

Convention Today

Effective Date 2023-01-01 ~



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	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
12/1/2023	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
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
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1/1/2024	2009 MODU Code		CODE	AMENDMENTS TO 2009 MODU CODE	Res.MSC.506(105)
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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 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."

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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)
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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	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 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		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)	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			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
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1/1/2024	SOLAS		SOLAS	AMENDMENTS TO SOLAS (Ch.III/Reg.33)	Res.MSC.482(103)
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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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