

Updated to October 2022

# IMO Conventions, Codes and Amendments

GUI/019

Mandatory requirements entering into force between 2021 and 2029

# **IMO Conventions, Codes and Amendments**

**Mandatory requirements entering  
into force between  
2021 and 2029**

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October 2022

Compiled by

Tasneef

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## INTRODUCTION

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

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

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

*This publication contains a summary of the mandatory requirements adopted by IMO (e.g. amendments to SOLAS, MARPOL and other IMO conventions and codes) up to and including those adopted in June 2022 at MEPC 78, entering into force between 2021 and 2029, listed in chronological order with respect to their application date. Adopted mandatory instruments for which dates of entry into force have yet to be established, have also been included.*

*Reference to the previous editions of this publication should be made for mandatory requirements that entered into force prior to 1 January 2021.*

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

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

### **NOTICE AND TERMS OF USE**

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

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

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

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### SOLAS PROTOCOL 1988

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

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<b>STCW CONVENTION (CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS)</b>
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# SHIP-TYPE INDEX

## New ships

Application date	All ship types	General Cargo Ships	Ro-Ro Cargo Ships	Container Ships	Bulk Carriers	Oil Tankers	Chemical Tankers	Gas Carriers	Passenger Ships	Ro-Ro Passenger Ships	High Speed Craft	Offshore Supply Vessels	Other ships
1 January 2021	1, 6	3			2, 3	2, 5	5, 8				6	3, 5	6
1 April 2022	11, 13	12		12				12	12		11, 13		11, 13
1 June 2022	15	14	14	14	14				14	14	14, 15	14	15
1 November 2022	20, 22, 24	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 20, 22, 23, 24		16, 17, 18, 19, 20, 21, 22, 23, 24, 25
1 January 2023	27, 28, 30	29	29	29	29	26, 29	29	29	29	29	27, 28, 29, 30		27, 28, 29, 30
1 November 2023						33	33					33	
1 December 2023		34			34							34	
1 January 2024	35, 36, 37, 38, 41, 43, 46, 49, 50, 51, 52, 57, 58, 60, 63	47, 48, 59, 61, 62, 65	47,48, 59, 61, 62, 65	47, 48, 59, 61, 62, 65	48, 59, 61, 62, 65	48, 61, 62, 64, 65	48, 61, 62, 65	48, 55, 56, 61, 62, 65	40, 42, 44, 45, 59, 65	40, 42, 44, 45, 59, 65	47,48, 54, 59, 63, 65	47,48, 59, 61, 62	63, 65
1 July 2024	66, 68, 70, 72, 73, 74						75		67, 69, 71	67, 69, 71	74		74
1 January 2025		77		77	77	77	77	77					77
1 January 2027	78												
1 January 2028	80, 82, 84, 85								79, 81, 83	79, 81, 83			
1 July 2029	86										86		86
Date pending	B	A	A	A							A, B		B, C

# SHIP-TYPE INDEX

## Existing ships

Application date	All ship types	General Cargo Ships	Ro-Ro Cargo Ships	Container Ships	Bulk Carriers	Oil Tankers	Chemical Tankers	Gas Carriers	Passenger Ships	Ro-Ro Passenger Ships	High Speed Craft	Offshore Supply Vessels	Other ships
1 January 2021		3			2, 3	2, 4, 5	5, 7, 8					3, 5	
1 June 2021									9	9			
1 July 2021								10					
1 April 2022	13										13		13
1 June 2022	15	14	14	14	14				14	14	14, 15	14	15
1 November 2022	20, 22, 24	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 23	19, 20, 22, 23, 24		16, 17, 18, 19, 20, 21, 22, 23, 24, 25
1 January 2023	27, 28, 30	29	29	29	29	26, 29	29	29	29	29	27, 28, 29, 30		27, 28, 29, 30
1 April 2023	31										31		31
1 June 2023									32	32			
1 November 2023						33	33					33	
1 December 2023		34			34							34	
1 January 2024	36, 38, 49, 50, 60, 63	48, 59, 61, 62, 65	48, 59, 61, 62, 65	48, 59, 61, 62, 65	48, 59, 61, 62, 65	48, 61, 62, 64, 65	48, 61, 62, 65	48, 56, 61, 62, 65	39, 45, 59, 65	39, 45, 59, 65	53, 54, 59, 63, 65	48, 59, 61, 62	63, 65
1 July 2024	74						75				74		74
1 January 2025									76				
1 July 2029	86										86		86
Date pending	B	A	A	A							A, B		B, C

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## NOTES

- **Ship-type index:** the numbers and letters shown in the ship-type index correspond to the set of requirements described in Part 1 (the numbers) and Part 2 (the letters).
- **All ships:** include all ship types other than high speed craft and other ships.
- **High speed craft:** includes both passenger and cargo high speed craft.
- **Other ships:** includes fixed and floating platforms, FPSOs (floating production, storage and offloading facilities), FSUs (floating storage units), mobile offshore drilling units, stationary vessels, nuclear passenger and cargo ships, fishing vessels, livestock carriers.
- **Constructed:** means keel laid.
- **Application scheme:** when requirements apply to new ships according to the following scheme:
  - i. for which the building contract is placed on or after [date XXX]; or
  - ii. in the absence of a building contract, the keel of which is laid on or after [date YYY]; or
  - iii. the delivery of which is on or after [date ZZZ]

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

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

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

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

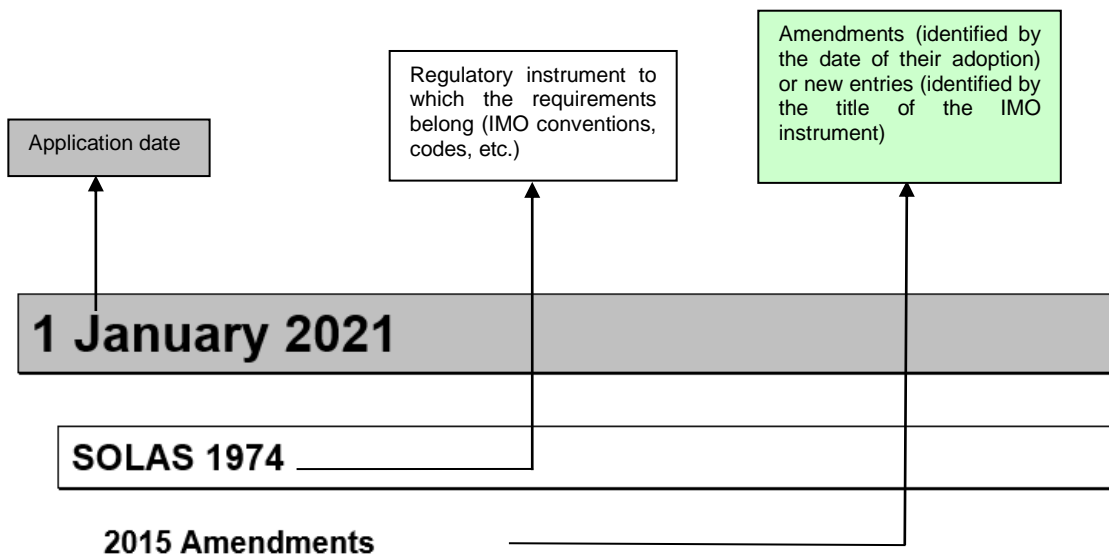
The date on which the building contract is placed for optional ships should be interpreted to be the date on which the original building contract to construct the series of ships is signed between the ship owner and the shipbuilder provided:

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

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



# LEGEND



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

<b>1</b>	<p>Regulations II-1/56 "Application" and II-1/57 "Requirements for ships using low-flashpoint fuels", mandate the application of IGF Code to the ships using low-flashpoint fuels:</p> <ul style="list-style-type: none"> <li>- contracted for construction on or after 1 January <u>2017</u>;</li> <li>- in the absence of a building contract, the keels of which are <u>laid</u> or which are at a similar stage of construction on or after 1 July 2017; or</li> <li>- the delivery of which is on or after <b>1 January 2021</b>.</li> </ul>	<p><b>All ships using low-flashpoint fuels/ Delivered on or after 1 January 2021</b></p>
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Number or letter identifying one or more requirements having the same application field

Short description of the requirements

Application field: ships to which the requirements apply



## **PART 1**

# **MANDATORY REQUIREMENTS ENTERING INTO FORCE BETWEEN 2021 AND 2029**



# 2021

## 1 January 2021

### SOLAS 1974

#### 2015 Amendments

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

<b>1</b>	<p>Regulations II-1/56 “Application” and II-1/57 “Requirements for ships using low-flashpoint fuels”, mandate the application of IGF Code to the ships using low-flashpoint fuels:</p> <ul style="list-style-type: none"> <li>– contracted for construction on or after 1 January 2017;</li> <li>– in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2017; or</li> <li>– the delivery of which is on or after <b>1 January 2021</b>.</li> </ul>	<p><b>All ships using low-flashpoint fuels/ Delivered on or after 1 January 2021</b></p>
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### 2011 ESP CODE

#### 2019 Amendments

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

<b>2</b>	<ul style="list-style-type: none"> <li>– align the Code with the latest requirements in IACS UR Z10s (e.g. acceptance criteria for corrosion; attendance of at least two surveyors at the same time to perform the required survey; conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey; responsibility for the owner to arrange the updating of the Ship Construction File for ships subject to SOLAS Reg. II-1/3-10 (GBS ships));</li> <li>– include appropriate references to the relevant contents of IACS Common Structural Rules (CSR), where applicable (e.g. number and locations of thickness measurements for CSR ships); and</li> <li>– consistently use the mandatory language among the Code.</li> </ul>	<p><b>Oil tankers and bulk carriers/ New and existing</b></p>
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## IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)

### 2019 Amendments

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

<b>3</b>	<ul style="list-style-type: none"> <li>– new "Characteristics" Table of each individual cargo schedule, introducing the Hazard Classification (i.e. subsidiary hazard(s) and MHB);</li> <li>– new schedules: Flue dust, containing Lead and Zinc (Group B); Matte containing Copper and Lead (Group B); Metal Sulphide concentrates, self-heating UN3190 (Group B); Seed Cakes and other residues of processed oily vegetables (Group B); Zinc Oxide enriched flue dust (Group B); Bauxite fines (Group A); Brucite (Group C); Calcium fluoride, Calcium Sulphate, Calcium Carbonate Mixture (Group A); Chlorite (Group C); Ferronickel Slag (granulated) (Group C); and Seed cakes and other residues of processed oily vegetables (Group C).</li> <li>– Bauxite and new Bauxite fines schedules, specifying the test procedure for determining transportable moisture limit (TML).</li> </ul> <p>Moreover, the Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted have been revised (MSC.1/Circ.1395/Rev.4) adding "Flue dust, containing Lead and Zinc"; "Matte containing Copper and Lead"; and "Zinc oxide enriched flue dust".</p> <p>For ships carrying the above-listed cargoes, the existing Exemption Certificate for Fixed Gas Fire Extinguishing System will need to be amended, adding such cargoes names to those already listed in the Exemption Certificate.</p>	<p><b>All Ships carrying solid bulk cargoes/ New and existing</b></p>
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## MARPOL 73/78

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

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

<b>4</b>	<p>According to Regulation 28(6) "Subdivision and damage stability", oil tankers constructed before 1 January 2016 shall be fitted with a stability instrument – approved by the Administration taking into account the performance standards, recommended by the Administration (Part B of the 2008, IS Code, MSC.1/Circ.1229 and MSC.1/Circ.1461) - capable of verifying compliance with intact and damage stability requirements at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than <b>1 January 2021</b>.</p>	<p><b>Oil tankers/ Constructed before 1 January 2016</b></p>
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	<p>The document of approval for the stability instrument shall be issued by the Administration.</p> <p>Such carriage requirement may be waived by the Administration (Reg. 3(6)) for the following oil tankers if loaded in accordance with the conditions approved by the Administration taking into account the operational guidance provided in part 2 of the Guidelines for verification of damage stability requirements for tankers, issued by MSC.1/Circ.1461:</p> <ol style="list-style-type: none"> <li>1. oil tankers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with Reg. 28(5);</li> <li>2. oil tankers where stability verification is made remotely by a means approved by the Administration;</li> <li>3. oil tankers which are loaded within an approved range of loading conditions; or</li> <li>4. oil tankers constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.</li> </ol>	
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### **2019 Amendments to Annex II “Regulations for the control of pollution of noxious liquid substances in bulk”**

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

5	<ol style="list-style-type: none"> <li>1. tankers - operating in specific areas (i.e. North West European waters, Baltic Sea area, Western European waters, Norwegian Sea) and carrying substances of pollution category “Y” and designated as “persistent floaters” with a viscosity equal to or greater than 50 mPa*s at 20°C and/or with a melting point equal to or greater than 0°C - to have a prewash procedure (refer to Appendix VI) and discharge the residue/water mixture generated during the prewash to a reception facility at the port of unloading until the tank is empty. The products falling in the definition above are identified by '16.2.7' in column 'o' of IBC Code Chapter 17 and include, for example, Fish oil, Olive oil, Palm oil, Paraffin wax highly-refined, Rice bran oil and sunflower seed oil; and</li> <li>2. the Procedures and Arrangements Manual shall include the instructions on how to deal with tank washing of these substances and shall be re-approved by 1 January 2021.</li> </ol>	Tankers/ New and existing
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## 2017 Amendments to Annex VI “Regulations for the prevention of air pollution from ships”

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

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

### 2014 Amendments

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

7	<p>Ships constructed before 1 January 2016 shall be fitted with a stability instrument – approved by the Administration taking into account the performance standards, recommended by IMO (Part B of the 2008, IS Code, MSC.1/Circ.1229 and MSC.1/Circ.1461) - capable of verifying compliance with intact and damage stability requirements, at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than <b>1 January 2021</b>.</p> <p>A stability instrument fitted on a ship constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration. In this regard, for the purposes of control under Regulation 16 of MARPOL Annex II, the Administration shall issue a document of approval for the stability instrument.</p> <p>Such carriage requirement may be waived by the Administration the following ships provided the procedures employed for intact and damage stability verification maintain the same degree of safety, as</p>	<p><b>Chemical tankers/ Constructed on or after 1 July 1986 but before 1 January 2016</b></p>
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	<p>being loaded in accordance with the approved conditions and any such waiver is duly noted on the International Certificate of Fitness :</p> <ol style="list-style-type: none"> <li>1. ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master;</li> <li>2. ships where stability verification is made remotely by a means approved by the Administration;</li> <li>3. ships which are loaded within an approved range of loading conditions; or</li> <li>4. ships constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.</li> </ol>	
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### 2019 Amendments

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

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

## MARPOL 73/78

### 2016 Amendments to the Annex IV “Regulations for the prevention of pollution by sewage from ships”

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

<p><b>9</b></p>	<p>The discharge of sewage in the Baltic Sea Special Area shall be prohibited from <b>1 June 2021</b> for passenger ships contracted or constructed before 1 June 2019, except for those en route directly to or from a port located outside the special area and to or from a port located east of longitude 28°10' E within the special area that do not make any other port calls within the special area; for such latter ships the requirements will be applicable from 1 June 2023 (as clarified by Res. MEPC.275(69)).</p> <p>A passenger ship may be exempted from the application of this requirement when has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements set in Regulation 9.2.1 of the Annex (taking into account the “2012 guidelines on implementation of effluent standards and performance standards on performance test” adopted by Resolution MEPC.227(64), as amended by Resolution MEPC.284(70) dated 28 October 2016)), and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.</p>	<p><b>Passenger ships/ Contracted or constructed before 1 June 2019</b></p>
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# 1 July 2021

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

### 2014 Amendments

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

<p><b>10</b></p>	<p>Chapter 2 “Ship survival capability and location of cargo tanks”, requires gas carriers constructed before 1 July 2016 to be fitted with a stability instrument - capable of verifying compliance with intact and damage stability requirements, approved by the Administration having regard to the performance standards recommended by IMO (part B, chapter 4, of 2008, IS Code, MSC.1/Circ.1229 and MSC.1/Circ.1461) - at the first scheduled renewal survey of the ship after 1 July 2016 but not later than <b>1 July 2021</b>.</p> <p>However, a stability instrument installed on a ship constructed before 1 July 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, to the satisfaction of the Administration.</p> <p>Such carriage requirement may be waived by the Administration for the following gas carriers if loaded in accordance with the conditions approved by the Administration:</p> <ul style="list-style-type: none"> <li>– gas carriers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with para. 2.2.5;</li> <li>– gas carriers where stability verification is made remotely by a means approved by the Administration;</li> <li>– gas carriers which are loaded within an approved range of loading conditions; or</li> <li>– gas carriers constructed before 1 July 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.</li> </ul> <p>Any such waiver shall be duly noted on the International Certificate of Fitness.</p> <p>In applying the Code, reference should be made to the Unified interpretations issued by MSC.1/Circ.1559.</p>	<p><b>Gas carriers/ Constructed before 1 July 2016</b></p>
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# 2022

## 1 April 2022

### MARPOL 73/78

#### 2020 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”

The amendments adopted by Resolution MEPC.324(75) on 20 November 2020 modify MARPOL Annex VI as follows:

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

	(MEPC.1/Circ.864/Rev.1); and – 2020 Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship (MEPC.1/Circ.889).	
	3. Regulation 18 “Fuel oil availability and quality”, requiring that the representative sample is to be analysed in accordance with the verification procedure set forth in Appendix VI to the Annex.	NA
	4. Regulation 20 “Attained Energy Efficiency Design Index (attained EEDI)”, requiring the Administration or any recognised organization shall report to the IMO the required and attained EEDI values and relevant information, via electronic communication:  – within seven months of completing the survey for ship delivered on or after 1 April 2022; or  – within 7 months following 1 April 2022, for ships delivered prior to 1 April 2022.”	NA
12	5. Regulation 21 “Required EEDI”, anticipating Phase 3 from 1 January 2025 to 1 April 2022 for gas carriers; containerships; general cargo ships; LNG carriers; cruise passenger ships having non-conventional propulsion, with the reduction factors included in Table1.	Gas carrier, containership General cargo, LNG carrier, cruise passenger ships having non-conventional propulsion/ Contracted on or after 1 April 2022
13	6. Supplement to International Air Pollution Prevention Certificate (IAPP Certificate), adding two para.s:  – “2.3.4 The ship is fitted with designated sampling point(s) in accordance with regulation 14.10 or 14.11”;  – “2.3.5 In accordance with regulation 14.12, the requirement for fitting or designating sampling point(s) in accordance with regulation 14.10 or 14.11 is not applicable for a fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the ship”.  7. Appendix VI “Fuel verification procedure for MARPOL Annex VI fuel oil samples (regulation 18.8.2)”, including  – Part 1 – sample of fuel oil delivered;  – Part 2 – sample of fuel oil in use.	All ships/ New and existing

# 1 June 2022

## IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

### 2020 Amendments

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

<b>14</b>	<ul style="list-style-type: none"> <li>– the assignment of alcoholates (i.e. UN 1289 SODIUM METHYLATE SOLUTION, UN 1431 SODIUM METHYLATE, UN 3206 ALKALI METAL ALCOHOLATES, SELF-HEATING, CORROSIVE N.O.S. and UN 3274 ALCOHOLATES SOLUTION N.O.S) to the segregation group of alkalis (SGG18);</li> <li>– modifications to segregation provision (SG53) to read “Shall not be stowed together with combustible material in the same cargo transport unit”;</li> <li>– new requirements (section 5.5.4.1) for dangerous goods (e.g. lithium batteries, fuel cell cartridges) contained in equipment such as cargo data loggers and tracking device attached to or placed in packages, overpacks, containers or load compartments;</li> <li>– updated the Dangerous Goods List, clarifying – inter alia - that UN 1361 CARBON includes charcoal, known as "carbon blacks, other nonactivated carbon materials and charcoal produced from materials such as bone, bamboo, coconut shell, jute and wood”;</li> <li>– new special provision SP975 MEDICAL WASTE, CATEGORY A, AFFECTING HUMANS, solid or MEDICAL WASTE, CATEGORY A, AFFECTING ANIMALS.</li> </ul> <p>In line with the amendments to the IMDG Code, the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) has been completely revised and issued by MSC.1/Circ.1588/Rev.1.</p>	<p><b>All ships carrying dangerous goods/ New and existing</b></p>
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## BWM CONVENTION (INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS)

### 2020 Amendments

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

<b>15</b>	<p>1. Regulation E-1 "Surveys", requiring a commissioning test to be conducted to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical and biological processes are working properly, taking into account the Guidance for the commissioning testing of ballast water management systems, issued by BWM.2/Circ.70/Rev.1.</p> <p>2. Appendix I "Form of International Ballast Water Management Certificate", modifying:</p> <ul style="list-style-type: none"> <li>– The footnote of "IMO Number" under the item "Particulars of ship" is replaced by the following: "IMO Ship Identification Number Scheme adopted by the Organization by resolution A.1117(30), as amended."</li> <li>– The text under the title "Details of ballast water management method(s) used" is replaced by the following: "Method of ballast water management used Date installed (if applicable) (dd/mm/yyyy) Name of manufacturer (if applicable) The principal ballast water management method(s) employed on this ship is/are: <input type="checkbox"/> in accordance with regulation D-1 <input type="checkbox"/> in accordance with regulation D-2 (describe) ..... <input type="checkbox"/> the ship is subject to regulation D-4 <input type="checkbox"/> other approach in accordance with regulation ....."</li> </ul>	<p style="color: blue; font-weight: bold;">All ships/ New and existing</p>
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# 1 November 2022

## MARPOL 73/78

### 2021 Amendments to Annex I “Regulations for the prevention of pollution by oil”

The amendments, adopted by Resolutions MEPC.329(76) and MEPC.330(76) on 17 June 2021 include modifications to the following:

16	<p>Regulation 3, allowing unmanned non-self-propelled (UNSP) barges – defined as a barge which is not propelled by mechanical means; carries no oil; has no machinery fitted that may use oil or generate oil residue (sludge); has no oil fuel tank, lubricating oil tank, oily bilge water holding tank and oil residue (sludge) tank; and has neither persons nor living animals on board - to be exempted from survey and certification requirements under MARPOL Annex I for periods not exceeding 5 years.</p> <p>The specific guidance for flag States, port States and interested parties - including shipowners and operators - on the application of such exemption for UNSP barges (MEPC.1/Circ.892) clarifies:</p> <ul style="list-style-type: none"> <li>– the technical and operational requirements not applicable to UNSP barges;</li> <li>– procedures for granting exemptions;</li> <li>– maintenance of conditions after survey; and</li> <li>– pushing and towing.</li> </ul> <p>The Form of Exemption Certificate for UNSP Barges is included in Appendix IV.</p>	UNSP/ New and existing
	<p>New Regulation 43A “Special requirements for the use and carriage of oils as fuel in Arctic waters”, banning - on and after 1 July 2024 - the use and carriage in Arctic waters of the oils, other than crude oils, having a density at 15°C higher than 900 kg/m<sup>3</sup> or a kinematic viscosity at 50°C higher than 180 mm<sup>2</sup>/s.</p> <p>A five-year delay in the implementation of such ban (i.e. 1 July 2029) is granted for vessels that already comply with MARPOL Annex I Reg. 12A or with Reg. 1.2.1 of the Polar Code, as these ships have existing fuel tank protections that reduce the risk of fuel oil spills</p>	NA

### 2021 Amendments to the Annex IV “Regulations for the prevention of pollution by sewage from ships”

The amendments adopted by Resolution MEPC.330(76) on 17 June 2021 include modifications to the following:

17	<p>Regulation 3, allowing unmanned non-self-propelled (UNSP) barges – defined as a barge that is not propelled by mechanical means; has neither persons nor living animals on board; is not used for holding</p>	UNSP/ New and existing
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	<p>sewage during transport; and has no arrangements that could produce sewage - to be exempted from survey and certification requirements under MARPOL Annex IV for periods not exceeding 5 years.</p> <p>The specific guidance for flag States, port States and interested parties - including shipowners and operators - on the application of such exemption for UNSP barges (MEPC.1/Circ.892) clarifies:</p> <ul style="list-style-type: none"> <li>- the technical and operational requirements not applicable to UNSP barges;</li> <li>- procedures for granting exemptions;</li> <li>- maintenance of conditions after survey; and</li> <li>- pushing and towing.</li> </ul> <p>The Form of Exemption Certificate for UNSP Barges is included in Appendix II.</p>	
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**2021 Revised MARPOL Annex VI “Regulations for the prevention of air pollution from ships”**

Resolution MEPC.328(76) adopted new Revised MARPOL Annex VI which includes modifications to the following:

<p><b>18</b></p>	<p>1. Regulation 3 “Exceptions and exemptions”, allowing unmanned non-self-propelled (UNSP) barges – defined as barge that is not propelled by mechanical means; has no system, equipment and/or machinery fitted that may generate emissions regulated by this Annex; and has neither persons nor living animals on board - to be exempted from survey and certification requirements under MARPOL Annex VI for periods not exceeding 5 years.</p> <p>The specific guidance for flag States, port States and interested parties - including shipowners and operators - on the application of such exemption for UNSP barges (MEPC.1/Circ.892) clarifies:</p> <ul style="list-style-type: none"> <li>- the technical and operational requirements not applicable to UNSP barges;</li> <li>- procedures for granting exemptions;</li> <li>- maintenance of conditions after survey; and</li> <li>- pushing and towing.</li> </ul>	<p><b>UNSP barges/ New and existing</b></p>
<p><b>19</b></p>	<p>2. Regulation 5 “Surveys”, requiring</p> <ul style="list-style-type: none"> <li>- ships of 5000 GT to which Regulation 26 applies (see bullet No. 8 below) to: <ul style="list-style-type: none"> <li>• have SEEMP Part III verified prior to 1 January 2023;</li> <li>• have a Confirmation of Compliance onboard (sample format annexed to Res. MEPC.347(78)); and</li> </ul> </li> </ul>	<p><b>Ships of 5000 GT to which Reg. 26 applies/ New and existing</b></p>
	<ul style="list-style-type: none"> <li>- ships of 400 GT to which Regulations 23 and 25 apply (see bullets No. 6 and 7 below) to have the attained EEXI verified - in accordance with the requirements in Regulations 23 and 25 - at the first annual, intermediate or renewal survey of the IAPP or the initial survey of the IECC Certificate, whichever is</li> </ul>	<p><b>NA</b></p>

	<p>the first, on or after 1 January 2023.</p> <p>3. Regulation 6 “Issue or endorsement of Certificates and Statements of Compliance related to fuel oil consumption reporting and operational carbon intensity rating”, requiring the Administration to:</p> <ul style="list-style-type: none"> <li>– verify that the attained annual operational Carbon Intensity Indicator (CII) reported, is based on the data submitted;</li> <li>– based on the verified attained annual operational CII, determine the operational carbon intensity rating of the ship; and</li> </ul>	
<b>20</b>	<ul style="list-style-type: none"> <li>– issue a Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating to the ship no later than five months from the beginning of the calendar year.</li> </ul> <p>4. Regulation 8 “Form of Certificates and Statements of Compliance related to fuel oil consumption reporting and operational carbon intensity rating”, making reference to the format of:</p> <ul style="list-style-type: none"> <li>– the Statement of Compliance related to fuel oil consumption reporting and operational carbon intensity rating (Appendix X); and</li> </ul>	<b>Ships of 5000 GT/ New and existing</b>
<b>21</b>	<ul style="list-style-type: none"> <li>– the International Air Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges (Appendix XI).</li> </ul>	<b>UNSP barges/ New and existing</b>
<b>22</b>	<p>5. Regulation 9 “Duration and validity of Certificates and Statements of Compliance related to fuel oil consumption reporting and operational carbon intensity rating”, specifying the validity period of the Statement of Compliance:</p> <ul style="list-style-type: none"> <li>– the Statement of Compliance shall be valid for the calendar year in which it is issued and for the first five months of the following calendar year;</li> <li>– in case of transfer, the Statement of Compliance shall be valid for the calendar year in which it is issued, for the following year, and for the first five months of the subsequent calendar year.</li> </ul> <p>All Statements of Compliance shall be kept on board for at least five years.</p>	<b>Ships of 5000 GT/ New and existing</b>
	<p>6. Regulation 23 “Attained Energy Efficiency Existing Ship Index (Attained EEXI)”, requiring bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 400 GT and above engaged in international voyages, to calculate the Attained EEXI.</p> <p>The Attained EEXI shall be calculated taking into account the 2022 IMO Guidelines adopted by Res. MEPC.350(78).</p> <p>For those ships already having a verified Attained EEDI, this</p>	<b>NA</b>



value may be taken as the Attained EEXI if it is equal to or less than the Required EEXI. In this case, the Attained EEXI shall be verified based on the EEDI Technical File.

7. Regulation 25 “Required EEXI”, requiring Attained EEXI to result equal or less than the Required EEXI, calculated as  $(1-Y/100) \times$  EEDI Reference line value. The reduction factors Y are specific for each ship type.

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

The EEDI reference line values shall be calculated in accordance with MARPOL Annex VI Regulations 24.3 and 24.4. For ro-ro cargo ships and ro-ro passenger ships, the reference line values to be used are those from Phase 2.

**23** 8. Regulation 26 “Ship Energy Efficiency Management Plan (SEEMP)”, requiring on or before 1 January 2023, bulk carriers, combination carriers, containerships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 5000GT and above engaged in international voyage to include in the SEEMP:

- a description of the methodology that will be used to calculate the ship's Attained annual operational CII and the processes that will be used to report this value to the ship's flag Administration;
- Required annual operational CII for the next 3 years;
- an implementation plan documenting how the Required annual

**Bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle**

	<p>operational CII will be achieved during the next 3 years; and</p> <ul style="list-style-type: none"> <li>– a procedure for self-evaluation and improvement.</li> </ul> <p>SEEMP Part III shall be subject to verification and Company audits taking into account the 2022 IMO Guidelines adopted by Res. MEPC.347(78).</p>	<p>carrier), ro-ro passenger ships, tankers of 5000 GT/ New and existing</p>
	<p>9. Regulation 28 “Operational carbon intensity”, requiring</p> <ul style="list-style-type: none"> <li>– bulk carriers, combination carriers, containerships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 5000GT and above engaged in international voyage to: <ul style="list-style-type: none"> <li>▪ from 2023, after the end of each calendar year, calculate the Attained annual operational CII over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected and taking into account the 2022 IMO CII Guidelines G1, adopted by Res. MEPC.352(78). In case of change of Flag and/or Company, the Attained annual operational CII shall be calculated and reported for the full 12-month period from 1 January to 31 December in the calendar year during which the transfer took place;</li> <li>▪ electronically report to the Administration the calculated attained annual operational CII within March of each calendar year;</li> <li>▪ determine the Required annual operational CII as <math>(1-Z/100) \times CII_R</math>, where the annual reduction factor Z is a flat rate for all ship types (i.e. 5% for 2023; 7% for 2024; 9% for 2025; 11% for 2026 and % still to be decided for 2027-2030 (refer to 2021 IMO CII Reduction Factors Guidelines G3, adopted by Res. MEPC.338(76)) and the reference values <math>CII_R</math> are calculated according to the 2022 IMO CII Guidelines G2, adopted by Res. MEPC.353(78);</li> </ul> </li> <li>– Administration to verify the Attained annual operational CII against the Required annual operational CII to determine operational carbon intensity rating A, B, C, D or E, taking into account the 2022 IMO CII Rating Guidelines G4, adopted by Res. MEPC.354(78). The middle point of rating level C shall be the value equivalent to the required annual operational CII;</li> <li>– a ship rated as D for three consecutive years or rated as E, to develop a plan of corrective actions to achieve the Required annual operational CII and include it in the SEEMP. The revised SEEMP shall be submitted to the Administration for verification, preferably together with, but in no case later than 1 month after reporting the attained annual operational CII.</li> </ul>	<p>NA</p>
24	10. Appendix VIII “Form of International Energy Efficiency (IEE)	<p>All ships/ New and</p>

	Certificate”, including the new format of the Supplement; 11. Appendix X “Form of Statement of Compliance – Fuel Oil Consumption Reporting”, including the format of the Statement of Compliance to be issued by the Administration;	existing
25	12. Appendix XI ” Form of Exemption Certificate for UNSP Barges”, including the format of the Exemption Certificate for UNSP Barges to be issued by the Administration.	UNSP/ New and existing

# 2023

## 1 January 2023

### 2011 ESP CODE

#### 2021 Amendments

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

26	the provisions for oil tankers are in line with the ones for bulk carriers, requiring only “suspect areas” to be subject to thickness measurements at the first renewal survey of a double hull oil tanker and deleting the other items currently listed in the table of minimum requirements for thickness measurements (i.e. “one section of deck plating for the full beam of the ship within the cargo area”; and “measurements, for general assessment and recording of corrosion pattern, of those structural members subject to close-up survey).	Oil tankers/ New and existing
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### STCW CODE (CODE ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS)

#### 2021 Amendments

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

27	the “electro-technical officer” among those officers mentioned in the definition of the “operational level” and specify their responsibilities (section A-1/1, sub-paragraph 3.1).	All ships/ New and existing
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### STCW CONVENTION (CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS)

#### 2021 Amendments

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

28	“High voltage”, meaning “alternating current (AC) or direct current (DC) voltage in excess of 1,000 volts”.	All ships/ New and existing
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## MARPOL 73/78

### 2021 Revised MARPOL Annex VI “Regulations for the prevention of air pollution from ships”

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

29	<p>1. Regulation 5 “Surveys”, requiring ships of 400 GT to which Regulations 23 and 25 apply (see bullets No. 3 and 4 below) to have the attained EEXI verified - in accordance with the requirements in Regulations 23 and 25 - at the first annual, intermediate or renewal survey of the IAPP or the initial survey of the IECC Certificate, whichever is the first, on or after <b>1 January 2023</b>;</p> <p>2. Regulation 23 “Attained Energy Efficiency Existing Ship Index (Attained EEXI)”, requiring bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 400 GT and above engaged in international voyages, to calculate the Attained EEXI.</p> <p>The Attained EEXI shall be calculated taking into account the 2022 IMO Guidelines adopted by Res. MEPC.350(78).</p> <p>For those ships already having a verified Attained EEDI, this value may be taken as the Attained EEXI if it is equal to or less than the Required EEXI. In this case, the Attained EEXI shall be verified based on the EEDI Technical File.</p> <p>3. Regulation 25 “Required EEXI”, requiring Attained EEXI to result equal or less than the Required EEXI, calculated as <math>(1-Y/100) \times</math> EEDI Reference line value. The reduction factors Y are specific for each ship type</p>	<p><b>Bulk carriers, combination carriers, container ships, cruise passenger ships with non-conventional propulsion, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships, tankers of 400 GT/ New and existing</b></p>
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Ship type	Size	Reduction factor
Bulk carrier	DWT >= 200,000	15
	20,000 <= DWT < 200,000	20
	10,000 <= DWT < 20,000	0-20
Gas carrier	DWT >= 15,000	30
	10,000 <= DWT < 15,000	20
	2,000 <= DWT < 10,000	0-20
Tanker	DWT >= 200,000	15
	20,000 <= DWT < 200,000	20
	4,000 <= DWT < 20,000	0-20
Container ship	DWT >= 200,000	50
	120,000 <= DWT < 200,000	45
	80,000 <= DWT < 120,000	35
	40,000 <= DWT < 80,000	30
	15,000 <= DWT < 40,000	20
	10,000 <= DWT < 15,000	0-20
General cargo ship	DWT >= 15,000	30
	3,000 <= DWT < 15,000	0-30
Refrigerated cargo carrier	DWT >= 5,000	15
	3,000 <= DWT < 5,000	0-15
Combination carrier	DWT >= 20,000	20
	4,000 <= DWT < 20,000	0-20
Ro-ro cargo ship (vehicle carrier)	DWT >= 10,000	15
Ro-ro cargo ship	DWT >= 2,000	5
	1,000 <= DWT < 2,000	0-5
Ro-ro passenger ship	DWT >= 1,000	5
	250 <= DWT < 1,000	0-5
LNG carrier	DWT >= 10,000	30
Cruise passenger ship having non-conventional propulsion	GT >= 85,000	30
	25,000 <= GT < 85,000	0-30

The EEDI reference line values shall be calculated in accordance with MARPOL Annex VI Regulations 24.3 and 24.4. For ro-ro cargo ships and ro-ro passenger ships, the reference line values to be used are those from Phase 2.

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

### 2021 Amendments

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

<b>30</b>	<p>1. Annex 1 "Controls on anti-fouling systems", prohibiting the use of Anti-Fouling Systems containing cybutryne as follows:</p> <ul style="list-style-type: none"> <li>– ships shall not apply or re-apply anti-fouling systems containing this substance from 1 January 2023; and</li> <li>– ships with an anti-fouling system that contains this substance in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either: <ul style="list-style-type: none"> <li>▪ remove the anti-fouling system; or</li> <li>▪ apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system</li> </ul> </li> </ul> <p>at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing</p>	<b>All ships/ New and existing</b>
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	<p>cybutryne.</p> <p>2. Appendix 1 to Annex 4 “Model form of International Anti-fouling System Certificate”, reflecting the above and identifying also the cases where ships that had applied an anti-fouling system containing cybutryne previously, but have such a system not currently contained in the external coating layer of their hulls or external parts or surfaces.</p>	
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# 1 April 2023

## MARPOL 73/78

### 2020 Amendments to the revised Annex VI “Regulations for the prevention of air pollution from ships”

The amendments adopted by Resolution MEPC.324(75) on 20 November 2020 modify, inter alia, Regulation 14 “Sulphur oxides (SO<sub>x</sub>) and particulate matter” requiring:

31	<p>sampling point(s) to be fitted or designated on existing ships (i.e. ships constructed before 1 April 2022) for taking representative samples for the “in-use” fuel, not later than the first renewal survey of the IAPP Certificate on or after <b>1 April 2023</b>.</p> <p>Reference should be made to the following Guidelines:</p> <ul style="list-style-type: none"> <li>– 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships (MEPC.1/Circ.864/Rev.1); and</li> <li>– 2020 Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship (MEPC.1/Circ.889).</li> </ul>	<p><b>All ships/ Constructed before 1 April 2022</b></p>
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# 1 June 2023

## MARPOL 73/78

### 2016 Amendments to the Annex IV “Regulations for the prevention of pollution by sewage from ships”

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

<p><b>32</b></p>	<p>The discharge of sewage in the Baltic Sea Special Area – adopted by Resolution MEPC.275(69) on 22 April 2016 – shall be prohibited from <b>1 June 2023</b> for passenger ships, contracted or constructed before 1 June 2019, en route directly to or from a port located outside the special area and to or from a port located east of longitude 28°10' E within the special area that do not make any other port calls within the special area (as clarified by Res. MEPC.275(69)).</p> <p>A passenger ship may be exempted from the application of this requirement when has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements set in Regulation 9.2.1 of the Annex (taking into account the “2012 guidelines on implementation of effluent standards and performance standards on performance test” adopted by Resolution MEPC.227(64), as amended by Resolution MEPC.284(70) dated 28 October 2016)), and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.</p>	<p><b>Passenger ships/ Contracted or constructed before 1 June 2019</b></p>
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# 1 November 2023

## MARPOL 73/78

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

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

33	– refinement of column C3, adding a sub-categorization (inhalation toxicity) to provide a more realistic hazard profile for the purposes of risk management; and – modifications to column E1 on flammability hazard ratings.	Tankers/ New and existing
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# 1 December 2023

## IMSBC CODE (INTERNATIONAL MARITIME SOLID BULK CARGOES)

### 2022 Amendments

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

34	<ul style="list-style-type: none"> <li>– revised definition of "Group A cargoes" (i.e. cargoes which possess a hazard due to moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit);</li> <li>– new definition of "Cargoes which may undergo dynamic separation" (i.e. cargoes which contain a certain proportion of fine particles and a certain amount of moisture, and may undergo dynamic separation if shipped at a moisture content in excess of their transportable moisture limit);</li> <li>– new definition of "Dynamic separation" (i.e. the phenomenon of forming a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability);</li> <li>– corresponding amendments throughout the Code due to the above-listed new/revised definitions; and</li> <li>– new schedules for "Ammonium nitrate based fertilizer"; "Clam shell"; "Leach residue containing lead"; and "Superphosphate (triple, granular)".</li> </ul>	<p><b>All Ships carrying solid bulk cargoes/ New and existing</b></p>
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# 2024

## 1 January 2024

### SOLAS 1974

#### 2017 Amendments

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

<b>35</b>	<p>Modifications to new stability requirements (Ch. II-1) which are applicable - unless provided otherwise – to ships:</p> <ul style="list-style-type: none"> <li>– for which the building contract is placed on or after 1 January 2020;</li> <li>– in the absence of a building contract, the keel of which is laid or which are at a similar stage of construction on or after 1 July 2020; or</li> <li>– the delivery of which is on or after <b>1 January 2024</b>.</li> </ul> <p>In applying the new revised stability requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.1.</p>	<p><b>All ships/ Delivered on or after 1 January 2024</b></p>
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#### 2019 Amendments

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

<b>36</b>	<p>Item 8.1 is replaced by “Rudder, propeller, thrust, pitch and operational mode indicator”.</p>	<p><b>All ships/ New and existing</b></p>
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#### 2020 Amendments

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

	<p>1. Regulation II-1/1 “Application”, defying the expression “ships constructed on or after 1 January 2024” as ships:</p> <ul style="list-style-type: none"> <li>– for which the building contract is placed on or after <b>1 January 2024</b>; or</li> <li>– 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</li> </ul>	<p><b>NA</b></p>
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	<p>– the delivery of which is on or after 1 January 2028.</p> <p>In applying the new requirements reference should be made to the Revised Explanatory Notes adopted by Resolution MSC.429(98)/Rev.2.</p>	
<b>37</b>	<p>2. Regulation II-1/3-8 "Towing and mooring equipment" requiring for ships of 3000GT and above for which:</p> <ul style="list-style-type: none"> <li>▪ the building contract is placed on or after <b>1 January 2024</b>; or</li> <li>▪ 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</li> <li>▪ the delivery of which is on or after 1 January 2027</li> </ul> <p>– the mooring arrangement to be designed, and the mooring equipment including lines to be selected, in order to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619). Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1).</p>	<b>All ships/ Contracted on or after 1 January 2024</b>
<b>38</b>	<p>– mooring equipment, including lines, of all ships to be inspected and maintained in a suitable condition for their intended purposes (reference should be made to MSC.1/Circ.1620).</p>	<b>All ships/ New and existing</b>
<b>39</b>	<p>3. Regulation II-1/7-2 "Calculation of the factor <math>s_i</math>", clarifying that</p> <p>– for passenger ships constructed before 1 January 2024, the factor <math>s_i</math> is to be taken as zero in those cases where the final waterline, taking into account sinkage, heel and trim, immerses the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor <math>s_i</math>. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers;</p>	<b>Passenger ships/ Contracted before 1 January 2024</b>
<b>40</b>	<p>– for passenger ships constructed on or after 1 January 2024, the factor <math>s_i</math> is to be taken as zero if, taking into account sinkage, heel and trim, it occurs in any intermediate stage or in the final stage of flooding, that immersion of the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor <math>s_i</math>. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers.</p>	<b>Passenger ships/ Contracted on or after 1 January 2024</b>
<b>41</b>	<p>4. Regulation II-1/12 "Peak and machinery space bulkheads, shaft tunnels, etc.", allowing the use any type of valve at the collision bulkhead (e.g. screw-down, butterfly). This requirement may be also voluntarily applicable to ships constructed before 1 January 2024 according to MSC.8/Circ.1.</p>	<b>All ships/ Contracted on or after 1 January 2024</b>
<b>42</b>	<p>5. Regulation II-1/13 "Openings in watertight boundaries below the bulkhead deck in passenger ships", clarifying – inter alia – the</p>	<b>Passenger ships/ Contracted</b>

	requirements of the safety centre and the central operating control, including its location.	on or after 1 January 2024
43	6. Regulation II-1/15 "Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships", requiring – inter alia - cargo ports and other similar openings (e.g. gangway and fuelling ports) in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships to be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship. In no case shall these openings be so fitted as to have their lowest point below the deepest subdivision draught.	All ships/ Contracted on or after 1 January 2024
44	7. Regulation II-1/17 "Internal watertight integrity of passenger ships above the bulkhead deck", requiring <ul style="list-style-type: none"> <li>– the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck to be in accordance with the design arrangements necessary for compliance with the stability requirements. Where pipes, scuppers, electric cables, etc. are carried through internal watertight boundaries that are immersed at any intermediate or final stage of flooding in damage cases that contribute to the attained subdivision index A, arrangements shall be made to ensure their watertight integrity; and</li> <li>– doors in internal watertight subdivision arrangements above the bulkhead deck, and also above the worst intermediate or final stage of flooding waterlines, to be capable of preventing the passage of water when immersed in the required range of positive stability for any damage cases contributing to the attained subdivision index A. These doors may remain open provided they can be remotely closed from the navigation bridge. They shall always be ready to be immediately closed.</li> </ul> 8. Regulation II-1/19 "Damage control information", requiring passenger ships constructed on or after 1 January 2024, and to which regulation II-1/8-1.3 applies, to include in the damage control information a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided.	Passenger ships/ Contracted on or after 1 January 2024
45	9. Regulation II-1/21 "Periodical operation and inspection of watertight doors, etc., in passenger ships", requiring weekly operational tests also for ash-chutes and rubbish-chutes.	Passenger ships/ New and existing
46	10. Regulation II-1/22 "Prevention and control of water ingress, etc.", requiring gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships and all watertight hatches to be effectively closed and secured watertight before the voyage commences, and be kept closed during navigation. However, the master may permit a watertight hatch to be opened during navigation for a limited	All ships/ Contracted on or after 1 January 2024

	period of time sufficient to permit passage or for access. It shall then be closed.	
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## 2021 Amendments

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

47	<p>1. Regulation II-1/25-1 requiring</p> <ul style="list-style-type: none"> <li>– multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024 to be fitted with water level detectors in each cargo hold intended for dry cargoes, complying with the: <ul style="list-style-type: none"> <li>▪ performance standards not inferior to those specified in Res. MSC.188(79)/Rev.1, if installed on or after 1 January 2024;</li> <li>▪ performance standards not inferior to those specified in Res. MSC.188(79), if installed before 1 January 2024.</li> </ul> </li> <li>– the water level detectors to: <ul style="list-style-type: none"> <li>▪ give audible and visual alarms at the navigation bridge, one when the water level above the bottom of the cargo hold reaches a height of not less than 0.3 m, and another at a height not less than 15% of the depth of the cargo hold but not more than 2 m; and</li> <li>▪ be fitted at the aft end of the cargo holds. For cargo holds which are occasionally used for water ballast, an alarm overriding device may be installed. The visual alarms shall clearly discriminate between the two different water levels detected in each hold.</li> </ul> </li> </ul> <p>As an alternative to the water level detector at a height of not less than 0.3 m, a bilge level sensor serving the bilge pumping arrangements required by SOLAS Reg. II-1/35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to:</p> <ul style="list-style-type: none"> <li>▪ the fitting of the bilge level sensor at a height of not less than 0.3 m at the aft end of the cargo hold; and</li> <li>▪ the bilge level sensor giving audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by the other water level detector fitted in the cargo hold.</li> </ul>	Multiple hold cargo ships other than bulk carriers and tankers/ Constructed on or after 1 January 2024
48	<p>2. Regulation III/33, excluding free-fall lifeboats on cargo ships of 20000 GT and upwards from the requirement to be launched with the ship making headway at speeds up to 5 knots in calm water.</p>	Cargo ships of 20000 GT/ New and existing ships

## 2022 Amendments

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

<b>49</b>	<ol style="list-style-type: none"> <li>1. Chapter II-1, updating references to Chapter IV;</li> <li>2. Chapter III, relocating the provision for life-saving appliance communication equipment (e.g. two-way VHF radiotelephone apparatus and search and rescue locating devices) to SOLAS Chapter IV;</li> <li>3. Chapter IV, revising the entire Chapter to align it with the current technologies and satellite providers. However, the carriage requirements for ships subject to GMDSS remain unchanged;</li> <li>4. Chapter V, updating references to Chapter IV; and</li> <li>5. the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate, the Nuclear Passenger Ship Safety Certificate and the Nuclear Cargo Ship Safety Certificate, including the associated records of equipment for passenger ship safety (Form P), cargo ship safety (Form E), cargo ship safety radio (Form R) and cargo ship safety (Form C), reflecting the amendments to Chapters above.</li> </ol>	<b>All ships/ New and existing</b>
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## SOLAS PROTOCOL 1988

### 2022 Amendments

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

<b>50</b>	<ul style="list-style-type: none"> <li>– Passenger Ship Safety Certificate;</li> <li>– Cargo Ship Safety Equipment Certificate;</li> <li>– Cargo Ship Safety Radio Certificate; and</li> <li>– Cargo Ship Safety Certificate.</li> </ul>	<b>All ships/ New and existing</b>
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## FSS CODE (INTERNATIONAL CODE FOR FIRE SAFETY SYSTEM)

### 2019 Amendments

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

<b>51</b>	– Para. 2.2.3.2.1, reading “the inert gas main may be divided into	<b>All ships/ Constructed</b>
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	<p>two or more branches downstream of the non-return devices”;</p> <ul style="list-style-type: none"> <li>– Para. 2.2.3.2.6, reading “the arrangements shall consist of a 250 mm nominal pipe size bolted flange, isolated from the inert gas main by a valve and located downstream of the non-return valve”;</li> <li>– Para. 2.2.4.2.1, reading “the pressure of the inert gas mains downstream of the non-return devices”.</li> </ul>	<p><b>on or after 1 January 2024</b></p>
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### 2021 Amendments

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

<b>52</b>	<p>in cargo ships and on passenger ship cabin balconies, where an individually identifiable system is fitted, isolator modules need not be provided at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.</p>	<p><b>All ships/ Constructed on or after 1 January 2024</b></p>
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## 1944 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

### 2022 Amendments

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

<b>53</b>	<ul style="list-style-type: none"> <li>– Chapter 8, relocating the life-saving appliance communication equipment requirements to Chapter 14;</li> <li>– Chapter 14, requiring craft to be provided with radiocommunications facilities as specified in Chapter 14 of the 2000 HSC Code (Res. MSC.97(73)), as amended up to and including resolution MSC.499(105), that are fitted and operated in accordance with the provisions of that Chapter; and</li> <li>– the Form of Safety Certificate for High-Speed Craft, including the associated record of equipment for High-Speed Craft Safety Certificate, in line with the above-modifications.</li> </ul>	<p><b>HSC/ Constructed before 1 July 2002</b></p>
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## 2000 HSC CODE (INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT)

### 2022 Amendments

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

<b>54</b>	<ul style="list-style-type: none"> <li>– Chapter 8, relocating the life-saving appliance communication equipment requirements to Chapter 14;</li> <li>– Chapter 14, replacing the entire text in line with GMDSS modernization requirements included in SOLAS ; and</li> <li>– the Form of Safety Certificate for High-Speed Craft, including the associated record of equipment for High-Speed Craft Safety Certificate, in line with the above-modifications.</li> </ul>	<b>HSC/ New and existing</b>
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## IGC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK)

### 2020 Amendments

<b>55</b>	Para. 6.5.3.5.1, introducing welding and non-destructive testing requirements for alternative materials, such as aluminum alloys, used in cargo tanks, fuel tanks and process pressure vessels.	<b>Gas carriers/ Constructed on or after 1 January 2024</b>
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### 2021 Amendments

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

<b>56</b>	<p>Paragraph 2.7.1.1 allowing the use in watertight bulkheads of:</p> <ul style="list-style-type: none"> <li>– hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, and</li> <li>– hinged watertight doors that are permanently closed at sea.</li> </ul>	<b>Gas carriers/ New and existing</b>
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## IGF CODE (INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS)

### 2019 Amendments

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

<b>57</b>	<ul style="list-style-type: none"> <li>– in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%. (para. 6.8.3);</li> <li>– where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system (para. 9.5.4). This is not applicable for fully welded fuel gas vent pipes led through mechanically ventilated spaces (para. 9.5.5);</li> <li>– liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. This requirement may be waived by the Administration if the piping system is in a fuel preparation room or a tank connection space. Where gas detection is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof (para. 9.5.6);</li> <li>– the exhaust system shall be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine (para. 10.3.1.1.1).</li> <li>– the space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. For type C tanks, the fuel storage hold space may be considered as a cofferdam (para. 11.3.3)</li> <li>– the fuel storage hold space may be considered as a cofferdam provided that (para. 11.3.3.1): <ul style="list-style-type: none"> <li>▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and</li> </ul> </li> </ul>	<b>Ships using low-flashpoint fuels/ Contracted on or after 1 January 2024</b>
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	<ul style="list-style-type: none"> <li>▪ the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space, if any, is not less than 900 mm.</li> </ul>	
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## 2020 Amendments

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

<b>58</b>	<ul style="list-style-type: none"> <li>– Regulation 6.7.1.1, excluding "tank cofferdams" from having a suitable pressure relief system;</li> <li>– new regulation 11.8, requiring fuel preparation rooms containing pumps, compressors or other potential ignition sources to be provided with a fixed fire-extinguishing system complying with the provisions of SOLAS Regulation II-2/10.4.1.1 and taking into account the necessary concentrations/application rate required for extinguishing gas fires; and</li> <li>– Para. 16.3.3.5.1, introducing welding and non-destructive testing requirements for alternative materials, such as aluminum alloys, used in cargo tanks, fuel tanks and process pressure vessels.</li> </ul>	<b>Ships using low-flashpoint fuels/ Constructed on or after 1 January 2024</b>
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## IMDG CODE (INTERNATIONAL MARITIME DANGEROUS GOODS)

## 2022 Amendments

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

<b>59</b>	<ul style="list-style-type: none"> <li>– new and revised definitions (e.g. "Working pressure"; "Pressure receptacle shell"; "Service equipment");</li> <li>– new entry for "Electrical resistance" in the units of measurement;</li> <li>– clarification on labelling of overpacks containing radioactive materials (class 7 goods); and</li> <li>– new provisions for the design, construction, inspection and testing of portable tanks with shells made of fibre-reinforced plastics (FRP) materials.</li> </ul> <p>In line with the amendments to the IMDG Code, the Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide) has been completely revised and issued by MSC.1/Circ.1588/Rev.2.</p>	<b>All ships carrying dangerous goods/ New and existing</b>
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## LSA CODE (INTERNATIONAL LIFE SAVING APPLIANCE)

### 2019 Amendments

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

60	– Para. 4.4.8.1, excluding lifeboat equipped with two independent propulsion systems (i.e. two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries) and free fall lifeboat to have sufficient buoyant oars to make headway in calm seas.	All ships/ New and existing
61	– Para. 6.1.1.3, permitting - on cargo ships, equipped with a rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition, with engine, but without the crew - the launching appliance of the boat not to be fitted with stored mechanical power provided that: <ul style="list-style-type: none"> <li>▪ manual hoisting from the stowed position and turning out to the embarkation position is possible by one person;</li> <li>▪ the force on the crank handle does not exceed 160 N at the maximum crank radius of 350 mm; and</li> <li>▪ means having sufficient strength such as bowsing line are provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked.</li> </ul>	Cargo ships/ New and existing (for installation on or after 1 January 2024)

### 2021 Amendments

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

62	Para. 4.4.1.3.2 exempts free-fall lifeboats from being of sufficient strength to be capable of being launched and towed when the ship is making headway at speeds up to 5 knots in calm water.  This has been also reflected in the Revised recommendation on testing of life-saving appliances (Res. MSC.81(70), as amended by Res. MSC.488(103)).	Cargo ships/ New and existing
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## LOAD LINES PROTOCOL 1988

### 2021 Amendments

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

63	Regulation 27(13)(a) allowing the use in watertight bulkheads of: <ul style="list-style-type: none"> <li>– hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, and</li> </ul>	All ships/ New and existing
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	– hinged watertight doors that are permanently closed at sea.	
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## MARPOL 73/78

### 2022 Amendments to Annex I “Regulations for the prevention of pollution by oil”

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

<b>64</b>	Regulation 28 “Subdivision and damage stability”, allowing the use of watertight doors of hinged-type.	<b>Oil tankers/ New and existing</b>
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### 2021 Revised MARPOL Annex VI “Regulations for the prevention of air pollution from ships”

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

<b>65</b>	<p>1. according to Regulation 6 “Issue or endorsement of Certificates and Statements of Compliance related to fuel oil consumption reporting and operational carbon intensity rating”, the Administration to:</p> <ul style="list-style-type: none"> <li>– verify that the attained annual operational Carbon Intensity Indicator (CII) reported, is based on the data submitted; and</li> <li>– based on the verified attained annual operational CII, determine the operational carbon intensity rating of the ship.</li> </ul> <p>2. according to Regulation 28 “Operational carbon intensity”,</p> <ul style="list-style-type: none"> <li>– bulk carriers, combination carriers, containerships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers of 5000GT and above engaged in international voyage to: <ul style="list-style-type: none"> <li>▪ calculate the Attained annual operational CII over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected and taking into account the 2022 IMO CII Guidelines G1, adopted by Res. MEPC.352(78). In case of change of Flag and/or Company, the Attained annual operational CII shall be calculated and reported for the full 12-month period from 1 January to 31 December in the calendar year during which the transfer took place;</li> <li>▪ electronically report to the Administration the calculated attained annual operational CII within March of each calendar year;</li> <li>▪ determine the Required annual operational CII as</li> </ul> </li> </ul>	<b>Bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo ships, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships, tankers of 5000 GT/ New and existing</b>
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	<p><math>(1-Z/100) \times \text{CIIR}</math>  where the annual reduction factor Z is a flat rate for all ship types (i.e. 5% for 2023; 7% for 2024; 9% for 2025; 11% for 2026 and % still to be decided for 2027-2030 (refer to 2021 IMO CII Reduction Factors Guidelines G3, adopted by Res. MEPC.338(76)) and the reference values CIIR are calculated according to the 2022 IMO CII Guidelines G2, adopted by Res. MEPC.353(78);</p> <ul style="list-style-type: none"> <li>- Administration to verify the Attained annual operational CII against the Required annual operational CII to determine operational carbon intensity rating A, B, C, D or E, taking into account the 2022 IMO CII Rating Guidelines G4, adopted by Res. MEPC.354(78). The middle point of rating level C shall be the value equivalent to the required annual operational CII;</li> <li>- a ship rated as D for three consecutive years or rated as E, to develop a plan of corrective actions to achieve the Required annual operational CII and include it in the SEEMP.</li> </ul> <p>The revised SEEMP shall be submitted to the Administration for verification, preferably together with, but in no case later than 1 month after reporting the attained annual operational CII.</p>	
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# 1 July 2024

## SOLAS 1974

### 2020 Amendments

Resolution MSC.474(102) on 11 November 2020, introduce amendments to Chapter II-1 (refer to **2020 Amendments – 1 January 2024**) and include, inter alia, the following modifications applicable to ships – in the absence of a building contract – the keel of which is laid or which are at a similar stage of construction on or after **1 July 2024**:

66	<p>1. Regulation II-1/3-8 "Towing and mooring equipment" requiring for ships of 3000GT and above for which:</p> <ul style="list-style-type: none"> <li>▪ the building contract is placed on or after 1 January 2024; or</li> <li>▪ 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 <b>1 July 2024</b>; or</li> <li>▪ the delivery of which is on or after 1 January 2027</li> </ul> <p>– the mooring arrangement to be designed, and the mooring equipment including lines to be selected, in order to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619). Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1).</p>	All ships/ Keel laid on or after 1 July 2024
67	<p>2. Regulation II-1/7-2 "Calculation of the factor <math>s_i</math>", clarifying that for passenger ships the factor <math>s_i</math> is to be taken as zero if, taking into account sinkage, heel and trim, it occurs that the immersion of the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor <math>s_i</math>. Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers.</p>	Passenger ships/ Keel laid on or after 1 July 2024
68	<p>3. Regulation II-1/12 "Peak and machinery space bulkheads, shaft tunnels, etc.", allowing the use any type of valve at the collision bulkhead (e.g. screw-down, butterfly).</p>	All ships/ Keel laid on or after 1 July 2024
69	<p>4. Regulation II-1/13 "Openings in watertight boundaries below the bulkhead deck in passenger ships", clarifying – inter alia – the requirements of the safety centre and the central operating control, including its location.</p>	Passenger ships/ Keel laid on or after 1 July 2024
70	<p>5. Regulation II-1/15 "Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships", requiring – inter alia - cargo ports and other similar openings (e.g. gangway and fuelling ports) in the side of ships</p>	All ships/ Keel laid on or after 1 July 2024



	<p>below the bulkhead deck of passenger ships and the freeboard deck of cargo ships to be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship. In no case shall these openings be so fitted as to have their lowest point below the deepest subdivision draught.</p>	
71	<p>6. Regulation II-1/17 " Internal watertight integrity of passenger ships above the bulkhead deck", requiring</p> <ul style="list-style-type: none"> <li>– the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck to be in accordance with the design arrangements necessary for compliance with the stability requirements. Where pipes, scuppers, electric cables, etc. are carried through internal watertight boundaries that are immersed at any intermediate or final stage of flooding in damage cases that contribute to the attained subdivision index A, arrangements shall be made to ensure their watertight integrity; and</li> <li>– doors in internal watertight subdivision arrangements above the bulkhead deck, and also above the worst intermediate or final stage of flooding waterlines, to be capable of preventing the passage of water when immersed in the required range of positive stability for any damage cases contributing to the attained subdivision index A. These doors may remain open provided they can be remotely closed from the navigation bridge. They shall always be ready to be immediately closed.</li> </ul> <p>7. Regulation II-1/19 "Damage control information", requiring passenger ships keel laid on or after 1 January 2024, and to which regulation II-1/8-1.3 applies, to include in the damage control information a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided.</p>	<p>Passenger ships/ Keel laid on or after 1 July 2024</p>
72	<p>8. Regulation II-1/22 " Prevention and control of water ingress, etc.", requiring gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships and all watertight hatches to be effectively closed and secured watertight before the voyage commences, and be kept closed during navigation. However, the master may permit a watertight hatch to be opened during navigation for a limited period of time sufficient to permit passage or for access. It shall then be closed.</p>	<p>All ships/ Keel laid on or after 1 July 2024</p>

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

### 2019 Amendments

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

<b>73</b>	<ul style="list-style-type: none"> <li>– in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%. (para. 6.8.3);</li> <li>– where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system (para. 9.5.4). This is not applicable for fully welded fuel gas vent pipes led through mechanically ventilated spaces (para. 9.5.5);</li> <li>– liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. This requirement may be waived by the Administration if the piping system is in a fuel preparation room or a tank connection space. Where gas detection is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof (para. 9.5.6);</li> <li>– the exhaust system shall be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine (para. 10.3.1.1.1).</li> <li>– the space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. For type C tanks, the fuel storage hold space may be considered as a cofferdam (para. 11.3.3)</li> <li>– the fuel storage hold space may be considered as a cofferdam provided that (para. 11.3.3.1): <ul style="list-style-type: none"> <li>▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and</li> </ul> </li> </ul>	<p><b>Ships using low-flashpoint fuels/ Keel laid on or after 1 July 2024</b></p>
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	<ul style="list-style-type: none"> <li>the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space, if any, is not less than 900 mm.</li> </ul>	
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## MARPOL 73/78

### 2021 Amendments to Annex I “Regulations for the prevention of pollution by oil”

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

<b>74</b>	<p>new Regulation 43A “Special requirements for the use and carriage of oils as fuel in Arctic waters”, banning - on and after <b>1 July 2024</b> - the use and carriage in Arctic waters of the oils, other than crude oils, having a density at 15°C higher than 900 kg/m<sup>3</sup> or a kinematic viscosity at 50°C higher than 180 mm<sup>2</sup>/s. Ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response, are exempted.</p> <p>A five-year delay in the implementation of such ban (i.e. 1 July 2029) is granted for vessels that already comply with MARPOL Annex I Reg. 12A or with Reg. 1.2.1 of the Polar Code, as these ships have existing fuel tank protections that reduce the risk of fuel oil spills.</p>	<b>All ships/ New and existing</b>
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## IBC CODE (INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK)

### 2022 Amendments

The amendments, adopted by Resolution MEPC.345(78) on 10 June 2022 modify the following - in line with the SOLAS requirements:

<b>75</b>	Paragraph 2.9.2.1, allowing the use of watertight doors of hinged-type.	<b>Chemical tankers/ New and existing</b>
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# 2025

## 1 January 2025

### SOLAS 1974

#### 2018 Amendments

The amendments adopted by Resolution MSC.436(99) on 24 May 2018 (**see Error! Reference source not found. – 1 January 2020**), make – inter alia- retroactively applicable the requirements in Regulation II-1/8-1, as follows:

76	Passenger ships of 120m in length or more or at least 3 MVZ, constructed on or after 1 January 2009 but before 1 January 2014 shall have an onboard stability computer, or shore-based support not later than the first renewal survey <b>after 1 January 2025</b> .	Passenger ships of <b>L≥120m or 3 or more MVZ/ Constructed before 1 January 2014 but on or after 1 January 2009</b>
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### MARPOL 73/78

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

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

77	According to Table 1 of Regulation 21 “Required EEDI”, bulk carriers; gas carriers; tankers; container ships; general cargo ships; refrigerated cargo carriers (as defined in MEPC.1/Circ.795/Rev.4); and combination carriers, fall into Phase 3 (1 January 2025 and onwards) for the calculation of the reduction factor X of the required EEDI if, as specified by MEPC.1/Circ.795/Rev.4: <ul style="list-style-type: none"> <li>– the building contract is placed in Phase 3; or</li> <li>– the keel is laid or which is at a similar stage of construction on or after 1 July 2025; or</li> </ul>	All ships <b>≥ 400 GT other than passenger ships and ro-ro cargo and ro-ro passenger ships, not having diesel-electric, turbine or hybrid</b>
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	<p>– the delivery is on or after 1 January 2029.</p> <p>If the design of a ship allows it to fall into more than one of the above-listed ship types, the required EEDI for the ship shall be the most stringent (i.e. the lowest).</p>	<p><b>propulsion systems/ Contracted In Phase 3 (on or after 1 January 2025)</b></p>
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# 2027

## 1 January 2027

### SOLAS 1974

#### 2020 Amendments

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

78	ships of 3000GT and above delivered on or after <b>1 January 2027</b> to be fitted with mooring arrangement and mooring equipment including lines able to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619).  Ship-specific information shall be provided and kept on board (reference should be made to section 5 of MSC.1/Circ.1175/Rev.1).	<b>All ships/ Delivered on or after 1 January 2027</b>
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# 2028

## 1 January 2028

### SOLAS 1974

#### 2020 Amendments

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

79	1. Regulation II-1/7-2 "Calculation of the factor $s_i$ ", clarifying that for passenger ships the factor $s_i$ is to be taken as zero if, taking into account sinkage, heel and trim, it occurs that in any intermediate stage or in the final stage of flooding, the immersion of the lower edge of openings through which progressive flooding may take place and such flooding is not accounted for in the calculation of factor $s_i$ . Such openings shall include air pipes, ventilators and openings which are closed by means of weathertight doors or hatch covers.	Passenger ships/ Delivered on or after 1 January 2028
80	2. Regulation II-1/12 "Peak and machinery space bulkheads, shaft tunnels, etc.", allowing the use any type of valve at the collision bulkhead (e.g. screw-down, butterfly).	All ships/ Delivered on or after 1 January 2028
81	3. Regulation II-1/13 "Openings in watertight boundaries below the bulkhead deck in passenger ships", clarifying – inter alia – the requirements of the safety centre and the central operating control, including its location.	Passenger ships/ Delivered on or after 1 January 2028
82	4. Regulation II-1/15 "Openings in the shell plating below the bulkhead deck of passenger ships and the freeboard deck of cargo ships", requiring cargo ports and other similar openings (e.g. gangway and fuelling ports) in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships to be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating. Unless otherwise granted by the Administration, these openings shall open outwards. The number of such openings shall be the minimum compatible with the design and proper working of the ship. In no case shall these openings be so fitted as to have their lowest point below the deepest subdivision draught.	All ships/ Delivered on or after 1 January 2028

83	<p>5. Regulation II-1/17 "Internal watertight integrity of passenger ships above the bulkhead deck", requiring</p> <ul style="list-style-type: none"> <li>– the internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck to be in accordance with the design arrangements necessary for compliance with the stability requirements. Where pipes, scuppers, electric cables, etc. are carried through internal watertight boundaries that are immersed at any intermediate or final stage of flooding in damage cases that contribute to the attained subdivision index A, arrangements shall be made to ensure their watertight integrity; and</li> <li>– doors in internal watertight subdivision arrangements above the bulkhead deck, and also above the worst intermediate or final stage of flooding waterlines, to be capable of preventing the passage of water when immersed in the required range of positive stability for any damage cases contributing to the attained subdivision index A. These doors may remain open provided they can be remotely closed from the navigation bridge. They shall always be ready to be immediately closed.</li> </ul> <p>6. Regulation II-1/19 "Damage control information", requiring passenger ships delivered on or after 1 January 2028 to which regulation II-1/8-1.3 applies, to include in the damage control information a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided</p>	<p>Passenger ships/ Delivered on or after 1 January 2028</p>
84	<p>7. Regulation II-1/22 "Prevention and control of water ingress, etc.", requiring gangway, cargo and fuelling ports fitted below the bulkhead deck of passenger ships and the freeboard deck of cargo ships and all watertight hatches to be effectively closed and secured watertight before the voyage commences, and be kept closed during navigation. However, the master may permit a watertight hatch to be opened during navigation for a limited period of time sufficient to permit passage or for access. It shall then be closed.</p>	<p>All ships/ Delivered on or after 1 January 2028</p>

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

### 2019 Amendments

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

85	<p>– in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference</p>	<p>Ships using low-flashpoint fuels/</p>
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	<p>temperature, but never above 95%. (para. 6.8.3);</p> <ul style="list-style-type: none"> <li>– where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system (para. 9.5.4). This is not applicable for fully welded fuel gas vent pipes led through mechanically ventilated spaces (para. 9.5.5);</li> <li>– liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. This requirement may be waived by the Administration if the piping system is in a fuel preparation room or a tank connection space. Where gas detection is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof (para. 9.5.6);</li> <li>– the exhaust system shall be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine (para. 10.3.1.1.1).</li> <li>– the space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A. For type C tanks, the fuel storage hold space may be considered as a cofferdam (para. 11.3.3)</li> <li>– the fuel storage hold space may be considered as a cofferdam provided that (para. 11.3.3.1): <ul style="list-style-type: none"> <li>▪ the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk; and</li> <li>▪ the minimum distance to the A-60 boundary from the outer shell of the type C tank or the boundary of the tank connection space, if any, is not less than 900 mm.</li> </ul> </li> </ul>	<p>Delivered on or after 1 January 2028</p>
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# 2029

**1 July 2029**

**MARPOL 73/78**

**2021 Amendments to Annex I “Regulations for the prevention of pollution by oil”**

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

# **MANDATORY REQUIREMENTS WITH ENTRY INTO FORCE DATE PENDING**



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## CSC 1972 (INTERNATIONAL CONVENTION FOR SAFE CONTAINERS)

### 1993 Amendments

<b>A</b>	<p>The 1972 Convention for Safe Containers has two goals. One is to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements. The other is to facilitate the international transport of containers by providing uniform international safety Regulations, equally applicable to all modes of surface transport. In this way, proliferation of divergent national safety Regulations can be avoided.</p> <p>The requirements of the Convention apply to the great majority of freight containers used internationally, except those designed especially for carriage by air. As it was not intended that all containers or reusable packing boxes should be affected, the scope of the Convention is limited to containers of a prescribed minimum size having corner fittings - devices which permit handling, securing or stacking.</p> <p>These amendments, adopted on 4 November 1993 by the IMO Assembly through Resolution A.737(18), will enter into force one year after their acceptance by two thirds of the Contracting Parties in accordance with paragraph 2(c) of Article IX of the Convention. They mainly concern definitions and the inclusion in the Convention of the International System of Units (SI).</p> <p>When the CSC amendments which introduce the SI units enter into force, SOLAS Regulation VI/5 should be amended accordingly.</p> <p>Revised recommendations on harmonized interpretation and implementation of the CSC Convention were circulated by CSC.1/Circ.138 and CSC.1/Circ.138/Rev.1 (and its Corrigendum), which supersedes CSC/Circ.100, CSC/Circ.123, CSC/Circ.124, CSC/Circ.134 and CSC/Circ.137.</p>	<p><b>Container ships, general cargo ships, ro-ro cargo ships and cargo high speed craft/ New and existing</b></p>
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## HONG KONG INTERNATIONAL CONVENTION FOR THE SAFE AND ENVIRONMENTALLY SOUND RECYCLING OF SHIPS, 2009

### New convention

<b>B</b>	<p>Ships often have a significant value when being phased out at the end of their lives and the relevant recycling activities may be attractive.</p> <p>As a consequence, an industry has been established in developing countries where around 90 per cent of the total worldwide shipbreaking capacity can be found. Over the years, it has been</p>	<p><b>All ships/ New and existing</b></p>
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recognised that safety and environmental standards for these recycling activities needed to be improved and this, together with the lack of specific prescriptive requirements in the existing regulatory instruments, led IMO to develop a new mandatory Convention for the Safe and Environmentally Sound Recycling of Ships.

This new instrument should regulate:

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

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

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

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

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

The conditions for entry into force of this Convention have not yet been fulfilled because there are, at present, 19 Contracting States to the Convention, representing approximately 29.32 per cent of the gross tonnage of the world's merchant shipping. The combined annual ship recycling volume of the Contracting States during the preceding 10 years is 13,971,726 GT (such information is included in MEPC 79/INF.3).

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

In addition the following exemptions are identified:

1. warships, naval auxiliary, or other ships owned or operated by a Party and used, for the time being, only on government non-commercial service;
2. ships less than 500 GT;
3. ships operating throughout their life only inside the waters subject to the sovereignty or jurisdiction of the State whose flag the ship is entitled to fly.

With respect to ships entitled to fly the flag of non-Parties to this Convention, Parties shall apply the requirements of this Convention

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as may be necessary to ensure that no more favourable treatment is given to such ships.

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

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

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

International Certificate on Inventory of Hazardous Materials

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

The inventory is made up by three parts:

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

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

**Existing ships shall comply** with this requirement **not later than five years after the entry into force of the Convention**, or before going for recycling if this is earlier. The Hazardous Materials listed in Appendix 1, at least, shall be identified when the Inventory is developed. For existing ships a plan shall be prepared describing the visual/sampling check by which the Inventory of Hazardous Materials is developed, taking into account the guidelines developed by the Organization.

Prior to recycling the Inventory shall, in addition to the properly maintained and updated Part I, incorporate Part II for operationally generated wastes, and Part III for stores and be verified either by the Administration or by any person or organization authorized by it (see the International Ready for Recycling Certificate).

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

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

	<p>Inventory of Hazardous Materials is issued by the flag State or by any organization authorized by it.</p> <p>2. <u>Renewal survey</u>: both for new and existing ships, Part I of the Inventory of Hazardous materials shall be properly maintained and updated throughout the operational life of the ship, reflecting new installations containing Hazardous Materials listed in Appendix 2 and relevant changes in ship structure and equipment. A <u>renewal survey</u> at intervals specified by the Administration, but <b>not exceeding five years</b> shall verify that Part I of the Inventory of Hazardous Materials is properly updated. After successful completion of the renewal survey an International Certificate on Inventory of Hazardous Materials is issued by the flag State or by any organization authorized by it.</p> <p><u>International Ready for Recycling Certificate</u></p> <p>When a ship reaches the end of its operating life, it has to comply with the following requirements before the beginning of the recycling process:</p> <ol style="list-style-type: none"> <li>1. choose a Ship Recycling Facility that is: <ul style="list-style-type: none"> <li>- <b>authorized</b> in accordance with this Convention;</li> <li>- fully authorized to undertake all the ship recycling activities which the Ship Recycling Plan specifies to be conducted by the identified Ship Recycling Facility;</li> </ul> </li> <li>2. conduct operations in the period prior to entering the Ship Recycling Facility in order to minimize the amount of cargo residues, remaining fuel oil, and wastes remaining on board;</li> <li>3. in the case of a tanker, arrive at the Ship Recycling Facility with cargo tanks and pump room(s) in a condition that is ready for certification as Safe-for-entry, or Safe-for-hot work, or both;</li> <li>4. provide to the Ship Recycling Facility all available information relating to the ship for the development of the Ship Recycling Plan;</li> <li>5. complete the Inventory of Hazardous Materials by Adding Part II and Part III;</li> <li>6. <b>be certified as Ready for Recycling</b> by the Flag Administration.</li> </ol> <p>The <b>International Ready for Recycling Certificate</b> shall be issued either by the Administration (Flag State) or by any organization authorized by it, after successful completion of a <b>final survey</b>. The final survey shall verify that:</p> <ol style="list-style-type: none"> <li>1. the Inventory of Hazardous Materials is in accordance with the requirements of the Convention i.e. the Inventory of Hazardous Materials, in addition to a properly maintained and updated Part I, incorporates Part II (operationally generated waste) and Part III (stores);</li> <li>2. the <b>Ship Recycling Plan</b> properly reflects the information contained in the Inventory of Hazardous Materials and information concerning the establishment, maintenance and</li> </ol>	
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	<p>monitoring of Safe-for-entry and Safe-for-hot work conditions; and</p> <p>3. the Ship Recycling Facility(ies) where the ship is to be recycled holds a valid <b>authorization</b> in accordance with this Convention.</p> <p><b>The International Ready for Recycling Certificate shall be issued for a period</b> specified by the Party that shall <b>not exceed three months</b>.</p> <p>The above mentioned <b>Ship Recycling Plan</b> shall be developed by the Ship Recycling Facility prior to any recycling of a ship, taking into account guidelines to be developed by the Organization. The Ship Recycling Plan shall:</p> <ol style="list-style-type: none"> <li>1. be developed taking into account information provided by the shipowner;</li> <li>2. be developed in the language of the Ship Recycling Facility, and if the language used is neither English, French nor Spanish, the Ship Recycling Plan shall be translated into one of these languages, except where the Administration is satisfied that this is not necessary;</li> <li>3. include information concerning inter alia, the establishment, maintenance, and monitoring of Safe-for-entry and Safe-for-hot work conditions and how the type and amount of materials including those identified in the Inventory of Hazardous Materials will be managed;</li> <li>4. be either explicitly or tacitly approved by the Competent Authority authorising the Ship Recycling Facility and made available for inspection by the Administration, or any nominated surveyors or organization recognized by it; and</li> <li>6. where more than one Ship Recycling Facility is used, identify the Ship Recycling Facilities to be used and specify the recycling activities and the order in which they occur at each authorized Ship Recycling Facility.</li> </ol> <p><u>Authorization of Ship Recycling Facilities</u></p> <p>Ship Recycling Facilities which recycle ships to which the Convention applies, or ships treated similarly, <b>shall be authorized by a Party</b> taking into account the guidelines to be developed by IMO. The authorization shall be carried out by the Competent Authority(ies) of the recycling State and shall include:</p> <ol style="list-style-type: none"> <li>1. verification of documentation required by this Convention; and</li> <li>2. a site inspection.</li> </ol> <p>The Competent Authority(ies) may however entrust the authorization of Ship Recycling Facilities to organizations recognized by it.</p> <p><b>The authorization shall be valid for a period</b> specified by the Party but <b>not exceeding five years</b>.</p> <p>Ship Recycling Facilities authorized by a Party shall:</p> <ol style="list-style-type: none"> <li>1. establish <b>management systems</b> which do not pose health risks to the workers and which will prevent and minimize the adverse effects on the environment;</li> </ol>	
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	<p>2. only accept ships that:</p> <ul style="list-style-type: none"> <li>- comply with this Convention; or</li> <li>- meet the requirements of this Convention (ships of non Party States shall be treated in a similar way respect to ships entitled to fly the flag of a Party);</li> </ul> <p>3. only accept ships which they are authorized to recycle (the fact that a ship recycling facility has been authorized to act under the Convention doesn't imply that it is able to manage all the hazardous materials contained in a certain ship); and</p> <p>4. have the documentation of its authorization available if such documentation is requested by a shipowner that is considering recycling a ship at that Ship Recycling Facility.</p> <p><u>Guidelines</u></p> <p>The text of the Convention makes reference to numerous Guidelines providing technical guidance for the fulfilment of the Convention's requirements. To date the following guidelines are available:</p> <ol style="list-style-type: none"> <li>1. "2011 Guidelines for the development of the Ship Recycling Plan", adopted by Resolution MEPC.196(62) on 15 July 2011;</li> <li>2. "2015 Guidelines for the development of the inventory of hazardous materials", adopted by Resolution MEPC.269(68) on 15 May 2015;</li> <li>3. "2012 Guidelines for safe and environmentally sound ship recycling", adopted by Resolution MEPC.210(63) on 2 March 2012;</li> <li>4. "2012 Guidelines for the authorization of ship recycling facilities" adopted by Resolution MEPC.211(63) on 2 March 2012;</li> <li>5. "2012 Guidelines for the survey and certification of ships under the Hong Kong Convention" adopted by Resolution MEPC.222(64) on 5 October 2012; and</li> <li>6. "2012 Guidelines for the inspection of ships under the Hong Kong Convention", adopted by Resolution MEPC.223(64).</li> </ol>	
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<p><b>SFV-P 1977 (TORREMOLINOS INTERNATIONAL CONVENTION FOR THE SAFETY OF FISHING VESSELS)</b></p>
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**1993 Protocol to the Convention**

<p><b>C</b></p>	<p>A Protocol to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels was adopted on 2 April 1993, at an International Conference on the Safety of Fishing Vessels held in Torremolinos, Spain.</p> <p>The Protocol was needed because the original treaty has never entered into force and in the meantime has become outdated. The Protocol updates the Convention, takes into account recent technological evolution and eliminates the provisions incorporated in the present Convention which have made it difficult for States to</p>	<p><b>Fishing vessels L ≥ 24 m/ New and existing</b></p>
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<p>bring it into force.</p> <p>The Protocol applies to fishing vessels of 24 m in length and over, including those vessels that also process their catch: however, some chapters, or part of them, apply to lengths of 45 or 60 m and over (machinery and electrical installations, fire protection, life-saving appliances and radiocommunications). Some requirements, like radiocommunications and safety of navigation apply both to New and existing vessels.</p> <p>An important innovation is contained in Art. 3(5) which allows regional arrangements to be made to establish harmonised requirements for vessels which are 24 m in length and over but which are below the length of application of Chapters IV, V, VII and IX.</p> <p>The Protocol will enter into force one year after being ratified by 15 States with at least an aggregate fleet of 14,000 vessels, which is approximately equivalent to 50 per cent of today's world fishing fleet of 24 m in length and over.</p>	
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