

Convention Today

Effective Date 2024-07-01 ~



Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	Amendments to the 2011 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	Amendments to the Circulars		CIRCULAR	Revised guidelines for the acceptance of alternative metallic materials for cryogenic service in ships carrying liquefied gases in bulk and ships using gases or other low flashpoint fuels	MSC.1/Circ.1622/Rev.1

Application : Ships carrying liquefied gases in bulk and Ships using gases or other low-flashpoint fuels

MSC.1/Circ.1622 and its amendments, i.e. MSC.1/Circ.1648, have provided detailed guidelines on documentation, evaluation. and approval of alternative metallic materials for use in cryogenic service since 2020. In line with MSC.1/Circ.1599/Rev.3 " Revised Guidelines on the Application of High Manganese Austenitic Steel for Cryogenic Service " t he guidelines in MSC.1/Circ.1622 was revised to incorporate the additional compatibility test requirements for Ammonia service", and reflect the previous amendments made through MSC.1/Circ.1648.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	Amendments to the Circulars		CIRCULAR	Revised guidelines on the application of high manganese austenitic steel for cryogenic service	MSC.1/Circ.1599/Rev.3

Application : Ships carrying liquefied gases in bulk and Ships using gases or other low-flashpoint fuels

Under the IGC Code and the IGF Code, high-manganese austenitic steel is recognized as a cryogenic material of plates, sections and forgings having minimum design temperature -165°C and its use should have been approved based on MSC.1/Circ.1599.

In addition to Butane, Butane-propane mixture, Carbon Dioxide, Ethane, Ethylene, Methane, Pentane, and Propane, these revised guidelines include Ammonia as one of the cargoes or fuels, for which the use of high manganese austenitic steel is suitable, and enhance compatibility test requirements for Ammonia service.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	Amendments to the Circulars		CIRCULAR	Interim Guidelines for use of LPG cargo as fuel	MSC.1/Circ.1679

Application : All ships using LPG cargo as fuel

As part of such developments, the interim guidelines for use of LPG cargo as fuel was developed by CCC 9, approved by MSC 108 and published as MSC.1/Circ.1679.

The new interim guidelines aim to ensure safe and reliable operation of fuel supply systems and gas consumers for use of LPG cargo as fuel until related provisions are incorporated in the IGC Code.

Accordingly, the interim guidelines may apply to gas carriers as a supplement to section 16.9 of chapter 16 of the IGC Code, i.e. alternative fuels and technologies.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
7/1/2024	Amendments to the IBC Code		CODE	Amendments to the IBC Code related to hinged watertight doors (IBC Chapter 2 / 2.9)	Res.MSC.526(106)

Application : Chemical tankers

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.

In other words, hinged watertight doors, like sliding watertight doors, are no longer considered openings that can cause such flooding.

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	Amendments to the Resolutions		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 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	Amendments to the SOLAS Convention		CODE	Establishment of 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

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
7/18/2024	Amendments to the Circulars		CIRCULAR	Guidance in relation to the IMO Member State Audit Scheme (IMSAS) to assist in the implementation of the III Code by Member State	MSC-MEPC.2/Circ.19
Application : All IMO Member States This guidance contains common understanding and practices to assist IMO Member States in the implementation of the III Code and provides a manual for IMO Member State to prepare for future audits under IMSAS.					

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2025	Amendments to the Circulars		CIRCULAR	Unified interpretations on water level detectors as per SOLAS Reg.II-1/25, II-1/25-1 and XII/12	MSC.1/Circ.1572/Rev.2
Application : Water level detectors installed on single hold cargo ships other than bulk carriers (SOLAS Reg.II-1/25), multiple hold cargo ships other than bulk carriers and tankers (SOLAS Reg.II-1/25-1) and bulk carriers (SOLAS Reg.XII/12) It is recalled that new SOLAS regulation II-1/25-1 was adopted through Res.MSC.482(103) in 2021 to require water level detectors on multiple hold cargo ships other than tankers and bulk carriers, from 1 January 2024, and that the performance standards for water level detectors were consequentially revised as Res.MSC188(79)/Rev.2. In this regard, the existing unified interpretations contained in MSC.1/Circ.1572/Rev.1 relating to the water level detectors were updated by SDC 10 and approved by MSC 108 to reflect any modifications arising from the new requirements. Amongst several changes introduced at MSC 108, interpretation 5 under section 9.2 of MSC.1/Circ.1572/Rev.1 clarifies that, where the characteristic of the dust and/or gases are unknown, temperature class T6, gas group IIC and/or dust group IIIC are used as appropriate depending on the cargo carried. The revised unified interpretations are included in section 9 of MSC.1/Circ. 1572/Rev.2, which amends and supersedes MSC.1/Circ.1572/Rev.1, and apply to the water level detectors installed on or after 1 January 2025.					

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2025	Amendments to the Circulars		CIRCULAR	Unified interpretations on permanent means of access (PMA) as per SOLAS Reg.II-1/3-6	MSC.1/Circ.1572/Rev.2
Application : Oil tankers of 500 gross tonnage and over and bulk carriers, as defined in regulation IX/1, of 20,000 gross tonnage and over An accident was reported by IACS to SDC 10 that an access ladder to ship's topside tank had collapsed during ship survey due to substantial corrosion and damage. Based on IACS' proposal, the existing unified interpretations contained in section 1.4 of MSC.1/Circ.1572/Rev.1 relating to the permanent means of access (PMA) were enhanced by SDC 10 to require ship owners as follows: - The means of access, including portable one, should be annually inspected by ship's crew or competent inspectors. Such inspection should be recorded in Part 2 of the Ship Structural Access Manual; - Prior to any space examinations that utilize PMA, an inspection to confirm the condition of PMA should be recorded for each space; - Substantial damage should be recorded in Part 2 of the Ship Structure Access Manual; - Inspection records of PMA should be made available to attending surveyors prior to survey. After MSC 108's approval, the revised unified interpretations are included in section 1 of MSC.1/Circ.1572/Rev.2, which amends and supersedes MSC.1/Circ.1572/Rev.1. These interpretations apply to the inspections conducted by ship's crew or competent inspectors on or after 1 January 2025 for oil tankers of 500 GT and above and bulk carriers of 20,000 GT					

and above, the ship types of which the permanent means of access are required in accordance with SOLAS Reg.II-1/3-6.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2025	Amendments to the Circulars			Joint IMO/IHO/WHO Manual on Maritime Safety Information (MSI)	MSC.1/Circ.1310/Rev.2

Application : All ships

The joint Manual on Maritime Safety Information has provided extensive guidance and examples on the structure and text to be used in navigational warnings and meteorological warnings and forecasts messages. After thorough review, the joint Manual was revised to incorporate changes arising from various IMO instruments and update message examples.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2025	Amendments to the IMSBC Code		CODE	Amendments to the IMSBC Code (07-23)	Res. MSC.539(107)

MSC 107 adopted a consolidated version of the IMSBC Code, which include the amendments (07-23). The amendments (07-23) add(14 cargoes) and delete (1 cargo) solid bulk cargoes in the IMSBC Code Appendix 1 "Individual schedule of solid bulk cargoes". The amendments (07-23) also expressly identified "bulk density (as required by SOLAS regulation XII/10)" as one of the cargo information which needs to be provided by shippers to ships before loading. The amendments (07-23) will enter into force on 1 January 2025 and may be applied voluntarily from 1 January 2024.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2025	Amendments to the Resolutions		MARPOL	Establishment of effective date for special areas of the Red Sea and the Gulf of Aden areas (MARPOL Annex I)	Res.MEPC.381(80)

Application : All ships operating in Red Sea and Gulf of Aden Area

It was recognized that Red Sea and Gulf of Aden area provides a vital route for maritime commerce and is currently estimated to carry around 10% of world trade. The increasing shipping and port activities in the region increase the pollution from ship-generated wastes and residues of all types, especially from oily mixtures, plastics and other synthetic materials, which pose serious threats as they can cause serious damage to the marine and coastal environments. It was also noted that the States in the Red Sea and Gulf of Aden areas have all ratified the Convention, except Eritrea and Yemen, and thus have provided adequate reception and arrangements, including treatment facilities for MARPOL Annexes I and Annex V ship-generated wastes and residues in ports, terminals, and ship repair ports in the areas.

Given that all the necessary reception facilities for MARPOL Annexes I and V wastes and residues are available and cover all the ports and terminals within the RSGA areas, MEPC 80 adopted Res.MEPC.381(80) on the establishment of an effective date for special areas of the Red Sea and the Gulf of Aden area under MARPOL Annex I and V on 1 January 2025.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
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1/1/2025	Amendments to the Resolutions		MARPOL	Establishment of effective date for special areas of the Red Sea (MARPOL Annex V)	Res.MEPC.382(80)
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Application : All ships operating in Res Sea Area

It was recognized that Red Sea and Gulf of Aden area provides a vital route for maritime commerce and is currently estimated to carry around 10% of world trade. The increasing shipping and port activities in the region increase the pollution from ship-generated wastes and residues of all types, especially from oily mixtures, plastics and other synthetic materials, which pose serious threats as they can cause serious damage to the marine and coastal environments. It was also noted that the States in the Red Sea and Gulf of Aden areas have all ratified the Convention, except Eritrea and Yemen, and thus have provided adequate reception and arrangements, including treatment facilities for MARPOL Annexes I and Annex V ship-generated wastes and residues in ports, terminals, and ship repair ports in the areas.

Given that all the necessary reception facilities for MARPOL Annexes V wastes are available and cover all the ports and terminals within the RSGA areas, MEPC 80 adopted Res.MEPC.382(80) on the establishment of an effective date for special areas of the Red Sea under MARPOL Annex V on 1 January 2025.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2025	Amendments to the STCW Convention and Code		OTHER CONVENTION	Use of electronic certificates relating to seafarers' training and competence (STCW Convention & Codes Reg.I/2)	Res.MSC.540(107), Res.MSC.541(107), MSC.1/Circ.1665

Application : All ships

MSC 107 adopted the amendments to STCW Convention and STCW Code to provide legal grounds for electric certificates for seafarers and facilitate such issuance and use. These amendments enter into force on 1 January 2025 and will be supplemented by the guidelines on the use of electronic certificates of seafarers (MSC.1/Circ.1665) approved at this session.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
2/1/2025	Amendments to the Resolutions		OTHER CONVENTION	Amendments to Appendix II of BWM Convention in relation to the form of Ballast Water Record Book	Res.MEPC.369(80)

Application : All ships to which BWM Convention applies

MEPC 80 adopted Res.MEPC.369(80) containing draft amendments to Appendix II of BWM Convention in relation to the form of Ballast Water Record Book. These amendments were developed considering that the current form of the Ballast Water Record Book did not provide a sufficient clarity to meet the recording criteria of Appendix II of BWM Convention, noting that the most frequent deficiencies were related to the recording of the Ballast Water Record Book (more than 70%) among the key elements in the analysis report of EBP(Experience Building Phase). In particular, the introduction of these amendments is also expected to resolve the problems associated with the concern about duplicate entries of related items in the event of ballast water treatment by using BWMS as to whether items 3.1(ballast water intake) and 3.2(ballast water management) in the current form should be recorded simultaneously. These amendments enter into force on 1 February 2025.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
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5/1/2025	Amendments to the Resolutions		MARPOL	Amendments to MARPOL Annex VI concerning Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter	Res.MEPC.361(79)
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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
8/1/2025	Amendments to the MARPOL		MARPOL	Amendments to MARPOL Annex VI	Res.MEPC.385(81)

Application : All ships

MEPC 81 adopted [Res.MEPC.385\(81\)](#) containing draft amendments to MARPOL Annex VI in relation to the low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing a steam system, accessibility of the data in the IMO Ship Fuel Consumption Database (IMO DCS), and inclusion of data on transport work and enhanced level of granularity in the IMO DCS. These amendments will enter into force on 1 August 2025.

low-flashpoint fuels and other fuel oil related issues

While MEPC 79 adopted Res.MEPC.362(79) on the draft amendments to appendix V of MARPOL Annex VI on *Information to be included in the Bunker delivery Note* (regulation 18.5) to include “flashpoint” of fuels, concerns were raised that such amendments do not cover liquid low-flashpoint fuels such as methanol and ethanol due to the difference of fuel oil defined in between SOLAS II-2 as “oil fuel” based on liquid petroleum fuel and MARPOL Annex VI “fuel oil” containing gas and low-flashpoint fuels. Therefore, draft amendments to regulations 2, 14, 18 and appendix I of MARPOL Annex VI were introduced to reduce such a regulatory gap between those definitions, which include the following elements:

1. In defining "gas fuel" and "low-flashpoint fuels", it was agreed to add a new definition of "gas fuel" aligning with the definition of "gas" in IGF Code;
2. It was agreed that in-use/onboard sampling point requirements according to regulations 14.10 and 14.11 of MARPOL Annex VI and MARPOL representative sample requirements according to regulation 18.8 of MARPOL Annex VI should not apply to gas/low-flashpoint fuel;
3. Given that the minimum information such as sulphur content for low-flashpoint fuels still need to be documented by means of the bunker delivery note, it was agreed that the BDN requirements apply to low-flashpoint fuels for the purposes of MARPOL Annex VI; and
4. It was agreed to replace references to "for combustion purposes for propulsion" by "for use" in the definition of fuel oil to keep a technology neutral definition.

Marine diesel engine replacing a steam system

The draft amendments to regulation 13.2.2 of MARPOL Annex VI were introduced to clarify that a marine diesel engine replacing a steam system (main boiler and steam turbine) should be considered as a “replacement” of marine engine in terms of “major conversion” implying the applicable Tier standard at the time of the replacement or addition of the engine according to regulation 13.2.2.

As the consequential updates to the relevant Guidelines according to these amendments, MEPC 81 further adopted [Res.MEPC.386\(81\)](#) providing draft 2023 *Guidelines as required by regulation 13.2.2 in respect of non-identical replacement engines not required to meet the Tier III limit* in conjunction with the adoption of the above-mentioned amendments to regulation 13.2.2. The updated guidelines were to provide some points the Administrations should take into account in evaluating that engine should be Tier II compliant as opposed to Tier III in the case where a steam system is to be replaced by a marine diesel engine, as well as a template for Information to be provided to the Organization by the Administration which accepts that the installation of a Tier III non-identical replacement engine was not feasible and accordingly a Tier II engine has been installed.

Accessibility of the data in the IMO Ship Fuel Consumption Database (IMO DCS) and inclusion of data on transport work and enhanced level of granularity in the IMO DCS

The draft amendments to regulation 27 and appendix IX of MARPOL Annex VI were introduced concerning the granularity of reporting fuel consumption and additional data, with the following outstanding elements:

- 1. On an ad-hoc basis and under strict confidentiality rules, IMO DCS data may be shared for the analysis and research purposes. On the request of a company, the fuel oil consumption reports of the company’s owned ships can be shared to the public in a non-anonymized form; and

It was further agreed to invite the early application of these amendments from 1 January 2025 to avoid double collecting and reporting of the data, and to facilitate the review of short-term measures with the data collected according to the revised format.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
10/1/2025	Amendments to the BWM		OTHER CONVENTION	Amendments to BWM Convention in relation to the use of electronic record book	Res.MEPC.383(81)

Application : All ships to which BWM Convention applies

MEPC 81 adopted Res.MEPC.383(81) containing draft amendments to BWM Convention in relation to the use of electronic record book. Given that regulation B-2.1 of the BWM Convention stipulates that ballast water record book may be of an electronic record system, while there is no associated guidance in relation to the use of its electronic record book, last MEPC 80 adopted Res.MEPC.372(80) on the *Guidance for the use of electronic record books under the BWM Convention* to ensure a harmonized approach with the relevant requirements of MARPOL and the NOx Technical Code allowing the use of electronic record book system. For providing a legal basis, the revised regulations A-1 and B-2 of the BWM Convention were introduced to provide a definition of electronic record book, approval requirements of electronic record book and a verification requirement by the ship’s master. These amendments enter into force on 1 October 2025.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the 1994 STCW-F Convention and the STCW-F Code			Training, certification and watchkeeping for fishing vessel personnel (1994 STCW-F Convention and the STCW-F Code)	Res.MSC.561(108), Res.MSC.562(108)

Application : Fishing vessels					
The comprehensive revision of the 1994 STCW-F Convention was adopted by MSC 108, together with the new STCW-F Code.					

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the 2011 ESP Code		CODE	Approval of thickness measurement firms (2011 ESP Code)	Res.MSC.553(108)

Application : Oil tankers and bulk carriers					
The amendments to the 2011 ESP Code clarify that the Administrations (not their recognized organizations) may directly exercise the right to audit thickness measurement firms, by modifying 'Procedures for approval and certification of a firm engaged in thickness measurement of hull structures', which is contained in each part of the Code. However, these amendments do not prevent the Administration to delegate to its recognized organization the authority to approve thickness measurement firms in implementing the 2011 ESP Code.					

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the Circulars		CIRCULAR	Guidelines for the sampling of oil fuel for determination of compliance with the revised MARPOL Annex VI and SOLAS Chapter II-2	MSC-MEPC.2/Circ.18

Application : All ships					
With regard to regulation 18.5 of Annex VI to MARPOL, Res.MEPC.182(59) has provided an agreed method to obtain a representative sample of the oil fuel delivered for use onboard ships. As an outcome of the work done to enhance oil fuel safety, an MSC-MEPC joint circular based on Res.MEPC.182(59) to supplement both SOLAS regulation II-2/4.2.1 and the MARPOL provision was finally approved by MEPC 81 and MSC 108.					

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the FSS Code		CODE	Fixed water-based fireextinguishing system	Res. MSC.555(108)

Application : New building ro-ro passenger ships constructed on or after 1 January 2026					
Engineering specifications were established under FSS Code Chapter 7 / Reg.2.5 to address fixed water-based fireextinguishing system using water monitors to be installed on weather decks intended for the carriage of vehicles of ro-ro passenger ships constructed on or after 1 January 2026. The points of each regulation are as follows:					
(2.5.1) The fixed monitor(s) shall be capable of delivering water to: .1 the area of weather decks intended for carriage of vehicles; and .2 the area, including superstructure boundaries located up to 8.0 m, measured horizontally, from the area intended for vehicle storage, or the next vertical boundaries, whichever is less.					
(2.5.2) The combined capacity of all fixed monitors shall be minimum 2.0 L/min per square metre of the protected area, but in no case shall the output of any monitor be less than 1,250 L/min. Even distribution of water shall be ensured.					
(2.5.3) The distance from the monitor to the farthest extremity of the protected area forward of that monitor shall not be more than 75% of the monitor throw in still air conditions.					

(2.5.4) Each monitor shall be located outside the area which it protects, in a safe position, with access not likely to be cut off in case of fire.
Monitors shall be installed in positions which allow for unobstructed water coverage with vehicles stowed to maximum capacity of the weather deck. However, areas that cannot be covered by water monitors shall be protected by water nozzles.
Nozzles shall be designed and installed taking into account weather conditions and provide 5.0 L/min per square metre for the area they cover and have release controls in a position being accessible in case of a fire.

(2.5.5) The system shall be available for immediate use and capable of continuously supplying water. The water supply shall be capable of simultaneously supplying water at the required rate for the entire width of the weather deck intended for carriage of vehicles and a length of 40 m, or the entire length of the weather deck if this is less than 40 m. In no case shall the supply capacity be less than that required for the largest monitor.

(2.5.6) The system may be supplied by the fire main, the pump(s) serving other fixed water-based fire-fighting systems or a dedicated pump providing a continuous supply of seawater.
The capacity of the pump(s) was established under 2.5.6.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the FSS Code		CODE	Visual and audible fire signals of ro-ro passenger ships	Res.MSC.555(108)

Application : New building ro-ro passenger ships constructed on or after 1 January 2026

Engineering specifications were established under **FSS Code Chapter 9 / Reg.2.5** to address fixed water-based fireextinguishing system using water monitors to be installed on weather decks intended for the carriage of vehicles of ro-ro passenger ships constructed on or after 1 January 2026.
The points of each regulation are as follows:

(2.5.1.2)
On ro-ro passenger ships constructed on or after 1 January 2026, alarm notifications shall follow a consistent alarm presentation scheme (wording, vocabulary, colour and position). Alarms shall be immediately recognizable on the navigation bridge and shall not be compromised by noise or poor placing.

(2.5.1.3)
On ro-ro passenger ships constructed on or after 1 January 2026, the interface shall provide alarm addressability, allow the crew to identify the alarm history, the most recent alarm and the means to suppress alarms while ensuring the alarms with ongoing trigger conditions are still clearly visible.

(2.5.1.4)
On ro-ro passenger ships constructed on or after 1 January 2026, the smoke detector function in special category and ro-ro spaces may be disconnected during loading and unloading of vehicles. The time of disconnection shall be adapted to the time of loading/unloading and be automatically reset after this predetermined time. The central unit shall indicate whether the detector sections are disconnected or not. Disconnection of the heat detection function or manual call points shall not be permitted.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the FSS Code		CODE	The engineer specifications of Combined smoke and heat detectors and Linear heat detectors	Res.MSC.555(108)

Application : All ships constructed on or after 1 January 2026

Combined smoke and heat detectors and linear heat detectors are now included in the engineer specifications

of fixed fire detection and fire alarm systems under **FSS Code Ch.9/2.3 and 2.4**.
These amendments apply to ships constructed(K/L) on or after 1 January 2026 and the points of each regulation are as follows:

(2.3.1.3 and 2.3.1.4)
The phrase “linear heat detector” was added to the existing heat detector requirements to ensure they follow the existing heat detector requirements.

(2.3.1.5)
Linear heat detectors shall be tested according to standards EN 54-22:2015 and IEC 60092-504. Alternative testing standards may be used as determined by the Administration.

(2.4.2.2)
The maximum floor area per detector (74 square meter), maximum distance apart between centres (9 m) and maximum distance away from bulkheads (4.5 m) of combined smoke and heat detectors was added to the Table 9.1 - Spacing of detectors.
The distance between two sensor cables of the linear heat detection system shall not be more than 9.0 m, while the distance between such cables and bulkheads shall not be more than 4.5 m.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the Grain Code		CODE	New loading condition for the carriage of grains (Grain Code)	Res.MSC.552(108)
Application : All cargo ships intended for the carriage of grains under the new loading condition from 1 January 2026 A new class of loading condition 'specially suitable compartment partly filled in way of the hatch opening, with ends untrimmed' was introduced and pertinent requirements by which grains could be carried was established.					

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the 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 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	Amendments to the 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 : Ships carrying liquefied gases in bulk and Ships using gases or other low-flashpoint fuels 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	Amendments to the IGF Code			Amendments to the IGF Code (including retroactive requirements for all ships)	Res.MSC.551(108)

Application : These amendments generally apply to new ships constructed on or after 1 January 2026, but some provisions retroactively apply to all ships.

(2.2.43) Definition of "Ship constructed on or after 1 January 2026"

Application: New ships

Amendments: The following meaning of "Ship constructed on or after 1 January 2026" is added.

2.2.43 Ship constructed on or after 1 January 2026 means:

- .1 for which the building contract is placed on or after 1 January 2026; or
- .2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2026; or
- .3 the delivery of which is on or after 1 January 2030.

(4.2.2, 8.4.1, 8.4.2 and 8.4.3) Bunkering manifolds

Application: All ships (Retroactive)

Amendments: The connection of the bunkering manifolds may be arranged either through Dry-Disconnect/Connect Couplings, manual or hydraulic connect couplers, or bolted flange to flange assembly. Where manual or hydraulic connect couplers or bolted flange to flange assembly are utilized for connecting bunkering manifolds, such arrangements shall be supplemented by operating procedures and risk assessment conducted at design stage.

Unless installed on the bunkering supply side, an Emergency Release Coupler (ERC)/Emergency Release System (ERS) shall be provided to enable a quick physical disconnection in an emergency.

(5.12.1) Air locks

Application: New ships

Amendments: The requirement on the seal height of air lock's door (i.e. at least 300 mm) only applies to the door leading to the hazardous area.

(6.7.3.1.1) Pressure relief valves

Application: New ships

Amendments: The pressure relief system for each liquefied gas fuel tank shall be designed to ensure that, in the event of closing any one PRV due to its failure, the capacity of remaining PRVs meets the combined relieving capacity requirements of the system.

(6.9.1.1) Control of tank pressure and temperature

Application: New ships

Amendments: With the exception of liquefied gas fuel tanks designed to withstand the full gauge vapour pressure of the fuel under conditions of the upper ambient design temperature, liquefied gas fuel tanks' pressure and temperature shall be maintained at all times "by one or more of" the methods i.e - reliquefaction of vapours; thermal oxidation of vapours; pressure accumulation; or liquefied gas fuel cooling.

(9.3.1) Redundancy and segregation of fuel supply system in single fuel installations

Application: New ships
Amendments: For single fuel installations, the required level of redundancy and isolation of the fuel supply system has been relaxed (i.e - the requirement for complete redundancy from the fuel tank to the consumer is deleted) and the Administration may accept a partial reduction in propulsion capability from normal operation in the event of a fuel supply system leak or failure.

(9.4.7) Venting fuel supply pipes

Application: New ships
Amendments: As per the existing requirements, only the downstream of double block and bleed valve used to be ventilated.
According to the new amendments, where the master gas fuel valve is automatically shut down, the complete gas supply pipe downstream of the master gas fuel valve shall be automatically vented.

(9.4.8) Manually operated shutdown valve in the gas supply line

Application: New ships
Amendments: The term "engine" has been modified to "gas consumer" so that one manually operated shutdown valve is required upstream of the double block and bleed valves in the gas supply line to, not only the engine but also all types of "gas consumer".

(9.8.1, 9.8.2, 9.8.4) Design pressure of outer pipes or ducts

Application: New ships
Amendments: As per the existing requirements, the design pressure of the outer pipe or duct of fuel supply systems in principle shall not be less than the maximum working pressure of the inner pipe.
For fuel piping system with a working pressure greater than 1.0 MPa, however, the design pressure of the outer pipe or duct could be alternatively reduced to the maximum built-up pressure.
With the amendments, however, regardless of the maximum working pressure of the inner pipe, i.e. more or less than 1 MPa, the design pressure of the outer pipe or duct may be reduced to either the maximum built-up pressure or the local instantaneous peak pressure in way of rupture, whichever is greater.

(11.3.1) Fire protection in fuel preparation rooms

Application: New ships
Amendments: Fuel preparation rooms shall, for the purpose of the application of SOLAS regulation II-2/9, be regarded as a machinery space of category A.

(11.6.2) Fire extinguisher in fuel preparation room

Application: All ships (Retroactive)
Amendments: In addition to any other portable fire extinguishers that may be required elsewhere in the IMO instruments, one portable dry powder extinguisher of at least 5 kg shall be placed in the fuel preparation rooms.
Ships constructed before 1 January 2026 shall meet this requirement no later than the first survey on or after 1 January 2026.

(12.5) Hazardous zones

Application: New ships
Amendments: To be consistent with the classification of hazardous areas in IEC 60092, the inter-barrier space of fuel tank was categorized from hazardous area zone 1 to zone 0.

(15.4.1.3) Fuel tank's level gauges

Application: New ships
Amendments: As already permitted under the IGC Code, the closed devices which penetrate the liquefied gas fuel tank as part of a closed system may be used as liquid level gauges.

(18.4.1.1) Bunkering operation

Application: All ships (Retroactive)
Amendments: Minimum and maximum bunker transfer pressure/temperature and bunkering line's pressure relief valve setting shall be included in the written agreement made between ship's master and bunker suppliers before bunkering operation commences.

In addition to the above amendments, some text in sections 5.3.3.3, 5.3.4.4, 6.4.15.3.1.2, 6.7.3.1.1.2, 7.3.2.1, and 16.3.5.1 has been revised (Editorial amendments).

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the IMDG Code		CODE	Amendments to the IMDG Code (42-24)	Res.MSC.556(108)

Application : Ships carrying dangerous goods

The consolidated version of the IMDG Code, including amendments to IMDG Code 42-24, was adopted at MSC 108, with the following major amendments:

- Eleven (11) dangerous goods were newly added in the dangerous goods list under chapter 3.2 of the Code.
- Special Provisions 388, 400, 401, 961, 962, and 977 relating to the transport of engine- or battery-powered vehicles were revised or established in chapter 3.3 of the Code.
- The requirements on stowage and segregation of UN 3536 (i.e. lithium batteries installed in cargo transport unit) were amended to address its unique safety risk.
- Data loggers, sensors and cargo tracking devices, attached directly to the interior or exterior of cargo transport units, such as freight containers, shall comply with explosion-, dust- and water-proof requirements in the revised paragraph 5.5.4.4 of the Code from 1 January 2028. Fixed devices on or in reefer containers shall comply with these requirements as soon as possible but not later than 1 January 2032.

In conjunction with the amendments 42-24, 'Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)' was approved as MSC.1/Circ.1588/Rev.3 at this session.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the LSA Code		CODE	In-water performance of life jackets (LSA Code, Chapter 2)	Res.MSC.554(108)

Application : Life jackets to be provided onboard on or after 1 January 2026

(2.2.1.6.2) In-water performance of life jackets

The standards of in-water performance of life jackets was amended that they shall have buoyancy and stability to turn an unconscious wearer to a face-up position where both the nose and mouth are clear of the water.

Relevant instruments:

- 'Revised recommendation on testing of life-saving appliances' (resolution MSC.81(70)) was amended through resolution MSC.563(108); and
- 'Revised standardized life-saving evaluation and test report forms (personal life-saving appliances)' was amended by MSC.1/Circ.1628/Rev.2.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the LSA Code		CODE	Lowering speed of survival crafts and rescue boats (LSA Code, Chapter 6)	Res.MSC.554(108)

Application : Launching appliance that is provided onboard on or after 1 January 2026

(6.1.2.8 and 6.1.2.10)

The amendments set the upper limit of the minimum lowering speed as 1.0 m/s and restrict the maximum lowering speed to 1.3 m/s.

Attending surveyor(s) will confirm the lowering speed of survival crafts or rescue boats during the installation test of launching appliance that is provided onboard on or after 1 January 2026.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the LSA Code		CODE	Single fall and hook system for launching lifeboats or rescue boats (LSA Code, Chapter 4)	Res.MSC.554(108)

Application : Release mechanism that is provided onboard on or after 1 January 2026

(4.4.7.6.17)

In accordance with paragraph 4.4.7.6.17 of the LSA Code, a single fall and hook system may be exempted from some provisions under paragraph 4.4.7.6 of the Code. However, the provision may not be sufficiently clear if such exemption could be also applicable to the single fall and hook system with on-load release capability. The revised paragraph 4.4.7.6.17 clarifies that where a single fall and hook system does not have on-load release capability, such a system need not comply with the provisions relating to on-load release mechanism. Further, paragraph 4.4.7.6.8 is no longer identified as one of exempted provisions in the revised paragraph 4.4.7.6.17.

During such amendments, paragraph 4.4.7.6.8 was also amended to ensure that, unless reset, hooks are not capable of supporting any load regardless of their types to prevent accidental release during recovery of the boat. These amendments apply to the release mechanism of lifeboats or rescue boats installed on or after 1 January 2026, and were also incorporated in the amendments to 'Revised recommendation on testing of life-saving appliances' (resolution MSC.81(70)), which was adopted as resolution MSC.563(108).

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the LSA Code		CODE	Ventilation of totally enclosed lifeboats (LSA Code Ch.IV/4.6)	Res.MSC.535(107)

Application : Totally enclosed lifeboats installed on or after 1 January 2029

MSC 107 adopted the amendments to Chapter IV of the LSA Code to establish the requirements relating to ventilation means for totally enclosed lifeboats. The ventilation means may be of either a powered or passive type but shall satisfy the ventilation capacity of 5 m³/hour per person for the total number of persons the lifeboat is permitted to accommodate. Refer to the Res.MSC.544(107) "The amendments to the revised recommendation on testing of life-saving appliances (Res.MSC.81(70))", for additional tests for totally enclosed lifeboats.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the MARPOL		MARPOL	Amendments to Article V of Protocol I of MARPOL Convention in relation to the revised reporting procedures for the loss of containers	Res.MEPC.384(81)

Application : All ships carrying containers as cargoes

MEPC 81 adopted [Res.MEPC.384\(81\)](#) containing draft amendments to Article V of protocol I of MARPOL Convention in relation to the revised reporting procedures for the loss of containers. These amendments were introduced to avoid duplication of the SOLAS reporting requirements, stipulating that reporting the loss of freight containers according to Article II(1)(b) shall be made in accordance with the provisions of SOLAS regulations V/31 and 32. But, considering that the amendments to regulations 31 and 32 of SOLAS Chater V in relation to the loss of freight container will enter into force on 1 January 2026, it was agreed that these amendments would also take effect on 1 January 2026 for aligning with SOLAS amendments.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the Resolutions			Amendments to the revised recommendation on testing of life-saving appliances	Res.MSC.544(107)

Application : Immersion suits and life jackets

This resolution amends paragraph 3.2.3 of the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) to restrict the duration of thermal protective tests of immersion suits using human subjects to 15 minutes where skin temperature falls below 10°C. It also updates the current reference footnoted in Res.MSC.81(70), as amended, to ISO 12402-7:2020 as a minor correction, regarding the tests of components and material of life jackets.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the Resolutions		RES	Annual thorough examination of totally enclosed lifeboats fitted with ventilation system	Res.MSC.559(108)

Application : Cases applicable to lifeboats annual thorough examination to be implemented on after 1 January 2026 (Main target: Totally enclosed lifeboats to be installed on after 1 January 2029)

Res.MSC.402(96) is a mandatory IMO instrument which supports SOLAS regulation III/20.11 and provides detailed requirements on the approval and activities of firms servicing lifeboats, rescue boats, launching appliance and release gear. In relation to this, the requirements for survival crafts in Chapter IV of the LSA Code were revised through Res.MSC.535(107), and new requirements related to ventilation equipment for totally enclosed lifeboats were established.

As a follow-up measure following the above revision, Res.MSC.402(96) was revised to Res.MSC.559(108) to identify the ventilation system of totally enclosed lifeboats as a new component which shall be checked during an annual thorough examination and operational test performed by an approved service supplier.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS		SOLAS	New SOLAS requirements on lifting appliances and anchor handling winches (Reg.II-1/3-13)	Res.MSC.532(107)

Application : All ships

After the approval of MSC 102, MSC 107 finally adopted the amendments to SOLAS chapter II-1 to regulate, under the SOLAS Convention, lifting appliances and anchor handling winches, which used to be addressed through the rules of classification Societies and/or ILO Convention No.152. In this regard, the definitions of various terms, such as "lifting appliance", "anchor handling winch", "loose gear", etc., were added to regulation II-1/2, and the safety provisions of lifting appliances and anchor handling winches were established as new regulation 3-13, under SOLAS chapter II-1. The amendments will enter into force on 1 January 2026, and some provisions therein will retroactively apply to the appliance installed before 1 January 2026.

The new SOLAS regulation II-1/3-13 will be supplemented by the Guidelines for anchor handling winches and the Guidelines for lifting appliances, which were respectively approved by MSC 107 as MSC.1/Circ.1662 and MSC.1/Circ.1663.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
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1/1/2026	Amendments to the SOLAS		SOLAS	Prohibition on the use and storage of fire-extinguishing media containing PFOS (SOLAS Reg.II-2/10.11 Fire-extinguishing media restrictions)	Res.MSC.532(107), MSC.536(107), MSC.537(107)
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Application : All ships from 1 January 2026

MSC 107 adopted the amendments to SOLAS chapter II-2, 1994 HSC Code, and 2000 HSC Code to prohibit the use and storage of fire-extinguishing media containing perfluorooctane sulfonic acid (PFOS) and to enforce their disposal to shorebased reception facilities. The amendments aim to safeguard human health and the environment and will enter into force on 1 January 2026.

Therefore, the use and storage of fire-extinguishing media containing perfluorooctane sulfonic acid (PFOS) will be prohibited on or after 1 January 2026.

Also, where fire-extinguishing media (e.g., foam liquid) on ships-in-service are confirmed to contain PFOS, they need to be disposed to appropriate shore-based reception facilities no later than the first survey on or after 1 January 2026.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS		SOLAS	Installation of electronic inclinometer (SOLAS Reg.V/Reg.19.2.12)	Res. MSC.532(107)

Application : Bulk carriers and container ships constructed on or after 1 January 2026

MSC 107 adopted the amendments to SOLAS chapter V to enforce the installation of electronic inclinometer on containerships and bulk carriers of 3,000 GT and upwards constructed on or after 1 January 2026. In this regard, the definitions of the terms "bulk carrier" and "container ship" were newly established for application to SOLAS Chapter V, and Performance standards for electronic inclinometers (resolution MSC.363(92)) were listed as a footnote to SOLAS regulation V/18.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS		SOLAS	Safety measures for non-SOLAS ships operating in the polar waters (SOLAS Reg.XIV/3-1)	Res.MSC.532(107), Res.MSC.538(107)

Application : Non-SOLAS ships operating in the polar waters

MSC 107 adopted the amendments to SOLAS chapter XIV and the Polar Code to provide safety-related provisions for non-SOLAS ships navigating in the polar waters, i.e., new chapters 9-1(safety of navigation) and 11-1(voyage planning) of the Polar Code Part I-A.

These amendments will enter into force on 1 January 2026 and will apply to the following categories of non-SOLAS ships. If constructed before 1 Jan 2026, such non-SOLAS ships, for navigation in the polar waters, shall meet the new chapters 9-1 and 11-1 of the Polar Code Part I-A by 1 January 2027:

- fishing vessels of 24 m in length overall and above;
- pleasure yachts of 300 GT and upwards not engaged in trade; and
- cargo ships of 300 GT and upwards but below 500 GT.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
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1/1/2026	Amendments to the SOLAS		SOLAS	Revised forms of safety-related certificates (Certificates and Forms of SOLAS, HSC Code and SPS Code)	Res.MSC.532(107), Res.MSC.533(107), Res.MSC.534(107), Res.MSC.536(107), Res.MSC.537(107), Res.MSC.542(107), Res.MSC.543(107)
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Application : All ships

MSC 107 adopted amendments to various forms of safety-related certificates, which are appended to the 1974 SOLAS Convention, 1978 SOLAS Protocol, 1988 SOLAS Protocol, 1994 HSC Code, 2000 HSC Code, 1983 SPS Code, and 2008 SPS Code. The modified certificate forms incorporate the amendments to SOLAS chapter V and the LSA Code, respectively adopted by resolutions MSC.532(107) and MSC.207(81).

These amendments will enter into force on 1 January 2026, and related certificates issued in old forms before 1 January 2026 need not be re-issued until their expiry in accordance with paragraph 3.1 of MSC-MEPC.5/Circ.6.

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

Application : All 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.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS Convention			Reporting of containers lost at sea (SOLAS Reg.V/31 and V/32)	Res.MSC.550(108)

Application : All ships

SOLAS Reg.V/31 Danger messages

The role and responsibility of concerned parties in case of losing onboard containers or observing lost containers at sea

(31.2.1)

The master of every ship involved in the loss of freight container(s), shall communicate the particulars of such an incident by appropriate means without delay and to the fullest extent possible to ships in the vicinity, to the nearest coastal State, and also to the flag State.

(31.2.2)

In the event of the ship referred to in paragraph 2.1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, **the company**, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

(31.2.3)

The flag State, once informed in accordance with paragraph 2.1, shall report to the Organization on the loss of

freight container(s).*

* Refer to Notification and circulation through the Global Integrated Shipping Information System (GISIS) (resolution A.1074(28)).

(31.2.4)

The master of every ship that observes freight container(s) drifting at sea, shall communicate the particulars of such an observation by appropriate means without delay and to the fullest extent possible to ships in the vicinity and to the nearest coastal State.

SOLAS Reg.V/32 Information required in danger messages

The information to be reported in case of losing onboard containers or observing lost containers at sea

(32.3.1) Loss of freight container(s) from a ship

- .1 General information (Time and date, MMSI, Sender, Receiver etc)
- .2 Position reporting (latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark)
 - Position of the ship when freight container(s) were lost; or
 - If the position of the ship when the freight container(s) were lost, is not known, the estimated position of the ship when the freight container(s) were lost; or
 - If an estimated position of the ship when the freight container(s) were lost, is not known or cannot be determined, the position of the ship upon discovery of the loss
- .3 Total number or estimated number of freight container(s) lost, as appropriate
- .4 Type of goods in freight container(s) (Dangerous Goods, UN number)
- .5 Description of freight container(s) lost as far as available and practicable (Dimension, Type(s) (e.g. reefer), Number or estimated number of empty freight container(s))
- .6 The master may provide additional information, if available and practicable.

(32.3.2) Observation of freight container(s) drifting at sea

- .1 General information
- .2 Position reporting (latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark)
- .3 Total number or estimated number of freight container(s) lost, as appropriate
- .4 The master may provide additional information, if available and practicable.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS Convention		SOLAS	Oil fuel quality (SOLAS Reg.II-2/4)	Res.MSC.550(108)

Application : All ships

(4.2.1.8) Oil fuel quality

Oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS Convention		SOLAS	Fire detection and fire alarm system for control stations and cargo control rooms (SOLAS Reg.II-2/7)	Res.MSC.550(108), MSC.1/Circ.1456/Rev.1

Application : All cargo ships constructed on or after 1 January 2026

(7.5.5) Protection of accommodation and service spaces and control stations for Cargo ships

Cargo ships constructed on or after 1 January 2026, their fixed fire detection and fire alarm systems are required to cover all control stations and cargo control rooms under all fire protection methods (IC, IIC, and

IIIC).

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS Convention		SOLAS	Fires safety of existing ro-ro passenger ships (SOLAS Reg.II-2/20)	Res.MSC.550(108)

Application : For existing passenger ships constructed before 1 January 2026, if applicable, the following retroactive requirements are to be confirmed by attending surveyor(s) no later than the first survey coming on or after 1 January 2028.

- (20.4.1.6)**
Fixed fire detection and fire alarm system in vehicle spaces, special category spaces and ro-ro spaces shall be provided with smoke and heat detectors. In doing so, the heat detectors shall comply with the spacing and coverage requirements of smoke detectors, i.e. 5.5 meters and 74 square meter.
- (20.4.4)**
In vehicle spaces, special category spaces and ro-ro spaces, an effective video monitoring system shall be arranged with immediate playback capability and at least 24-hour data storage.
- (20.6.2.3)**
Fixed water-based fire extinguishing system with water monitor(s) shall be installed on ro-ro passenger ships to cover weather decks intended for the carriage of vehicle. The capacity shall comply with the provisions in SOLAS, not the new one in the FSS Code.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the SOLAS Convention			Fires safety of new ro-ro passenger ships (SOLAS Reg.II-2/20)	Res.MSC.550(108)

Application : New bulding passenger ships constructed on or after 1 January 2026.

- (20.4.1.1 ~ 20.4.1.4)**
Individually identifiable fixed fire detection and fire alarm system shall be provided as smoke and heat detectors throughout vehicle spaces, special category spaces and ro-ro spaces. Alternatively, linear heat detectors may be considered in lieu of heat detectors.
- (20.4.3.1)**
In special category spaces where a continuous fire watch is always maintained during voyages, a fixed fire detection and fire alarm system is no longer exempted.
- (20.4.4)**
In vehicle spaces, special category spaces and ro-ro spaces, an effective video monitoring system shall be arranged with immediate playback capability and at least 7-day data storage.
- (20.5.2)**
The detailed requirements have been established for openings in ro-ro spaces. Despite the new requirements, openings with closing arrangements of steel or A-0 class, such as ramps and doors, may be permitted regardless of locations.
- (20.6.2.1 and 20.6.2.2)**
Fixed water-based fire extinguishing system with water monitor(s) shall be installed to extinguish the fire on weather decks intended for the carriage of vehicle. These water monitors shall comply with the newly established provisions of the FSS Code, i.e. paragraph 2.5 of chapter 7. In this regard, the drainage of 125% capacity shall be provided to effectively remove the fire water accumulated on the weather deck.
- (20.7)**

Where fixed pressure water-spraying systems are fitted, vehicle spaces, special category spaces and ro-ro spaces shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2026	Amendments to the STCW Code		CODE	Training of seafarers for prevention of, and response to, violence and harassment (STCW Code)	Res.MSC.560(108)

Application : All ships

STCW Code / PART A / CHAPTER VI / Section A-VI/1

Table A-VI/1-4 in part A of the STCW Code provides the specification of the minimum standard of competence in seafarer’s personal safety and social responsibilities.

In this regard, MSC 108 adopted the amendments of the STCW Code to include, in the table A-VI/1-4, new competence for training all seafarers to prevent, and response to, violence and harassment, including sexual harassment, bullying and sexual assault.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2028	Amendments to the SOLAS Convention		SOLAS	Emergency towing arrangements on ships other than tankers (SOLAS regulation II-1/3-4)	Res.MSC.549(108)

Application : Ships other than tankers of not less than 20,000 gross tonnage, constructed 1 on or after 1 January 2028

Emergency towing arrangements shall be fitted on ships, other than tankers, of not less than 20,000 gross tonnage, constructed* on or after 1 January 2028.

However, these amendments bring design flexibility compared to the one required for tankers and do not require emergency towing arrangements to be installed on both ship’s bow and stern.

* The term “ships constructed” hereby means ships the keels of which are laid, or which are at a similar stage of construction in accordance with SOLAS regulation II-1/1.3.1.

Effective Date	Convention	Regulation	Character	Title	Relevant Document
1/1/2029	Amendments to the Resolutions		RES	Revised Performance standards on Electronic Chart Display and Information Systems (ECDIS)	Res.MSC.530(106)/Rev.1

Application : All ships

In 2022, the performance standards on ECDIS were extensively revised as resolution MSC.530(106) to introduce the next technical generation of IHO standards of S-100 series, which are still under development.

As the extension of such efforts, the performance standards were further amended by NCSR 10 and approved by MSC 108 to enable the exchange of ECDIS’s route plan, including route schedule (e.g. ETA, ETD, etc.), between ships and shorebased maritime service providers.

The revised performance standards revoke resolution MSC.530(106) as its revision 1 and apply to ECDIS installed on or after 1 January 2029.

In addition, ECDIS installed on or after 1 January 2026 before 1 January 2029 may conform either to the revised performance standards in resolution MSC.530(106)/Rev.1 or the previous version in resolution MSC.232(82).

36, Myeongji ocean city 9-ro, Gangseo-gu,
Busan, Republic of Korea
TEL : 1566-1682 / FAX : 070-8799-8999
www.krs.co.kr