitors;
- draft guidelines for the design, performance, testing and approval of water mist lances; and
- revision of MSC.1/Circ.1472 on mobile water monitor systems.

Future work will include consideration of the following:

- active protection systems (e.g. spraying water horizontally below the hatch coaming and deluge systems integrated into the pontoon hatches, as well as passive protection systems);
- application and approval guidelines for video fire detection systems;
- whether consequential amendments to MSC.1/Circ.1432 (*Revised guidelines for the maintenance and inspection of fire protection systems and appliances*) are required;
- the need for SOLAS amendments related to the number of fire-fighters outfits;
- improved training of shoreside personnel throughout the supply chain;
- measures to ensure the quality and reliability of shipper's declarations;
- container scanning process in port; and
- training of seafarers.

	Implication: Designers, shipyards and shipowners will need to comply with the amended SOLAS chapter II-2 and FSS Code requirements when they are finalised Application: Expected to apply to container ships of 500GT or over constructed on or after 1 January 2032.
608 Predicted entry into force 1 January 2032	Draft amendments to SOLAS chapter III and chapter IV of the LSA Code to require the carriage of self-righting or canopied reversible liferafts for new ships Background: The IMO has agreed to equip all passenger and cargo ships with automatically self-righting or canopied reversible liferafts (except for liferafts with a capacity of 12 or fewer persons). Consequently, new application provisions have been incorporated into regulations 1, 21, 26, and 31 of SOLAS Chapter III. These provisions take into account the use of “ships constructed on or after” to define the applicability dates, reflecting that the new requirements are intended to apply only to new ships. At the same time, the concept of “replaced on or after” has been retained to ensure that liferafts installed on existing ships, when replaced, are not required to comply with the new requirements. Draft amendments have been made to the LSA Code regulation 4.2.5 – <i>Stability of inflatable liferafts</i>, to exclude automatically self-righting or canopied reversible liferafts from the requirements of paragraph 4.2.5.2 (stability in the inverted position) and 4.2.6.2 (container packing). A new section 4.2-1 “Additional requirements for automatically self-righting liferaft and canopied reversible liferaft” has been added which includes requirements for stable and safe operation, self-draining arrangements, self-righting, the need for a canopy on both sides of the main body and easy access to the liferaft’s equipment. Furthermore, it has been agreed that corresponding requirements should also be developed for rigid automatically self-righting and canopied reversible liferafts under section 4.3 of the LSA Code. It was also agreed that the new requirements for canopied reversible liferafts should apply to the 2000 HSC Code; however, further work is ongoing to develop the detailed provisions, including the applicable application criteria. Implication: Equipment manufacturers: will need to be aware that the construction and testing standards for liferafts will be updated so their products will need to meet the new requirements. Shipowners and Operators: will need to be aware that the equipment carriage requirements on their ships may change with this amendment. Application: The new requirements are expected to apply to automatically self-righting or canopied reversible liferafts (except for liferafts with a capacity of 12 or fewer persons, whether they are davit-launched or not) on new cargo and passenger ships.

	There is a general agreement for transitional arrangements of 3 and 5 years for the implementation on passenger ships and cargo ships respectively. The draft amendments are still being discussed and worked out and are expected to enter into force no earlier than 1 January 2032.
610 Predicted entry into force 1 January 2032	Revision of the 2010 FTP Code to allow for new fire protection systems and materials Background: MSC 103 approved a new output to review and amend the 2010 FTP Code. The scope includes allowing for new fire protection systems and materials, updating the FTP Code to include existing unified interpretations and updating references to the most recent ISO fire test standards. The IMO has considered documents identifying ambiguities within the FTP Code and proposing new materials and new construction techniques to be addressed in development of the revision to the FTP Code. The following proposals have been agreed: - incorporating a reference to paragraph 2.2 of resolution A.753(18) on <i>Guidelines for the use of plastic pipes on ships</i>, as amended, into the 2010 FTP Code as a footnote; - draft amendments to Part 3, Annex 1 of the 2010 FTP Code by adding fire test requirements for "H" class divisions, (typically used in offshore units and are designed to withstand hydrocarbon fires, with more stringent requirements than "A" class divisions) so as to provide guidance on the implementation of tests according to unified standards and ensure the accuracy and reliability of the tests; and - to draft amendments to the 2010 FTP Code to include requirements for multipurpose penetrations/transits and horizontal A-class hatches. The IMO also identified the need for consequential draft amendments to paragraph 1.3.26 of the 2009 MODU Code on the "H" class divisions. Work on the above proposals will continue intersessionally in a correspondence group reporting to SSE 13 (March 2027). Implication: Designers, shipbuilders, manufacturers and testing laboratories will need to take account of the revised FTP Code allowing for new fire protection systems and materials. Application: If approved and adopted by 30 June 2030, the draft amendments will enter into force from 1 January 2032. The FTP Code is applicable for products which are required to be tested, evaluated and approved in accordance with the Fire Test Procedures Code as referenced in SOLAS, which is applicable to cargo ships of 500GT and above and passenger ships.
721 Predicted entry into force 1 January 2032	Draft amendments to SOLAS chapters II-1 (part C) and V - traditional and non-traditional propulsion and steering systems' requirements Background: Steering systems have evolved radically since current SOLAS regulations were adopted. Many modern systems now are a combination of propulsion and steering, e.g., azimuth thrusters, podded propulsion, waterjet propulsion, Voith Schneider propellers etc. However, current SOLAS requirements do not adequately consider these non-traditional propulsion/steering systems.

Until now, this issue was addressed by means of unified interpretations (MSC.1/Circ.1416/Rev.1), however a review of the current requirements was considered necessary in order to reflect modern propulsion and steering systems in the IMO's regulatory framework. The IMO is in the process of reviewing and drafting amendments, which are expected to enter into force by 2032, taking into account a revised high-level roadmap

The IMO has, in principle, agreed on the following draft amendments, while also inviting further comments and proposals from Member States and interested organisations. The discussions highlighted the need to gather additional data and information to support the developments prior to their expected finalisation by 2028.

- A new SOLAS regulation II-1/28-1 – Means of going astern and stopping. With a goal to prevent casualties arising from malfunctions or insufficient performance, the proposed amendments address the ship's astern propulsion and stopping ability. Future developments, if agreed, could introduce mandatory performance criteria for providing adequate propulsion performance and adequate ability to stop.
- A new SOLAS regulation II-1/29-1 – Steering. With the goal to prevent casualties arising from malfunction, insufficient performance or incorrect use of steering system(s), the current draft provides requirements for expected ship steering performance, which additional information the officer in charge of navigational watch should have access to, and the design principles to be applied (steering gear performance, failure tolerance of steering system, steering control systems, power supply etc.).

Progress has been made on the following draft amendments to the following sections of SOLAS:

- SOLAS regulation II-1/3- Definitions relating to Parts C, D and E
 - Updates to definitions including "Steering system" and "Steering gear" are proposed
- SOLAS regulation II-1/28 Means of going astern, II-1/29 Steering gear and II-1/30 Additional requirements for electric and electrohydraulic steering gear Introduction of specific applications of the regulation as the current regulation will need to state that it applies to “traditional steering systems”
- SOLAS regulation II-1/42 and II-1/ 43 - Emergency source of electrical power in passenger ships and cargo ships
 - Minor amendments to references
- SOLAS regulation V/25 – Operation of steering gear
 - It is proposed that ships fitted with multiple steering systems will need to have more than one steering system in operation when navigating in areas where navigation demands special caution.
- SOLAS regulation V/26 – Steering gear: Testing and drills
 - Amendments to refer to steering gear rather than “rudders”, and the introduction of a requirement for ships' officers concerned with the operation and/or maintenance of steering gear to be familiar with the ship's manoeuvring characteristics

A number of related instruments could be required to be amended as a consequence of the changes envisaged:

- MSC.1/Circ.1536 – Unified Interpretation of SOLAS regulations II-1/29.3 and 29.4 into the development of the new regulations.
- Resolution A.467(XII) – *Guidelines for acceptance of non-duplicated rudder actuators for tankers, chemical tankers and gas carriers of 10,000 tons gross tonnage and above but less than 100,000 tonnes deadweight*
- Resolution MSC.137(76) – *Standards for Ship Manoeuvrability*
- MSC/Circ.1053 – *Explanatory Notes to the Standards for ship manoeuvrability*
- Resolution A.601(15) – Provision and Display of Manoeuvring Information on board Ships MSC.64(67) - *Recommendation on performance standards for heading control systems.*

	- Amendments to MSC.1/Circ.1212/Rev.2 - <i>Revised Guidelines on Alternative Design and Arrangements for SOLAS Chapters II-1 and III.</i> The draft international standard for ship manoeuvrability (ISSM) is also being developed in support of the new SOLAS draft amendments regulations (II-1/28-1 and 29-1) to verify manoeuvring performance compliance, while keeping resolution MSC.137(76) for application to existing ships. Discussion highlighted the need for further data (for example zigzag tests, performance criteria thresholds, stopping performance and environmental condition methods) and it's therefore expected that future IMO sessions will establish a working group to progress the technical work. This standard is not expected to be applicable to high-speed craft. Implication: These amendments are expected to provide designers with a framework and supporting guidance to safely include alternative propulsion and steering systems on ships. Application: It is expected that the draft amendments will apply to all new passenger ships and to all cargo ships of 500GT and above engaged in international voyages: - for which the building contract is placed on or after 1 January 2032; or - in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2032; or - the delivery of which is on or after 1 January 2036.
767 Predicted entry into force 1 January 2032	Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles Background: The IMO agreed on a road map and goal-based approach for effective consideration of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces to reduce the fire risk of ships carrying new energy vehicles, including battery electric vehicles (BEVs). SSE developed a draft action plan, based on the previously agreed road map, and agreed that further work should be carried out including: - as a priority, interim guidelines on fire safety measures for vehicle carriers (Pure Car and Truck Carriers – PCTCs) should be approved at MSC 114 (2028); - interim guidelines on video-based monitoring and detection systems for ships carrying new energy vehicles are expected to be approved at MSC 114; - draft amendments to SOLAS II-2/20 relating to fire confirmation (video monitoring systems) – expected to be adopted at MSC 116 (2030) for entry into force on 1 January 2032; and - consideration of the applicability of draft interim guidelines and SOLAS amendments developed for vehicle carriers (PCTCs) to all other ro-ro ships – expected at SSE 15 (2029). A proposal for comprehensive draft interim guidelines on installation of video monitoring systems will be submitted to SSE 13 (2027). While updating the workplan it was highlighted that while the work on fire safety provisions for ships carrying new energy vehicles/BEVs may be

	relevant to all ships carrying such vehicles, including vehicle carriers, ro-ro and ro-pax ships, the priority should be to focus on those types of ships where the highest number of casualties have been reported (PCTCs) Implication: Designers, shipyards and shipowners will need to comply with the amended SOLAS chapter II-2 and FSS Code requirements when they are finalised. Application: The new requirements will most likely be included in SOLAS chapter II-2/20 and the FSS Code. The next potential entry into force date is 2032. The prioritised interim guidelines on fire safety measures for vehicle carriers (PCTCs) and interim guidelines on video-based monitoring and detection systems for ships carrying new energy vehicles should be approved at MSC 114 (2028).
850 Predicted entry into force 1 January 2032	Draft amendments to the International Life-Saving Appliance (LSA) Code - Ventilation of partially enclosed lifeboats Background: The IMO previously adopted new amendments to the International Life-Saving Appliance Code in relation to the ventilation requirement for fully enclosed lifeboats. At that time it was considered whether to extend these requirement to partially enclosed lifeboats, however a compelling need could not be established. Having considered new evidence supporting the need for ventilation requirements for partially enclosed lifeboats, the IMO has now agreed to proceed with this work. Draft amendments to chapter IV (Survival craft) of the LSA Code have been developed, introducing a new paragraph 4.5.5. Additionally, consequential amendments have been drafted to resolution MSC.81(70) <i>Revised recommendation on testing of life-saving appliances</i>, introducing a new section 6.18, “Additional tests for partially enclosed lifeboats.” Implication: Partially enclosed lifeboats are expected to have a means to admit sufficient air to prevent a long-term CO₂ concentration of more than 5,000 ppm for the number of persons the lifeboat is permitted to accommodate, even with the entrances closed. There are several options for achieving the aforementioned requirement: - the arrangement should provide a ventilation rate of at least 5 m³/h per person for the number of persons which the lifeboat is permitted to accommodate and for a period of not less than 24 hours. The ventilation means shall be operable from inside the lifeboat and shall be arranged to ensure that the lifeboat is ventilated without stratification or formation of unventilated pockets. Where the means of ventilation is powered, the source shall not be the radio batteries referred to in paragraph 4.4.6.11; and where dependent on the lifeboat engine, sufficient fuel shall be provided to comply with paragraph 4.4.6.8; or - providing ventilation openings with the total cross section of at least [0.015 m²]*, with the openings set in the opposite direction, as far apart from each other and as high as possible; or - any other appropriate solutions that prevent a long-term CO₂ concentration of more than 5,000 ppm. *value in square bracket still under discussion.

	Application: This is expected to apply to all partially enclosed lifeboats installed on new and existing ships and is expected to enter into force no earlier than 1 January 2032. Related Instruments • MSC.81(70) - Revised recommendation on testing of life-saving appliances
859 Predicted entry into force 1 January 2032	Review and update of SOLAS regulation II-2/9 on containment of fire to incorporate existing guidance and clarify requirements (including consequential amendments to SOLAS regulation II-2/3 - Definitions) Background: The IMO is reviewing and updating SOLAS regulation II-2/9 on <i>containment of fire</i> to incorporate existing guidance and clarifying requirements in SOLAS regulations II-2/9.7.3.1.3 (fire insulation of duct sleeves) and 9.2.3.3 (fire integrity of bulkheads and decks), and tables 9.5 (fire integrity of bulkheads separating adjacent spaces) and 9.6 (fire integrity of decks separating adjacent spaces), to remove any ambiguities. The IMO will also produce a new guidance document, (i.e. an MSC Circular) to incorporate existing explanatory figures associated with guidance text that has been included in the update to SOLAS regulation II-2/9. Furthermore, circulars MSC.1/Circ.1120 and MSC.1/Circ.1203, (and any other circulars whose Unified Interpretations have been incorporated into the draft amendments) will be revised, as appropriate. The IMO agreed to consequential amendments to SOLAS regulation II-2/3 Definitions, and to draft application provisions for the amendments to SOLAS regulations II-2/3 and 9. Implication: This work should have a minimal impact on clients as it is intended to only incorporate existing guidance and clarify requirements in SOLAS regulation II-2/9. Application: The amendments will apply to all ships subject to SOLAS regulation II-2/9, and are expected to enter into force on 1 January 2032. Related Instruments • MSC.1/Circ.1120 - Unified Interpretations of SOLAS Chapter II-2, the FSS Code, the FTP Code and related Fire Test Procedures • MSC.1/Circ.1203 - Unified Interpretations of SOLAS Chapter II-2 and Fire Test Procedures Referred to in the FTP Code
955 Predicted entry into force 1 January 2032	Proposed amendments to FSS Code - chapter 15 on enclosed spaces containing a nitrogen receiver or a buffer tank of nitrogen generator systems Background: Draft amendments to Chapter 15 – inert gas systems of the FSS Code have been discussed, however, due to numerous comments and a lack of time, no developments have been agreed and finalised.

	However the following views have been noted in initial discussions: - the concept of mechanical ventilation interlock is supported as a sensible risk-mitigating measure to clearly separate spaces dedicated to inert gas generation from spaces where the potential ingress of inert gas into ventilation could endanger the crew; - the need for guidance and clarification regarding the location for oxygen detectors was supported, to ensure quick detection of oxygen depletion in the proximity to potential leak sources; and - including a definition of "safe location" in the draft amendments is not supported as it is considered too prescriptive. A working group is expected to be established at SDC 13 to begin the work on the amendments. Implication: Shipyards, designers, owners and operators should monitor developments. At this early stage its not possible to know the implications. There is no draft text at this stage. Application: At this early stage it's not possible to know the application. There is no draft text at this stage.
958 Predicted entry into force 1 January 2032	Draft amendments to SOLAS regulation II-1/41 to allow for batteries to be used as the main source of electrical power and lighting systems Background: The IMO agreed to initiate work to amend SOLAS regulation II-1/41 to permit the use of batteries as the main source of electrical power and lighting. The intention is to allow lithium-ion batteries as an alternative to the two generator sets. A correspondence group has been established to finalise the draft amendments by next year. Implication: Shipyards, designers, and shipowners should take note of this development and remain up to date. Application: The draft amendments are expected to apply to all passenger ships and to cargo ships of 500GT and over and come into force by 1 Jan 2032.
979 Predicted entry into force 1 January 2032	Draft amendment to paragraph 2.1.2.5 of chapter 5 of the FSS Code on construction requirements for gaskets Background: The IMO has developed an amendment to paragraph 2.1.2.5 of chapter 5 (Fixed Gas Fire-Extinguishing Systems) of the FSS Code to exclude gaskets from the requirement to be constructed of materials having a melting temperature which exceeds 925°C.. Implication: Owners, operators, shipyards and equipment manufacturers need to be aware of the new requirements.

	Application: The amendments are applicable to both new and existing ships and are expected to be approved at MSC 112 for subsequent adoption by MSC 113. The expected entry into force is not before 1 January 2032.
1014 Predicted entry into force 1 January 2032	Draft amendments to SOLAS regulation V/19-1 (Long-range identification and tracking of ships - LRIT) Background: The IMO agreed to a significant reform of the Long-Range Identification and Tracking (LRIT) system’s financial model, focusing on improving access for coastal States. Consequently, draft amendments to SOLAS Regulation V/19-1 to introduce a “free-of-charge” policy for standard LRIT position reports (6-hourly) provided to entitled coastal States were approved. The IMO also approved, in principle, the associated draft revision of the <i>Performance standards and functional requirements for the long-range identification and tracking of ships</i> (MSC.263(84)/Rev.1). In particular, when providing LRIT information to Contracting Governments entitled to receive such information under the provisions of SOLAS regulations V/19-1.8.1.2 and 8.1.3, LRIT Data Centres will be required to apply the following cost model: "US\$0.25 0:1:2:6", where: • "US\$0.25" is the unit fee for LRIT information; • "0" is the unit fee multiplier for LRIT position reports automatically transmitted at 6-hour intervals and provided in response to a coastal State standing order; • "1" is the unit fee multiplier for LRIT position reports provided in response to a position request message, other than a polling request message; • "2" is the unit fee multiplier for polled LRIT position reports; and • "6" is the unit fee multiplier for changes of the intervals of transmission. • The above cost model has been broadly agreed, but some flag States reserved positions pending further analysis and discussion at future IMO sessions. Implication: Contracting Governments, particularly developing States, would likely benefit from wider access to LRIT information while reducing administrative burdens associated with invoicing and payments. This is expected to improve global LRIT utilisation, enhancing safety, security, the prevention of illicit maritime activities, environmental protection, and search and rescue. However, the new financial model limits cost recovery for some States and may introduce financial implications including some overhead costs linked to their contractual arrangements with LRIT service providers. LRIT service providers are expected to face income loss from standard 6-hourly reports, alongside increased data requests from coastal States, requiring system scaling and adjustments to pricing and billing models which could increase costs for the users Application: The draft amendments are expected to enter into force on 01 January 2032. Related Instruments • Performance standards and functional requirements for the long-range identification and tracking of ships (MSC.263(84)/Rev.1).

953

Predicted entry into force
1 January 2036

Draft amendments to SOLAS Chapter VIII - Nuclear ships and the related Code of Safety for Nuclear Merchant Ships (A.491(XII)) (Nuclear Code)

Background: As part of the package of work on a safety regulatory framework to support the reduction of GHG emissions from ships SOLAS Ch.VIII and the Nuclear Code are being reviewed, with amendments expected to update the current requirements which are now several decades old.

The review will consider amendments required to account for technological developments since the current standards entered force, and if there are any new operational considerations to be taken account of.

Implication: **Shipowners** who are considering the use of nuclear power onboard their ships should follow the developments in the drafting of amendments, which are still at an early stage. The new requirements are expected to follow the *Guidelines for developing Goal Based Standards* (MSC.1/Circ.1394/Rev.2).

Application: The requirements are expected to apply to nuclear ships, which are ships provided with a nuclear power plant, which are on international voyages. This includes all passenger ships and cargo ships of 500GT and above with nuclear power plants.

Further Information

Fuel for thought Nuclear report - the report details the safety considerations, drivers for adoption, production and supply chain, and technology readiness of nuclear as a fuel for shipping. It also examines the potential implications of widespread adoption of nuclear and its role in achieving a sustainable future.

Related Instruments

- SOLAS Chapter VIII
- A.491(XII) - Code of Safety for Nuclear Merchant Ships (Nuclear Code)

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975

Development of a legally binding framework for biofouling

Background: MEPC agreed to the development of a new legally binding stand-alone framework aimed at controlling and managing ships' biofouling to reduce the spread of invasive aquatic species. A correspondence group will work intersessionally to: Identify the objectives of the new stand-alone mandatory framework.

- Develop the draft the structure of the framework, including proposed articles, regulations and appendices, while considering existing IMO instruments, including: MEPC.378(80) - *2023 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species*

- MEPC.1/Circ.792 -2013 *Guidance on minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft*
- MEPC.1/Circ.918 - *Guidance on in-water cleaning of ships' biofouling*
- MSC.1/Circ.1394/Rev.2 - *Guidelines for the evaluation of potential hazards associated with the use of biofouling management systems and the approval and survey of ships using such systems*
- Identify which additional guidelines need to be created to support effective implementation of the new mandatory framework.
- Develop a draft work plan outlining how the output will be developed.
- Begin drafting the regulatory text (articles, regulations, appendices) once sufficient progress is made on earlier tasks.

The developments above will be reported to PPR 14 for further consideration.

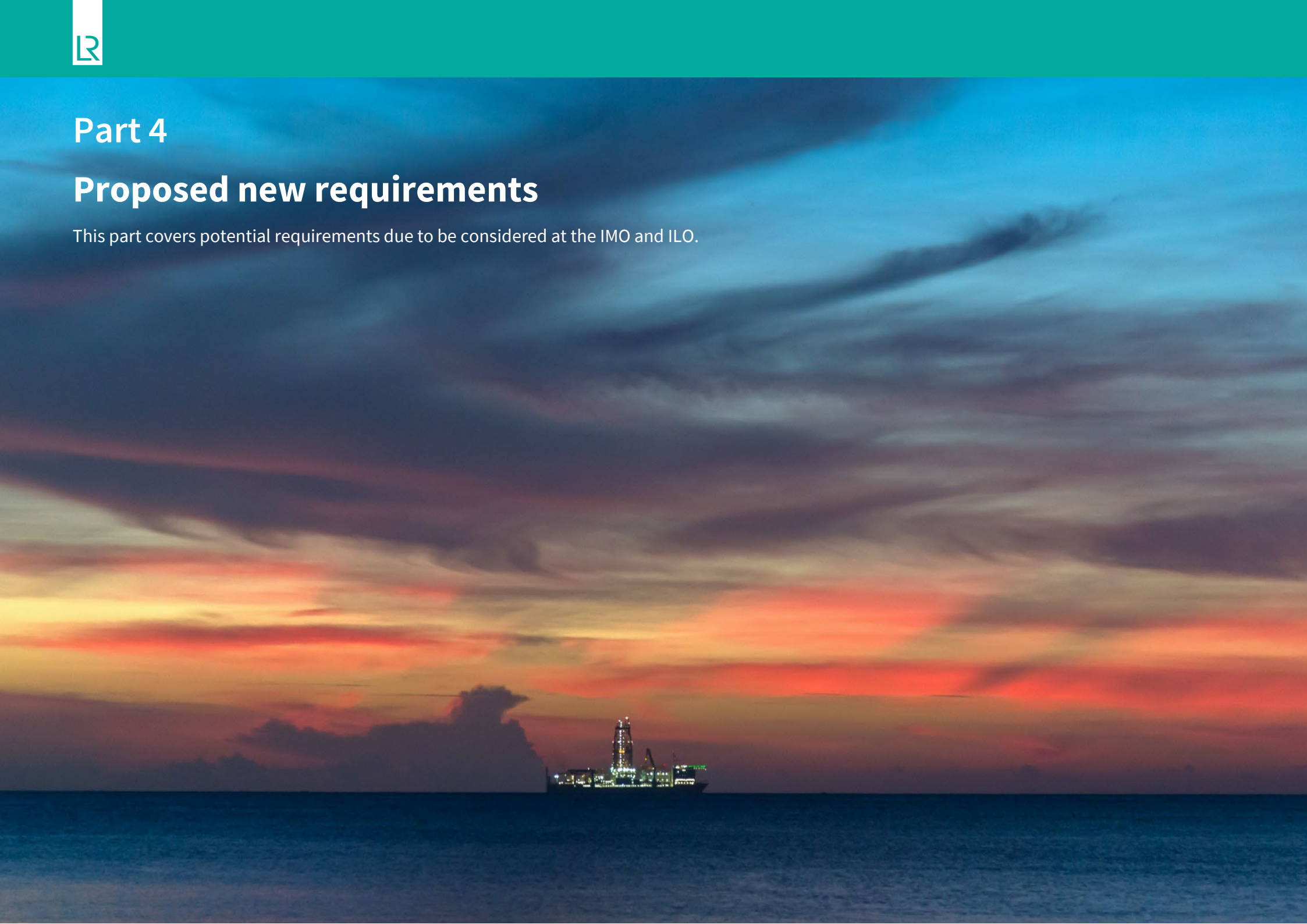
Implication: **Shipowners / operators** once in force, a biofouling convention would place global requirements for to manage their ship's biofouling, through hull maintenance, cleaning and protective measures.

Application: The exact scope and application of this requirement is pending development of the legal provisions of the draft Convention.

Part 4

Proposed new requirements

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



737

Development of amendments to appropriate mandatory instruments to address the environmental risk associated with the maritime transport of plastic pellets

Background: In response to the *MV X-Press Pearl* incident in 2021 (which resulted in the spillage of 11,000 tonnes of plastic pellets off the shore of Sri Lanka), a specific action has been included in MEPC.404(83) the 2025 Action Plan on Marine Plastic Litter to develop mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers.

The IMO will develop a new mandatory code which will either be under MARPOL Annex III and/or SOLAS. A decision on whether it sits under MARPOL, SOLAS or both will be taken at a later date once the draft code is more mature.

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

Application: All ships carrying plastic pellets.

Further Information

The IMO is expected to publish *Best practice guidelines* to clean up spills of plastic pellets on [Publications](#).

Related Instruments

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

827

Proposed amendments to MARPOL Annex V and associated guidelines for a goal-based fishing-gear marking requirement

Background: There is a proposal to consider making the marking of fishing gear mandatory, through an appropriate IMO instrument (e.g. MARPOL Annex V), possibly through a new regulation 10A in MARPOL Annex V. This will require fishing gear to be marked to identify ownership and the vessel(s) or operator(s) undertaking the fishing operation, in case of accidental loss or discharge of fishing gear as provided for in regulations 7.1.3 and 7.1.4 or illegally discharged under regulation 3 of MARPOL Annex V.

Implication: **Fishing vessel owners** will need to be aware of any new requirements that are adopted.

Application: Application has yet to be confirmed.

971

Proposed amendments to the NOx Technical Code 2008 to address low load engine operation

Background: The existing E2 and E3 test cycles were designed nearly 30 years ago and assume ships operate mainly at high engine loads. However, new AIS-based studies show that modern ships spend 20–45% of operating time below 25% load, with even higher proportions in ports and coastal areas. This low-load range is not included in today's test cycles, meaning emissions at these loads are largely uncontrolled. Therefore, there is concern that the current MARPOL Annex VI NOx control framework is not delivering the expected real-world emission reductions, particularly for Tier II and Tier III engines.

Work is likely to be undertaken informally to shape more concrete proposals (for submission to PPR) on:

- how to determine a regulatory approach to address NOx emissions at low engine load;
- the development of draft requirements for an onboard methodology determining continued operation in certified configuration, including guidance for surveys for flag and port State inspections; and
- the development of draft guidelines to determine NOx reduction strategy failure and associated response procedures

Implication: Once in force, clients will need to comply with the NOx emission requirements at low engine loads.

Application: The application is unknown at this stage but is likely to apply to engines with a power output of 130kW as per the NOx Technical Code's existing application.

981

Proposed development of provisions prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting onboard ships

Background: The IMO considered a proposal to amend SOLAS II-2 and the 1994 and 2000 High-Speed Craft (HSC) Codes, with the aim of adding PFAS to the list of prohibited fire-extinguishing media.

The proposal was prompted by the recently adopted European Union (EU) regulation, (EU) 2025/1988, banning the placing on the market and use of PFAS in fire-fighting foams on ships operating in EU waters, while allowing for a transitional period of 10 years for ships with fire-fighting foams placed on board before the coming into force of the regulation.

Implication: It is expected that fire-fighting foams containing PFAS will be prohibited, and any substances containing PFAS will need to go to appropriate shore reception facilities.

Equipment manufacturers: are to take note and change the chemical make-up of extinguishing media.

Shipowners and Ship operators: are to comply with carriage ban and remove the PFAS containing extinguishing media from ships to reception facilities ashore.

Application: It is anticipated that the requirements will 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 (yet to be decided).

983	Proposed amendments to the FSS Code for firefighting systems to extinguish methyl/ethyl fuel fires Background: As the <i>interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel</i> (MSC.1/Circ.1621) have been approved, it's important that appropriate safety measures are considered should there be a fire. As such new standards for system certification of water-based and gas-based fire-fighting systems to extinguish alcohol fires will be developed. Implication: Owners and operators of ships that use methyl/ethyl alcohol fuels should remain aware of any developments. Equipment manufacturers should be aware of the any new standards that are introduced ahead of an entry into force. Application: It's expected that the requirements will apply to all ships using methyl/ethyl from 1 January 2032. Related instruments: • MSC.1/Circ.1621 - Interim Guidelines for the Safety of Ships Using Methyl/Ethyl Alcohol as Fuel • STCW.7/Circ.26 - Interim guidelines on training of seafarers using methyl/ethyl alcohols as fuels
984 Predicted entry into force 1 January 2032	Proposed amendments to SOLAS chapter II-2, part B related to Fischer-Tropsch diesel Background: Amendments to SOLAS chapter II-2, part B, and amendments to the <i>Guidelines for measures to prevent fires in engine-rooms and cargo pumprooms</i> (MSC.1/Circ.1321), as appropriate, are expected be developed to include safety requirements addressing the risk posed by Fischer-Tropsch (FT) diesel fuel having an auto-ignition temperature (208°C), below the allowed surface temperature in SOLAS. This will be considered at SSE 14 (2028). Implication: New standards covering the safe use of Fischer-Tropsch diesel will need to be followed should they be developed. Application: This is yet to be decided, but it would normally be expected to include all passenger ships and all cargo ships of 500GT and over.

Part 5 - Changes since the previous version

This part covers changes from the Autumn 2025 version to the Summer 2026 version

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

Summer 2026

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

Deletions

- 341 (Deleted from document) – 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

Moved

383 (Moved from Part 2) – New SOLAS II-1, Regulation 3-13 (lifting appliances and anchor handling winches)

395 (Moved from Part 2) – Amendments to the International Life-Saving Appliance (LSA) Code - Ventilation of totally enclosed lifeboats

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

413 (Moved from Part 2) – Amendments to SOLAS chapter II-2 – Provisions to prohibit the use of fire-fighting foams containing PFOS

431 (Moved from Part 2) – Amendments to the IGF Code - 2026

487 (Moved from Part 2) – Amendments to SOLAS chapter XIV and Related Amendments to the Polar Code

661 (Moved from Part 2) – Amendments to the requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear

770 (Moved from Part 2) – Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter

771 (Moved from Part 2) – Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter

Part 2 – Adopted requirements entering into force in future

Deletions

- 379 (Deleted from document) - Amendments to the LSA Code - single fall and hook systems with on-load release capability

- 406 (Deleted from document) - Amendments to the LSA Code to address the in-water performance of SOLAS adult lifejackets

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

- 445 (Deleted from document) - Amendments to the IGC Code - High manganese austenitic steel

- 446 (Deleted from document) - Amendments to the IGF Code - High manganese austenitic steel

- 449 (Deleted from document) - 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

- 491 (Deleted from document) - Amendments to SOLAS Chapter V and associated certificates-Mandatory carriage of electronic inclinometers on container ships and bulk carriers

- 525 (Deleted from document) - Amendments 42-24 to the International Maritime Dangerous Goods (IMDG) Code

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

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

- 556 (Deleted from document) - Amendments to the 2011 ESP Code - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures

- **573** (Deleted from document) - Amendments to the STCW Code - Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault
- **585** (Deleted from document) - Amendments to the International Life-Saving Appliance (LSA) Code- Launching appliances using falls and a winch
- **650** (Deleted from document) - Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7 – Provisions to prohibit the use of fire-fighting foams containing PFOS
- **651** (Deleted from document) - Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7 - Provisions to prohibit the use of fire-fighting foams containing PFOS
- **658** (Deleted from document) - Amendments to the Fire Safety Systems (FSS) Code - fire safety on Ro-Ro passenger ships (Chapter 7 amendments) and all ships (Chapter 9 amendments)
- **670** (Deleted from document) - Revised annex to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F)
- **671** (Deleted from document) - Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code
- **676** (Deleted from document) - Amendments to SOLAS regulation II-2/4 related to oil fuel parameters other than flashpoint

Moved

- 383** (Moved to Part 1) - New SOLAS II-1, Regulation 3-13 (lifting appliances and anchor handling winches)
- 395** (Moved to Part 1) - Amendments to the International Life-Saving Appliance (LSA) Code - Ventilation of totally enclosed lifeboats
- 409** (Moved to Part 1) - Amendments to SOLAS Chapter II-2/20 - Fire safety on ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles
- 413** (Moved to Part 1) - Amendments to SOLAS chapter II-2 – Provisions to prohibit the use of fire-fighting foams containing PFOS
- 431** (Moved to Part 1) - Amendments to the IGF Code - 2026
- 487** (Moved to Part 1) - Amendments to SOLAS chapter XIV and Related Amendments to the Polar Code
- 661** (Moved to Part 1) - Amendments to the resolution MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear
- 770** (Moved to Part 1) - Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter
- 771** (Moved to Part 1) - Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter
- 813** (Moved from Part 3) - Amendments to Appendix IX to MARPOL Annex VI to include reporting of the portion of the year for which data is submitted, and removal of 'oil' in oil-fired boilers
- 888** (Moved from Part 3) - Amendments to MARPOL Annex VI, Appendix VII, on the designation of an Emissions Control Area for both NOx and SOx in the North-East Atlantic
- 896** (Moved from Part 3) - Amendments to MARPOL Annex VI regulation 27 on DCS data access
- 566** (Moved from Part 3) - Amendments to the IP Code - mass of personnel to be used in stability calculation
- 606** (Moved from Part 3) - Amendments to SOLAS chapter V to introduce the VHF Data Exchange System (VDES)
- 607** (Moved from Part 3) - Amendments to the LSA code - Development of design and prototype test requirements for the arrangements used in the operational testing of free fall lifeboat release systems without launching the lifeboat
- 719** (Moved from Part 3) - Amendments to the ESP Code - Remote Inspection Techniques (RIT)
- 728** (Moved from Part 3) - Amendment to the 1988 Load Line Protocol, regulation 25 - protection of the crew - setting of guard rails on the deck structure
- 807** (Moved from Part 3) - Amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 43-26)
- 906** (Moved from Part 3) - Amendment to SOLAS regulation IV/5 (Provision of Radiocommunication Services), SOLAS regulation V/4 (Navigation Warnings) and SOLAS regulations V/5 (meteorological services and warnings)

Part 3 – IMO and ILO requirements still under development

Additions

- + **889 (New)** - Draft Amendments to the NOx Technical Code 2008 on certification of engines that operate on non-carbon-containing fuel or mixtures of carbon-containing and non-carbon-containing fuels
- + **948 (New)** - Draft amendments to the 2011 ESP Code - Equivalent means of fracture detection
- + **949 (New)** - Draft amendments to MSC.133(76) - Technical Provisions for Means of Access for Inspections
- + **953 (New)** - Draft amendments to SOLAS Chapter VIII - Nuclear ships and the related Code of Safety for Nuclear Merchant Ships (A.491(XII)) (Nuclear Code)
- + **955 (New)** - Proposed amendments to FSS Code - chapter 15 on enclosed spaces containing a nitrogen receiver or a buffer tank of nitrogen generator systems
- + **958 (New)** - Draft amendments to SOLAS regulation II-1/41 to allow for batteries to be used as the main source of electrical power and lighting systems
- + **972 (New)** - Draft amendments to MARPOL Annex VI Regulation 15 and the supplement to the IAPP certificate (Appendix I)
- + **975 (New)** - Development of a legally binding framework for biofouling
- + **979 (New)** - Development of amendments to paragraph 2.1.2.5 of chapter 5 of the FSS Code on construction requirements for gaskets
- + **1014 (New)** - Draft amendments to SOLAS regulation V/19-1 (Long-range identification and tracking of ships - LRIT) and revision to the associated performance standard (MSC.263(84)/REV.1))

Deletions

- **808** (Deleted from document) - Draft amendments to Transport Provisions for Vehicles within the IMDG Code (Special Provision 961, Special Provision 962)

Moved

- 813** (Moved to Part 2) - Draft Amendments to Appendix IX to MARPOL Annex VI to include reporting of the portion of the year for which data is submitted, and removal of 'oil' in oil-fired boilers
- 888** (Moved to Part 2) - Draft Amendments to MARPOL Annex VI concerning an Emissions Control Area for both NOx and SOx in the North-East Atlantic
- 896** (Moved to Part 2) - Draft amendments to MARPOL Annex VI regulation 27 on DCS data access
- 566** (Moved to Part 2) - Draft amendments to the IP Code - mass of personnel to be used in stability calculation
- 606** (Moved to Part 2) - Draft amendments to SOLAS chapter V to introduce the VHF Data Exchange System (VDES)
- 607** (Moved to Part 2) - Draft amendments to the LSA code - Development of design and prototype test requirements for the arrangements used in the operational testing of free fall lifeboat release systems without launching the lifeboat
- 719** (Moved to Part 2) - Draft amendments to the ESP Code - Remote Inspection Techniques
- 728** (Moved to Part 2) - Draft amendment to the 1988 Load Line Protocol, regulation 25 - protection of the crew - setting of guard rails on the deck structure
- 807** (Moved to Part 2) - Draft amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 43-26)
- 906** (Moved to Part 2) - Draft amendment to SOLAS regulation IV/5 (Provision of Radiocommunication Services), SOLAS regulation V/4 (Navigation Warnings) and SOLAS regulations V/5 (meteorological services and warnings)
- 610** (Moved from Part 4) - Revision of the 2010 FTP Code to allow for new fire protection systems and materials
- 767** (Moved from Part 4) - Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles
- 831** (Moved from Part 4) - Draft amendments to SOLAS II-1 and the IGF Code to clarify the Application of the IGF Code to Gas Carriers under the "one ship, one code" policy

Part 4 – Prospective IMO and ILO requirements

Additions

- + **827 (New)** - Proposed amendments to MARPOL Annex V and associated guidelines for a goal-based fishing-gear marking requirement

+ **971 (New)** - Amendments to the NOx Technical Code 2008 to Address Low-Load Engine Operation

+ **981 (New)** - Development of provisions prohibiting the use of fire-fighting foams containing fluorinated substances, in addition to PFOS, for fire-fighting onboard ships

+ **983 (New)** - Proposed amendments to the FSS Code for firefighting systems to extinguish methyl/ethyl fuel fires

+ **984 (New)** - Safety of reduced GHG - SOLAS chapter II-2, part B, and amendments to MSC.1/Circ.1321, as appropriate, for Fischer-Tropsch (FT) diesel

Moved

831 (Moved to Part 3) - Proposed Application of the IGF Code to Gas Carriers

610 (Moved to Part 3) - Proposed revision of the 2010 FTP Code to allow for new fire protection systems and materials

767 (Moved to Part 3) - Proposed evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles

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