

Convention Today

Effective Date 2022-01-01 ~



Effective Date	Convention	Regulation	Character	Title	Relevant Document
4/1/2022	MEPC Resolution		MARPOL	MARPOL Annex VI (2020 0.5% Sulphur related and Energy Efficiency Requirements)	Res.MEPC.324(75)

Application : All ships to which MARPOL Annex VI applies

MARPOL Annex VI (2020 0.5% Sulphur related and Energy Efficiency Requirements);

- The Committee adopted Res.MEPC.324(75) providing draft amendments to MARPOL Annex VI for:

1.1 Regulation 2: A new definition on sulphur content with a footnote for ISO standard (ISO 8754:2003) was introduced as well as a new definition on low-flashpoint fuel for which sampling points will be exempted, 'MARPOL delivered sample', 'in-use sample', and 'onboard sample'.

1.2 Regulation 14: Requirements on sampling points which will apply to new and existing ships as well as reference made to the Guidelines for onboard sampling for verification of the sulphur content of the fuel oil used onboard ships (MEPC.1/Circ.864/Rev.1) and onboard sampling procedures were introduced. The sampling point shall be fitted or designated no later than the first IAPP renewal survey that occurs 12 months or more after entry into force of this regulation and it does not apply to the ships using low flashpoint fuel.

1.3 Appendix VI: Verification procedures for a MARPOL Annex VI fuel oil sample revised analysis approach for both the MARPOL delivered sample and the onboard and in-use samples were introduced. The amendments include revised 'fuel verification procedure for MARPOL Annex VI fuel oil samples. The verification procedure part 1 is for MARPOL delivered sample, and 100% confidence for the test result will be allowed. Part 2 is for in-use and onboard sample, and 95% confidence for the test result will be allowed (limit X + 0.59R). In the latter case, the acceptable sulphur limits are extended to 0.11% for 0.10% and 0.53% for 0.50%.

1.4 Supplement to IAPP Certificate: New entries for on the presence of fuel oil sampling points are added.

1.5 EEDI Phase 3 reduction dates: complete revision to the table on EEDI Phase 3 reduction rates were provided with following considerations:

1.5.1 For container ships, a revision of the phase 3 EEDI requirements using a graduated set of standards differentiated by size was introduced (i.e. while maintaining the starting year of phase 3 requirements as of 2022, up to 50% reduction rates for the ships of 200,000 DWT and above), taking into account that the emission from large container ships roughly constitutes 75%;

1.5.2 For large bulk carriers, an end to the reference line by introducing a constant to substitute DWT for correction of the EEDI reference line, due to the data issue or technical matter not accounted for at the time of constructing the reference line of this ship type was introduced (see paragraph 1.5.6);

1.5.3 For large tankers, some information that based on the feasible and practical uptake of technologies it may not be reasonable to expect VLCC to achieve phase 3 with a safe level of minimum power, prior to the switch to alternative fuels was considered; and

1.5.4 For LNG Carriers and Cruise Passenger Ships, taking into account that the EEDI database will be early 2020 contain at least the verified attained EEDI for the ships with a contract date from 1 September 2015 as well as additional information on ships delivered in late 2018, a proposal was considered that advancing starting year of these ship types to 2022, and then if MEPC 75 decides that phase 3 requirements are not achievable by 2022, the Committee can adjust the starting year for phase 3 to 2025.

1.5.5 Having considered above, the Committee adopted draft amendments to MARPOL Annex VI as regards final starting year and reduction rates for EEDI phase 3 as follows:

Ship Type	Size	Phase 3 (1.4.2022)	Phase 3 (1.1.2025)
Bulk Carrier	20,000 DWT and above		30

	10,000 - 20,000 DWT		0 - 30
Gas Carrier	15,000 DWT and above	30	
	10,000 - 15,000 DWT		30
	2,000 - 10,000 DWT		0-30
Tanker	20,000 DWT and above		30
	4,000 - 20,000 DWT		0 - 30
Container Ship	200,000 DWT and above	50	
	120,000 - 200,000 DWT	45	
	80,000 - 120,000 DWT	40	
	40,000 - 80,000 DWT	35	
	15,000 - 40,000 DWT	30	
	10,000 - 15,000 DWT	15 - 30	
General Cargo Ship	15,000 DWT and above	30	
	3,000 - 15,000 DWT	0 - 30	
Refrigerated Cargo Carrier	5,000 DWT above		30
	3,000 - 5,000 DWT		0 - 30
Combination Carrier	20,000 DWT and above		30
	4,000 - 20,000 DWT		0 - 30
LNG Carrier	10,000 DWT and above	30	
Ro-Ro Cargo Ship (vehicle)	10,000 DWT and above		30
Ro-Ro Cargo Ship	2,000 DWT and above		30
	1,000 - 2,000 DWT		0 - 30
Ro-Ro Passenger	1,000 DWT and above		30
	250 - 1,000 DWT		0 - 30
Cruise Passenger ship having non-conventional propulsion	85,000 GT and above	30	
	25,000 - 85,000 DWT	0 - 30	

1.5.6 In addition to above amendments to table 1 of regulation 21 of MARPOL Annex VI, MEPC 75 further adopted draft amendments to table 2 of regulation 21 on reference line values for bulk carrier as follows (refer to paragraph 1.5.2):

Ship Type	a	b	c
Bulk Carrier	961.79	DWT of the ship where ≤ 279,000 279,000 where DWT > 279,000	0.477

Effective Date	Convention	Regulation	Character	Title	Relevant Document
6/1/2022	Amendments to the IAMSAR MANUAL		CIRCULAR	Amendments to the IAMSAR MANUAL	MSC.1/Circ.1640

Application : All ships

MSC approved (MSC.1/Circ.1640) on amendments to the IAMSAR Manual finalized by the ICAO/IMO Joint working group.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
6/1/2022	MEPC Resolution		OTHER_CONVENTION	BWM Convention (Mandatory commissioning testing of individual BWMS and format of IBWM Certificate)	Res.MEPC.325(75)

Application : All ships to which BWM Convention applies

BWM Convention (Mandatory commissioning testing of individual BWMS and format of IBWM Certificate)

- The Committee adopted Res.MEPC.325(75) providing draft amendments to regulation E-1 of BWM Convention requiring survey and certification for ballast water management adding confirmation that a commissioning test has been conducted to validate the installation of any BWMS to demonstrate that its mechanical, physical, chemical and biological processes are working properly.
- This amendment entails a biological test (indicative analysis) for ballast water treated by BWMS type approved by the Administration, and that analysis should be conducted in accordance with the Guidance for the commissioning testing of ballast water management systems (BWM.2/Circ.70/Rev.1).
- The amendments also include draft amendments to the form of the IBWM Certificate which add a selection of 'other approach in accordance with regulation' in addition to the current selections (in accordance with regulation D-1, D-2 and D-4) under 'the principal Ballast Water Management Method(s) employed on this ship is/are'. This was developed taking into account that there are several ballast water management methods in accordance with the BWM Convention such as any exemption granted by the Administration in accordance with regulation A-4, equivalent compliance in accordance with regulation A-5, reception facility in accordance with regulation B-3.6 and other accepted methods in accordance with regulation B-3.7, but current IBWM Certificate does not provide relevant entry for those methods.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2022	Resolution		RES	Amendments to the performance standards for shipborne simplified voyage data recorders (S-VDRs)	Res.MSC.493(104)

Application : All Ships

The float-free type protective capsule for S-VDR installed on or after 1 July 2022 should be constructed as per the latest performance standards (Res.MSC.471(101)) for float-free EPIRB.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2022	Resolution		RES	Amendments to the performance standards for shipborne simplified voyage data recorders (VDRs)	Res.MSC.494(104)

Application : All ships

The float-free type protective capsule for VDR installed on or after 1 July 2022 should be constructed as per the latest performance standards (Res.MSC.471(101)) for float-free EPIRB.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
11/1/2022	MEPC Resolution		MARPOL	Draft amendments to MARPOL Annex VI to reduce the carbon intensity of existing ships	Res.MEPC.328(76)

Application : All ships to which MARPOL Annex VI applies

MEPC 76 adopted [Res.MEPC.328\(76\)](#) containing draft amendments to MARPOL Annex VI to reduce the carbon intensity of existing ships as follows, and these amendments will enter into force on 1 November 2022:

.1 Requirements on EEXI (Energy Efficiency Existing Index)

- New regulations on the attained and required EEXI will require existing ships to improve their technical efficiency, and shall apply to the ship types to which required EEDI applies (excludes 'Passenger ship', but applies to 'Ro-Ro Passenger ship').
- The initial verification of ship's individual attained EEXI shall take place at the first IAPP annual, intermediate or renewal survey, or IEE initial survey whichever is the first, on or after 1 January 2023. With respect to the Technical Guidelines for supporting the implementation of EEXI requirements, please refer to the paragraphs 4.1.2, 4.1.3 and 4.1.4 below.
- While reduction factors as per size class of each applicable ship types are derived from the values corresponding to EEDI reduction rates Phase 2 (20%) in principle, large size segment (more than 200,000 DWT) for Bulk Carrier and Tanker into the table of EEXI reduction rates with 5% lower value than the original draft, and downward adjustment of EEXI reduction rates for smaller container ships and Ro-Ro vessels were introduced.

Ship Type	Size	Reduction Factor
Bulk Carrier	200,000 DWT and above	15
	20,000 and above but less than 200,000 DWT	20
	10,000 and above but less than 20,000 DWT	0-20*
Gas Carrier	15,000 DWT and above	30
	10,000 and above but less than 15,000 DWT	20
	2,000 and above but less than 10,000 DWT	0-20*
Tanker	200,000 DWT and above	15
	20,000 and above but less than 200,000 DWT	20
	4,000 and above but less than 20,000 DWT	0-20*
Container ship	200,000 DWT and above	50
	120,000 and above but less than 200,000 DWT	45
	80,000 and above but less than 120,000 DWT	35
	40,000 and above but less than 80,000 DWT	30
	15,000 and above but less than 40,000 DWT	20
	10,000 and above but less than 15,000 DWT	0-20*
General cargo ship	15,000 DWT and above	30
	3,000 and above but less than 15,000 DWT	0-30*
Refrigerated cargo carrier	5,000 DWT and above	15
	3,000 and above but less than 5,000 DWT	0-15*
Combination carrier	20,000 DWT and above	20
	4,000 and above but less than 20,000 DWT	0-20*
LNG carrier	10,000 DWT and above	30
Ro-Ro cargo ship (vehicle)	10,000 DWT and above	15
Ro-Ro cargo ship	2,000 DWT and above	5
	1,000 and above but less than 2,000 DWT	0-5*
Ro-Ro passenger ship	1,000 DWT and above	5
	250 and above but less than 1,000 DWT	0-5*
Cruise passenger ship having non-conventional propulsion	85,000 GT and above	30
	25,000 and above but less than 85,000 GT	0-30*

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

.2 Requirements on CII (Carbon Intensity Indicator)



- New regulations on the operational carbon intensity require a non-linear reduction consisting of three consecutive phases in the carbon intensity of ships between 2023 and 2030, for ensuring that the global fleet achieves an average reduction of at least 40% by 2030, relative to 2008. (Ex: 1.0% for 2020~2022, 2.0% for 2023~2026, blank for 2026~2030 (subject to Review in 2026))
- After the end of each calendar year, each ship of 5,000 GT and above as per ship types to which required EEDI applies (excludes 'Passenger ship', but applies to 'Ro-Ro Passenger ship') shall calculate the attained annual operational CII over a 12-month period from 1 January to 31 December in that calendar year.
- Attained CII shall be calculated by using the data submitted under regulation 22A (Collection and reporting of ship fuel oil consumption data), and after verification against the required annual operational CII to determine the rating from A to E, corrective actions will be required for ships which are rated D for three consecutive years, or E.
- On or before 1 January 2023, SEEMP(Ship Energy Efficiency Management Plan) shall include 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 Administration; the required annual operational CII for next 3 years; an implementation plan documenting how the required annual operational CII will be achieved during the next 3 years and a procedure for self-evaluation and improvement.
- For ships rated as D for 3 consecutive years or rated as E, the SEEMP shall be reviewed to include a plan of corrective actions to achieve the required annual operational CII.
- With respect to the Technical Guidelines for supporting the implementation of CII requirements, please refer to the paragraphs 4.1.5, 4.1.6, 4.1.7 and 4.1.8 below.

.3 Draft amendments to MAPROL Annex VI contain the amendments concerning the exemption of UNSP(Unmanned Non-Self-Propelled) barges from survey and certification requirements. See the paragraph 1.3 below.

.4 The Committee further considered several proposals to amend or clarify some aspects of draft amendments to MARPOL Annex VI as follows:

- The Committee considered a proposal suggesting voyage exclusions from calculating attained CII when sailing in ice-conditions, but the Committee did not agree to this proposal since this matter was deferred to be further considered at the next Intersessional Working Group on GHG (ISWG-GHG) with a view to developing a new guideline on the application of correction factors, voyage exclusions and waivers;
- Even in the event of a flag/company change mid-year, annual attained CII should be calculated regardless of such change for a full calendar year. In this regard, the Committee agreed that a new text stating that the Administration of ships shall be granted access to all reported data for the preceding calendar year required for the CII calculation of the ships is to be included, and more detailed procedures on the aggregation and reporting of ship's fuel consumption data in the event of change of the Administration or company would be considered by future Correspondence Group with a view to addressing it in the CII calculation guidelines;
- While the amendments to MAPROL Annex VI in relation to the implementation of EEXI, CII and SEEMP will enter into force on 1 November 2022, owing to the calendar year concept on CII requirements, it should be explicitly stated that the requirements shall be implemented as of 1 January 2023; and
- Other editorial corrections to regulations 2, 13, forms of IAPP Certificate, etc.

.5 Considerations for ship owners, builders and related stakeholders

- EEXI, which is one of the short-term measures referred to in the IMO Initial Strategy (Res.MEPC.304(72)) adopted at MEPC 72 with a view to enhancing the energy efficiency for international shipping, could be met by applying engine/shaft power limitation, changing the fuel oil used onboard and installing energy saving devices, etc., as far as it could be certified in accordance with the relevant IMO technical Guidelines.
- In particular, a case where an initial survey to issue IEEC (International Energy Efficiency Certificate) for new ships under construction, which were designed to comply with EEDI reduction rates Phase 1 or 2, is completed on or after 1 January 2023, it should be noted that an initial verification for EEXI requirements shall be conducted at that initial survey and thus additional EEXI reduction rates (if applicable) as per ship type and size shall be met accordingly.
- * Ex) For Bulk carriers of 200,000 DWT and above, complying with EEDI reduction rates Phase 1 (10%), additional 5% reduction rates shall be met for implementing EEXI requirements. For Containerships of 200,000 DWT and above, complying with EEDI reduction rates Phase 2 (20%), additional 30% reduction rates shall be met for implementing EEXI requirements.
- An initial verification of EEXI for existing ships should be completed at first IAPP annual, intermediate or renewal survey, or the IEE initial survey, whichever comes first, on or after 1 January 2023. Following the verification, IEE Certificate will be issued or re-issued with modifications for details on the verified attained and required EEXI for individual ships.
- CII is also one of the short-term measures referred to in the IMO Initial Strategy (Res.MEPC.304(72)) adopted at MEPC 72 with a view to improving the carbon intensity indicator for international shipping. The requirements relating to the CII reference lines, CII reduction rates for each calendar year and dd vectors for determining the rating boundaries of ship types, which were designated separately in

accordance with the relevant IMO technical Guidelines, should be met.

- In particular, as the carbon intensity of individual ships will be estimated as the rating for the satisfaction of CII requirements for each calendar year by comparing actual fuel oil consumption data based on the IMO DCS Database with the reference lines for each ship type, CII reduction factors and dd vectors, it should be noted that attained CII values could be improved through navigation/speed optimization, noble technologies for reducing the ultimate fuel oil consumption and/or change of fuel oil used onboard with low carbon contents (C_f = Carbon factor).
- Furthermore, taking into account the industrial concerns relating to the increase of fuel oil consumption owing to the external elements beyond the control of ship owners and operators, it should also be noted that relevant IMO discussions on voyage exclusions from calculated attained CII and correction factors are still proceeding.
- This society is providing technical services on the calculation of EEXI and CII by utilizing in-house programme (KR-Gears) so as to support the effective implementation of EEXI and CII requirements (<https://gears.krs.co.kr/>).

Effective Date	Convention	Regulation	Character	Title	Relevant Document
11/1/2022	MEPC Resolution		MARPOL	Draft amendments to MARPOL Annex I to prohibit the use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters	Res.MEPC.329(76)

Application : All ships operating in Arctic water

MEPC 76 adopted [Res.MEPC.329\(76\)](#) containing draft amendments to MARPOL Annex I to prohibit the use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters, and these amendments will enter into force on 1 November 2022:

- .1 The use and carriage of heavy fuel oil as fuel by ships shall be prohibited in Arctic waters on or after 1 July 2024;
- .2 For ships to which regulation 12A (oil fuel tank protection), the use and carriage of heavy fuel oil as fuel shall be prohibited in Arctic water on or after 1 July 2029;
- .3 Arctic coastal States may waive the requirements above until 1 July 2029 for the ships flying their flag respective flags and operating in their territorial waters.

4 Considerations for ship owners, builders and related stakeholders

- It should be noted that these requirements apply to ships operating in 'Arctic waters' as defined in regulation 46.2 of MARPOL Annex I, the use and carriage of heavy fuel oil as fuel are allowed until 1 July 2029, provided that the ships are delivered on or after 1 August 2010 and complying with the requirements on fuel oil protection in accordance with regulation 12A of MARPOL Annex I.
- But, it should also be noted that the use and carriage of heavy fuel oil as fuel will be prohibited on or after 1 July 2029 for ships operating in Arctic waters regardless of whether the ships are complying with the requirements on fuel oil protection, and thus such ships may consider the options for change of fuel oil used onboard to light grade oil and subsequent conversion and/or modification to the relevant fuel oil system in advance.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
11/1/2022	MEPC Resolution		MARPOL	Draft amendments to MARPOL Annex I, IV and VI concerning the exemption of UNSP(Unmanned Non-Self-Propelled) barges from survey and certification requirements	Res.MEPC.330(76)

Application : UNSP Barges engaged in international voyage

MEPC 76 adopted [Res.MEPC.330\(76\)](#) containing draft amendments to MARPOL Annex I, IV and VI concerning the exemption of UNSP(Unmanned Non-Self-Propelled) barges from survey and certification requirements, and these amendments will enter into force on 1 November 2022. Model format of the exemption certificate which is to be issued by the Administration when the exemption is granted were also provided in the appendix of the Annexes of MARPOL Convention. In addition to adoption of these amendments, the Committee further approved MEPC.1/Circ.892 on Guidelines for exemption of unmanned non-self-propelled barges from the survey and certification requirements under the MARPOL

Convention.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2023	ESP Code		CODE	AMENDMENTS TO ESP CODE Annex B, Part A, Annex 2	Res.MSC.483(103)

Application : OIL TANKERS

In the table for "Minimum requirements for thickness measurements at renewal surveys of double hull oil tankers", the column for "Renewal survey No.1" is amended to limit thickness measurements to suspect areas only and bring this requirements in line with those for bulk carriers.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2023	MEPC Resolution		OTHER_CONVENTION	Draft amendments to AFS Convention containing the control mechanisms for the ships bearing anti-fouling system containing Cybutryne in their external coating layer of the hull	Res.MEPC.331(76)

Application : All ships to which AFS Convention applies

MEPC 76 adopted [Res.MEPC.331\(76\)](#) containing draft amendments to AFS Convention containing the control mechanisms for the ships bearing anti-fouling system containing Cybutryne in their external coating layer of the hull, and these amendments will enter into force on 1 January 2023.

- .1 These amendments are also requiring ships to stop using anti-fouling system containing Cybutryne as of 1 January 2023, and to remove or apply sealer coating such system for existing ships by the next renewal of the system after 1 January 2023, but no later than 60 months following the last application in accordance with current Article 4.2 of the Convention;
- .2 Fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023; ships not engaged in international voyages; and ships of less than 400 GT engaged in international voyages if accepted by the coastal State(s) could be excepted from the application of control measure for Anti-fouling system containing Cybutryne;
- .3 The amendment to the model form of the IAFS Certificate for adding a new column to identify the ships that has applied an anti-fouling system containing Cybutryne previously, but not currently contained in the external coating layer of their hull was also introduced.

[4 Considerations for ship owners, builders and related stakeholders](#)

- Taking into account that ships shall not apply or re-apply anti-fouling system containing Cybutryne as of 1 January 2023 and the ships bearing anti-fouling system containing Cybutryne applied before 1 January 2023 are required to remove the system or apply sealer coating no later than 60 months following the last application of the system, ship owners, builders and related stakeholders are recommended to scrutinize whether an anti-fouling system applied previously to the ships are containing Cybutryne or not, contacting to the anti-fouling system manufacturers, etc.
- According to paragraph 4.2 of 2010 *Guidelines for survey and certification of anti-fouling systems on ships* (Res.MEPC.195(61)), it is noted that surveys for Cybutryne may also be complemented by a declaration and supporting information from the anti-fouling system manufacturer, confirming that the anti-fouling system applied, or intended to be applied to the ship is in compliance with the requirements of the Convention.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2023	STCW		OTHER_CONVENTION	Amendments to STCW Ch.1, I/1.1	Res.MSC.486(103)

Application : All ships

The following new definition is added:

“.44 High-voltage means an alternating current(AC) or direct current(DC) voltage in excess of 1,000 volts.”

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2023	STCW		OTHER_CONVENTION	Amendments to STCW Ch.1, A-I/1	Res.MSC.487(103)

Application : All ships

The definition for “operational level” is amended, as follows:

“.3 Operational level means the level of responsibility associated with :

.3.1 serving as officer in charge of a navigational or engineering watch or as designated duty engineer for periodically unmanned machinery spaces or as electro-technical officer or as radio operator on board a seagoing ship, and”

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	FSS Code		CODE	AMENDMENTS TO FSS CODE (Ch.9, paragraph 2.1.8)	Res.MSC.484(103)

Application : All ships

The new paragraph 9.2.1.8 for fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems is added after existing paragraph 9.2.1.7. This is aiming to clarify the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	FSS Code		CODE	AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE)	Res.MSC.457(101)

Application : All ships

term "forward of" was changed to "downstream of" in paragraph 2.2.3.2.1, 2.2.3.2.6, 2.2.4.2 of Chapter 15

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	IGC Code		CODE	AMENDMENTS TO IGC CODE (Ch. 6)	Res.MSC.476(102)

Application : Gas carriers

○ Requirement for tensile tests of aluminum alloys in Ch.6(Materials of Construction), para. 6.5.3.5.1 was revised.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	IGC Code		CODE	Amendments to the international code for the construction and equipment of ships carrying liquefied gases in bulk, Chapter 2	Res.MSC.492(104)

Application : Ship applicable to IGC Code

It has been revised to align the SOLAS and MSC.1/Circ.1572/Rev.1, taking into account the types of watertight doors

(Remotely operated sliding door, Sliding door, Hinged door) fitted on watertight bulkhead for cargo ship depend on the frequency of use while at sea (Used, Normally closed, Permanently closed), but the provision related to the international code for the construction and equipment of ships carrying liquefied gases in bulk only stated as to remotely operated sliding door as used while at sea. In addition, it was decided to apply it to all ships (new and existing ship) taking into account the amendment will have no impact on existing ships.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	IGF Code		CODE	AMENDMENTS TO IGF CODE (Ch. 11)	Res.MSC.475(102)

Application : Gas propelled ships

○ Amendment to IGF Code 11(Fire Safety)

- Requirement for a fixed fire-extinguishing system in fuel preparation room was newly inserted in para. 11.8.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	IGF Code		CODE	AMENDMENTS TO IGF CODE (Ch. 6 & 16)	Res.MSC.475(102)

Application : Gas propelled ships

○ Amendment to IGF Code Ch.6(Fuel Containment System) and 16(Manufacture, Workmanship and Testing)

- Tank cofferdam, which was included in existing requirement in para. 6.7.1.1, was deleted from the areas where a pressure relief system shall be provided with.

- Requirement for tensile tests of aluminum alloys in para. 16.3.3.5.1 was revised.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	IGF Code		CODE	AMENDMENTS TO IGF CODE	Res.MSC.458(101)

Application : Gas propelled ships

○ A requirement, which alleviates fuel oil loading conditions in cases where the tank insulation and tank location make the probability very low for the tank contents to be heated up due to an external fire, was added as 6.8.3 in Part A-1.

○ The existing requirement for fuel oil pipe to be protected by secondary enclosure in Part A-1 was divided into the requirements for gaseous fuel oil pipes and liquefied fuel pipes to be protected by secondary enclosure and they were added after 9.5.2.

○ A requirement was added as "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..." in regulation 10.3 "Regulations for internal combustion engines of piston type" of Part A-1.

○ The requirement "The boundary between spaces containing fuel containment systems shall be either a cofferdam of at least 900 mm or A-60 class division" was deleted in 11.3.3 of Part A-1.

○ The following new regulation 11.3.3.1 was added after regulation 11.3.3 in Part A-1.

"Notwithstanding 11.3.3, for ships constructed on or after 1st January 2024, for type C tanks, the fuel storage hold space may be considered as a cofferdam provided the type C tank is not located directly above machinery spaces of category A or other rooms with high fire risk. When the fuel storage hold space is considered as a cofferdam, 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, shall be at least 900 mm."

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	ILL		OTHER_CONVENTION	Amendments to the protocol of 1988 relating to the international convention on load lines Annex B, Annex I, Chapter II, Reg.22 and Chapter III, Reg.27	Res.MSC.491(104)

Application : Type "A" ship and reduced type "B" ship

Regulation 22 : Minor correction to delete the "Inlets" from the existing regulation was made taking into account table 22.1 was a schematic diagram of allowable scuppers and discharges.

Regulation 27 : It has been revised to align the SOLAS and MSC.1/Circ.1572/Rev.1, taking into account the types of watertight doors (Remotely operated sliding door, Sliding door, Hinged door) fitted on watertight bulkhead for cargo ship depend on the frequency of use while at sea (Used, Normally closed, Permanently closed), but the provision related to the international convention on load lines only stated as to remotely operated sliding door as used while at sea. In addition, it was decided to apply it to all ships (new and existing ship) taking into account the amendment will have no impact on existing ships.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	LSA Code			Amendments to LSA Code Ch.4, paragraph 4.4.1.3.2	Res.MSC.485(103)

Application : All ships

The amendments are that the exclusion of free-fall lifeboats from the requirement of being capable of launching and towing, when the ship is making headway at a speed of up to 5 knots in calm water.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	LSA Code		CODE	AMENDMENTS TO LSA CODE	Res.MSC.459(101)

Application : All ships

○ Existing paragraph 4.4.8.1 was revised to that, existing 4.4.8.1(which requires that thole pins, crutches or equivalent arrangements shall be provided for each oar including oar) is not applied in case of a lifeboat equipped with two independent propulsion systems, where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries.

○ Existing paragraph 6.1.1.3 was revised as follows:
 "6.1.1.3 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 does not need to be fitted with stored mechanical power. Manual hoisting from the stowed position and turning out to the embarkation position shall be possible by one person. The force on the crank handle shall not exceed 160 N at the maximum crank radius of 350 mm. Means shall be provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked."

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.3-8)	Res.MSC.474(102)

Application : All ships

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

- . For ships of 3,000 gross tonnage and above, the mooring arrangement shall be designed, and the mooring equipment including lines shall be selected based on the guidelines developed by the Organization.
- . Ships of less than 3,000 gross tonnage should comply with guidelines developed by the Organization as far as reasonable practicable, or with applicable national standards of the Administration.

- For all ships, mooring equipment including lines shall be inspected and maintained in suitable condition for their intended purposes.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.7-2)	Res.MSC.474(102)

Application : All ships

Existing requirement in SOLAS Reg. II-1/7-2 on watertightness of the doors installed on bulkhead decks was required only in final flooding stage among three damage stability verification stages(i.e. initial flooding stage, final flooding stage and residual stability verification stage), while SOLAS Reg. II-1/17 requires watertightness of doors in all of three damage stability verification stages for passenger ships. In this regard, watertightness for openings of passenger ships, which are flooded in intermediate and final equilibrium condition, was made to be mandatory through amendment to SOLAS II-1/7-2.5.2 and 3.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.12)	Res.MSC.474(102)

Application : All ships

With regard to SOLAS Reg. II-1/12.6.1 and 12.6.2, for ships constructed on or after 1 January 2024, use of a butterfly valve, which was permitted only in cargo ships, was expanded to passenger ships by deleting existing requirement for a valve type which is used for pipes penetrating collision bulkhead.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.13)	Res.MSC.474(102)

Application : Passenger ships

A central operating console for all power-operated sliding watertight doors shall be located in the safety center in accordance with regulation II-2/23. Safety center can be arranged as a part of or separately from a navigation bridge. If the safety center is located in a separate space adjacent to the navigation bridge, a central operating console shall also be located on the navigation bridge.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.15)	Res.MSC.474(102)

Application : All ships

With regard to cargo ports and similar openings in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships, openings such as gang way, cargo ports and fueling ports shall be fitted with doors so

designed as to ensure the same watertightness and structural integrity as the surrounding shell plating if a ship is constructed on or after 1 January 2024. In addition, these openings shall open outwards.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.16 & 21)	Res.MSC.474(102)

Application : All ships

Ash-chute and rubbish chute were excluded from the requirement for construction and initial test of watertight closures.

Ash-chute and rubbish chute were excluded from the requirement for periodical operation and inspection of watertight doors, etc., in passenger ships.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.17 & 17-1)	Res.MSC.474(102)

Application : All ships

Reg. II-1/17 was amended in order to harmonize with the requirements for internal watertight subdivision arrangements which is needed to comply with damage stability requirements in SOLAS II-1/B-1~2. For ships constructed on or after 1 January 2024, it was added to the requirement that doors in internal watertight subdivision arrangements above the bulkhead deck and also above the worst intermediate or final stage of flooding waterlines may remain open provided they can be remotely closed from the navigation bridge in order to be readily closed.

In existing requirement "all access that leads to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 m above the bulkhead deck", 'access' was amended to 'access from the ro-ro deck'

It was added in the requirement that, although their openings shall be able to be closed weathertight where vehicle ramps are installed to give access to spaces below the bulkhead deck, the means of closure shall be watertight if the deck is intended as a watertight horizontal boundary.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.19)	Res.MSC.474(102)

Application : Passenger ships

It was added in the requirement that, for passenger ships constructed on or after 1 January 2024, and to which the requirement for installment of stability computer applies, the damage control information shall include a reference to activation of damage stability support from the onboard stability computer.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.22)	Res.MSC.474(102)

Application : All ships

It was amended as watertight hatches, which are required to be kept closed during navigation, are allowed to be opened by master for a limited period of time during navigation to permit passage.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED	Res.MSC.456(101)

Application : All ships

Modified item 8.1 of Form E, C, P in SOLAS appendix

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS			AMENDMENTS TO SOLAS (Ch.II-1/Reg.25-1)	Res.MSC.482(103)

Application : Other type ship

The new regulation 25-1 for water level detectors on multiple hold cargo ships other than bulk carriers and tankers is added after existing regulation 25 with the associated footnotes.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.III/Reg.33)	Res.MSC.482(103)

Application : All cargo ships

The amendments are that the exclusion of free-fall lifeboats from the requirement of being capable of launching and towing for cargo ships of 20,000 gross tonnage and upwards, when the ship is making headway at a speed of up to 5 knots in calm water.

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