

Convention Today

Effective Date 2023-07-01 ~



Effective Date	Convention	Regulation	Character	Title	Relevant Document
11/1/2023	MEPC Resolution		MARPOL	Amendments to MARPOL Annex II in relation to the GESAMP hazard evaluation procedure	Res.MEPC.344(78)

Application : All chemical tankers to which IBC Code applies

MEPC 78 adopted [Res.MEPC.344\(78\)](#) containing draft amendments to MARPOL Annex II in relation to the GESAMP hazard evaluation procedure, and these amendments will enter into force on 1 November 2023.

- This was to reflect two changes in the GESAMP Hazard Profile, namely sub-categorization of column C3 and the reassignment of column E1, in accordance with the finalized GESAMP Reports and Studies No.102.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
12/1/2023	IMSBC Code		CODE	AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE	Res.MSC.500(105)

Application : Bulk Carriers, General dry cargo ships

- establishing the definition of "dynamic separation"
- modifying the definition of "Group A".
- The individual schedule "Ammonium Nitrate Based Fertilizer (non-hazardous)" was deleted
- The individual schedule "SUPERPHOSPHATE (triple, granular)" was re-written
- The new individual schedules "Ammonium Nitrate Based Fertilizer", "Ammonium Nitrate Based Fertilizer MHB", "CLAM SHELL", and "LEACH RESIDUE CONTAINING LEAD" were established
- Etc..

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	1979 MODU Code		CODE	AMENDMENTS TO 1979 MODU CODE	Res.MSC.504(105)

Application : Mobile Offshore Drilling Unit

1) Provisions related to radio life-saving ppliances were relocated under chapter 11

2) The text of chapter 11 is replaced by the following:

"Mobile offshore drilling units should be provided with radiocommunications facilities as specified in chapter 11 of the 2009 MODU Code..."

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	1983 SPS Code		CODE	AMENDMENTS TO 1983 SPS CODE	Res.MSC.502(105)

Application : Special Purpose Ship

Form of the Certificate was revised

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	1989 MODU Code		CODE	AMENDMENTS TO 1989 MODU CODE	Res.MSC.505(105)

Application : Mobile Offshore Drilling Unit

1) The provisions related to radio life-saving appliances were relocated under chapter 11
 2) The text of chapter 11 is replaced by the following:
 "Mobile offshore drilling units should be provided with radiocommunications facilities as specified in chapter 11 of the 2009 MODU Code..."

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	1994 HSC Code		CODE	AMENDMENTS TO 1994 HSC CODE (Ch.8, 14)	Res.MSC.498(105)

Application : High Speec Craft

1) Requirement for Two-way VHF and SART in Ch.8 was revised to refer to 2000 HSC code
 2) Radio Communication requirements in Ch.14 was revised to refer to 2000 HSC code

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	2000 HSC Code		CODE	AMENDMENTS TO 2000 HSC CODE (Ch.8, 14)	Res.MSC.499(105)

Application : High Speec Craft

1) Requirement for Two-way VHF and SART (para.8.2.1) was deleted and they were incorporated in Ch.14 instead.
 2) Ch.14 was entirely revised by the same way as the amendment to SOLAS Ch.4 through Res.MSC.496(105)
 - VHF-EPIRB will be no longer accepted in lieu of satellite EPIRB for sea area A1
 - The coverage of sea area A3 became variable by the type of Recognized Mobile Satellite Service SES
 - MF/HF radio installation is no longer categorized as an equipment for sea area A3 but remains only for sea area A4
 - MF/HF NBDP for distress and safety purpose is no longer required

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	2008 SPS Code		CODE	AMENDMENTS TO 2008 SPS CODE	Res.MSC.503(105)

Application : Special Purpose Ship

Form of the certificate is revised

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	2009 MODU Code		CODE	AMENDMENTS TO 2009 MODU CODE	Res.MSC.506(105)

Application : Mobild Offshore Drilling Unit

1) The provisions related to radio life-saving appliances were relocated under chapter 11
 2) Full text of Ch.11(Radiocommunication & Navigation) was revised

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	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	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
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1/1/2024	IGF Code		CODE	AMENDMENTS TO IGF CODE (Ch. 6 & 16)	Res.MSC.475(102)
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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	IMDG Code		CODE	AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE	Res.MSC.501(105)

Application : General Cargo ships (Constainer ship, Ro-ro ships and others)

- Requirement for design, structure, survey and test of portable tank with shell made of FRP materials was newly established.
- SGG 1a was deleted among SGG in 3.1.4 because it is not necessary to separate SGG 1a corresponding strong acid and from SGG 1 corresponding acid
- etc..

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	MEPC Resolution		MARPOL	Amendments to MARPOL Annex I in relation to the watertight door for oil tankers	Res.MEPC.343(78)

Application : All oil tanker to which MARPOL Annex I applies

MEPC 78 adopted [Res.MEPC.343\(78\)](#) containing draft amendments to MARPOL Annex I in relation to the watertight door for oil

chemical tankers, and these amendments will enter into force on 1 January 2024.
 - 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 ships depend on the frequency of use while at sea (Used, Normally closed, Permanently closed), but regulation 28.3.1 of MARPOL Annex I for oil tankers 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 amendments will have no impact on existing ships.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	MSC Resolution			PERFORMANCE STANDARDS FOR SEARCH AND RESCUE RADAR TRANSPONDERS	Res.MSC.510(105)

PERFORMANCE STANDARDS FOR SEARCH AND RESCUE RADAR TRANSPONDERS

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS 1974 (Ch.II-1, III, IV and V)	Res.MSC.496(105)

Application : All ships

- 1) SOLAS Chapters II-1, III, IV and V were amended
- 2) VHF-EPIRB will be no longer accepted in lieu of satellite EPIRB for sea area A1
- 3) The coverage of sea area A3 became variable by the type of Recognized Mobile Satellite Service SES
- 4) MF/HF radio installation is no longer categorized as an equipment for sea area A3 but remains only for sea area A4
- 5) MF/HF NBDP for distress and safety purpose is no longer required

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO SOLAS 1974	Res.MSC.497(105)

Application : All ships

The existing forms of the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Certificate contained in the appendix are revised

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.3-8 para.7,8)	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

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.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.II-1/Reg.3-8 para.9)	Res.MSC.474(102)

Application : All ships

- 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
5/1/2024	MEPC Resolution		MARPOL	Amendments to MARPOL Annex I, II and IV for port reception facilities in the Arctic region	Res.MEPC.359(79)

Application : All ship operating in the Arctic waters

MEPC 79 adopted Res.MEPC.359(79) containing draft amendments to MARPOL Annex I, II and IV for port reception facilities in the Arctic region and Res.MEPC.363(79) containing consequential amendments to the 2012 Guidelines for the development of a regional reception facility plan (Res.MEPC.221(63)). These amendments were based on that regional arrangements only between ports within Arctic waters may not be practical due to the various environmental, geographical and infrastructure limitations relevant to the region, and thus, more feasible solutions for Regional Ships Waste Reception Centers (RSWRC) could be in the form of larger more industrialized ports in the surrounding coastlines which would cause ships to take a different route purely for accessing port reception facilities. These amendments will enter into force on 1 May 2024.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
5/1/2024	MEPC Resolution		MARPOL	Amendments to MARPOL Annex V concerning regional reception facilities within Arctic waters and Garbage Record Book	Res.MEPC.360(79)

Application : All ships to which MARPOL Annex V applies and operating in the Arctic waters

MEPC 79 adopted Res.MEPC.360(79) containing draft amendments to MARPOL Annex V for port reception facilities in the Arctic region. These amendments also include the relevant amendments making Garbage Record Book mandatory for ships of 100 GT and above, so as to further reduce shipping’s contribution to marine plastic litter and ensure the enhanced implementation of garbage management. These amendments will enter into force on 1 May 2024.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
5/1/2024	MEPC Resolution		MARPOL	Amendments to MARPOL Annex VI concerning regional reception facilities within Arctic water, information to be included in the bunker delivery note (BDN) and information to be submitted to the IMO Ship Fuel Oil Consumption Database	Res.MEPC.362(79)

Application : All ships to which MARPOL Annex VI applies

MEPC 79 adopted Res.MEPC.362(79) containing draft amendments for port reception facilities in the Arctic region, Appendix V to add the flashpoint or a statement that flashpoint has been measured at or above 70°C to be reported in BDN and Appendix IX to add relevant information to be submitted to the IMO DCS Database in relation to the short-term measures for reducing carbon intensity from international shipping such as attained EEXI, attained CII before/after any correction and CII ratings.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	ESP Code		CODE	Amendments to the 2011 ESP Code	Res.MSC.525(106)

Application : ESP Code applicable ships

The coating condition of bulk carriers’ ballast tanks, for which examination and thickness measurements are required at annual survey, was enhanced from “poor” to “less than good”.

Double-sided skin void spaces of bulk carriers exceeding 20 years of age and of 150 m in length and upwards were newly added for examination and thickness measurements at renewal survey and, if necessary, at intermediate survey and annual survey.

The definitions of “Double-hull oil tanker” and “oil tanker” were modified to expressly exclude oil tankers with independent cargo tanks, such as asphalt carriers, from the application of the Code.

For oil tankers, the condition for accepting cargo tank pressure test by ship’s crew were partly modified.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	IBC Code		CODE	Amendments to the IBC Code related to hinged watertight doors	Res.MSC.526(106)

Application : Chemical tankers

IBC Chapter 2 / 2.9 Survival requirements

MSC 106 adopted the amendments to the IBC Code to exclude hinged watertight doors from the openings through which progressive flooding or down-flooding may occur in any flooding stages.

The amendments to the IBC Code incorporate the watertight door concept of SOLAS in the IBC Code, and correspond to the amendments to the ICLL 1988 Protocol, the IGC Code and MARPOL Convention, already and respectively adopted through resolutions MSC.491(104), MSC.492(104) and MEPC.343(78).

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	MEPC Resolution		CODE	Amendments to IBC Code in relation to the watertight door for chemical tankers	Res.MEPC.345(78)

Application : All chemical tanker to which IBC Code applies

MEPC 78 adopted [Res.MEPC.345\(78\)](#) containing draft amendments to IBC Code in relation to the watertight door for chemical tankers, and these amendments will enter into force on 1 July 2024.

- 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 ships depend on the frequency of use while at sea (Used, Normally closed, Permanently closed), but regulation 2.9.2 of IBC Code for chemical tankers 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 amendments will have no impact on existing ships.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	SOLAS		CODE	new SOLAS Chapter XV and the IP Code	Res.MSC.521(106) & Res.MSC.527(106)

Application : cargo ships and high-speed cargo crafts transporting more than 12 Industrial Personnel

Establishment of new SOLAS Chapter XV and the IP Code

MSC 106 adopted new SOLAS Chapter XV and the IP Code to establish safety requirements for the transport of more than 12 industrial personnel on cargo ships and high-speed cargo crafts, of 500 GT or upwards, adding on existing SOLAS Convention and/or the HSC Codes.

For the transport of more than 12 industrial personnel, cargo ships or high-speed cargo crafts, regardless of their construction date, shall comply and be certified in accordance with SOLAS Chapter XV and the IP Code.

For relevant certification, IP Safety Certificate shall be issued in addition to SOLAS Safety Certificates or HSC Safety Certificate.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
5/1/2025	MEPC Resolution		MARPOL	Amendments to MARPOL Annex VI concerning Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter	Res.MEPC.361(79)

Application : All ships to which MARPOL Annex VI applies and operating in Mediterranean Sea Emission Control Area

MEPC 79 adopted [Res.MEPC.361\(79\)](#) containing draft amendments to MARPOL Annex VI designating Mediterranean Sea as an Emission Control Area for Sulphur Oxides. The effective date of Emission Control Area will be on 1 May 2025, taking into account 1 year grace period for Emission Control Area in accordance with regulation 14.7 of MARPOL Annex VI.

With respect to the designation of Emission Control Area for Mediterranean Sea area, **Ship owners and operators** are invited to **ensure** that their fleet obtains appropriate **compliant fuel oils not exceeding 0.10%**

m/m and **a procedure showing how the fuel oil change-over is to be done** in case where the ships is operated in these areas as of 1 May 2025.
 Additional designation of Emission Control Area does not affect to the ships equipped with EGCS, while the **ship owners and operators** are strongly encouraged to make every effort to properly maintain the system. **Administrations** are invited to **note** their rights and obligations arising from the amendments; and **consider** establishing their own national legislation to properly implement them, including necessary actions against confirmed non-compliant cases.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	IGC Code		CODE	Amendments to the IGC Code for the use of high-manganese austenitic steel as a cryogenic material	Res.MSC.523(106)

Application : Gas Carriers applied by IGC Code

IGC Code Chapter 6 / 6.4 Requirements for metallic materials

MSC 106 adopted the amendments to the IGC Code to permit the use of high-manganese austenitic steel as a cryogenic material having minimum design temperature -165°C.

The high-manganese austenitic steel is now officially recognized as a cryogenic material having minimum design temperature -165°C under the revised IGC Code and the IGF Code.

With the recognition of IMO, authorizations of flag Administrations need not be obtained from 1 January 2026 to use the high-manganese austenitic steel as a cryogenic material on ships certified under the IGC Code or the IGF Code, e.g. cryogenic cargo or fuel tank.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	IGF Code		CODE	Amendments to the IGF Code for the use of high-manganese austenitic steel as a cryogenic material	Res.MSC.524(106)

Application : IGF Code applicable ships

IGF Code Part A-1 / Reg7.4 Regulations for materials

MSC 106 adopted the amendments to the IGF Code to permit the use of high-manganese austenitic steel as a cryogenic material having minimum design temperature -165°C.

The high-manganese austenitic steel is now officially recognized as a cryogenic material having minimum design temperature -165°C under the revised IGC Code and the IGF Code.

With the recognition of IMO, authorizations of flag Administrations need not be obtained from 1 January 2026 to use the high-manganese austenitic steel as a cryogenic material on ships certified under the IGC Code or the IGF Code, e.g. cryogenic cargo or fuel tank.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	SOLAS		SOLAS	Amendments to SOLAS Chapter II-2 related oil fuel safety	Res.MSC.520(106)

Application : The amendments apply to all SOLAS ships including those constructed before 1 July 2012 and enter into force on 1 Jan 2026.

SOLAS Reg. II-2/4.2.1 The prohibition of using oil fuel with a flashpoint of less than 60°C

Oil fuel suppliers are required to, prior to bunkering, provide ships with a declaration certifying that the oil fuel TO BE supplied is in conformity with SOLAS regulation II-2/4.2.1 and indicating the test method utilized.

Further, a bunker delivery note for the oil fuel DELIVERED to the ship shall contain either the flashpoint measured or a statement that the flashpoint has been measured at or above 70°C.

Where a non-compliant case is confirmed upon analyzing a representative sample¹, the Administration needs to report the case to the IMO and take action as appropriate against the oil fuel suppliers that have been found to deliver the non-compliant oil fuel.

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