CONVENTION AMENDMENT MATRIX

December 2025

ABS™

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Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status			Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
1	SOLAS II-1 Regulation 8-1	MSC.436(99) MSC.421(98)	H	M	S	Pass	> 12	≥120					R	P	1	1	2025	KL	before	1	1	2014	Description: The updated regulations for safe return to port after flooding now apply to existing passenger ships built before January 1, 2014. New requirements under SOLAS II-1/Regulation 8-1 mandate that these ships must have either an onboard stability computer or access to shore-based support. This is to assist the Master in obtaining crucial operational information for safe navigation after a flooding incident. Guidelines for the necessary operational information can be found in MSC.1/Circ.1400 (for ships built before May 13, 2016) and MSC.1/Circ.1532 (for ships built on or after May 13, 2016).
2	Amendments to the Annex of the Protocol of 1997 to amend MAROL 73/78	MEPC.385(81)	H	M	M	All					>0		A		1	8	2025	D	on after	1	1	1900	Description Amendments to MARPOL Annex VI. In Regulation 13, paragraph 2.2 is amended to provide that in those cases where a Tier II rather than a Tier III engine has been installed, the Administration shall notify the Organization, as per the 2024 Guidelines (Resolution MEPC.386(81)). Action to be taken Administrations shall notify to the Organization in those instances where a Tier II rather than a Tier III replacement engine has been installed on or after 1 August 2025 in accordance with the 2024 Guidelines (Resolution MEPC.386(81)).
3	Amendments to the Annex of the Protocol of 1997 to amend MAROL 73/78	MEPC.385(81)	H	M	M	All					>0		A		1	8	2025	D	on after	1	1	1900	Description Amendments to MARPOL Annex VI. In Regulation 14, paragraph 12 is revised to not apply the requirements of paragraphs 10 and 11 (related to the sampling points) to a fuel oil service system used for a low-flashpoint fuel or a gas fuel. Action to be taken Shipowners/Operators are not required to install or designate sampling points for the purpose of obtaining representative samples from a fuel oil service system used for low-flashpoint fuel or gas fuel.
4	SOLAS II-1 - Amendments to IGC Code - High Manganese Austenitic Steel	MSC.523(106)	H	M	S	GasLng					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to Table 6.3 of the IGC Code confirm the acceptability of high manganese austenitic steel under this Code and provide testing requirements for its use in cryogenic service. The general requirements for metallic materials are amended to include High manganese austenitic steel – hot rolling and controlled cooling and the notes to the Table 6.3 are updated. Action to be taken: Shipowners/Operators need to be prepared for compliance.
5	SOLAS II-1 Amendments to IGF Code - High Manganese Austenitic Steel	MSC.524(106)	H	M	S	All Ships					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to Table 7.3 of the IGF Code confirm the acceptability of high manganese austenitic steel under this Code and provide testing requirements for its use in cryogenic service. Action to be taken: Shipowners/Operators need to be prepared for compliance.
6	SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW)	MSC.532(107)	H	M	S	All Ships					>500		A		1	1	2026	C	on after	1	1	2026	Description: New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. Applicable to contractual delivery date for lifting appliance or anchor handling winches from 1 January 2026, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
7	SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW)	MSC.532(107)	H	M	S	All Ships					>500		A		1	1	2026	KL	on after	1	1	2026	Description: New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. Applicable to contractual delivery date for lifting appliance or anchor handling winches from 1 January 2026, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. Action to be taken: Shipowners/Operators need to be prepared for compliance.
8	SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW)	MSC.532(107)	H	M	S	All Ships					>500		A		1	1	2026	D	on after	1	1	1900	Description: New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. Applicable to contractual delivery date for lifting appliance or anchor handling winches from 1 January 2026, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. Action to be taken: Shipowners/Operators need to be prepared for compliance.
9	SOLAS Chapter II-2 / Reg.10 - Prohibition of PFOS Fire Extinguishing Media	MSC.532(107)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: New paragraph 11 to Chapter II-2/10 has been added to address the restrictions on fire-extinguishing media. This regulation prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). Shipowners/Operators need to be prepared for compliance.
10	SOLAS Chapter II-2 / Reg.10 - Prohibition of PFOS Fire Extinguishing Media	MSC.532(107)	H	M	S	All					>500		R		1	1	2026	D	on after	1	1	1900	Description: Ships and other vessels, including offshore mobile units constructed before 1 January 2026 shall comply with regulations prohibiting the use or storage of extinguishing media containing PFOS not later than the date of the first survey on or after 1 January 2026. Shipowners/Operators need to be prepared for compliance.
11	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Fish			>24				A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
12	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Cargo					300 ≤ GT ≤ 500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.

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13	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Fish			>24				A		1	1	2026	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
14	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Cargo					300 ≤ GT ≤ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
15	SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic Inclinometers	MSC.532(107)	H	M	S	Cont					≥ 3000		N		1	1	2026	KL	on after	1	1	2026	Description: New amendments to SOLAS Chapter V require electronic inclinometers on newly built containerships and bulk carriers with a gross tonnage of 3,000 or more. These devices help the Voyage Data Recorder (VDR) capture roll motion data for incident investigations and provide stability information to navigational officers, preventing cargo shifting during severe weather.
16	SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic Inclinometers	MSC.532(107)	H	M	S	Bulk					≥ 3000		N		1	1	2026	KL	on after	1	1	2026	Description: New amendments to SOLAS Chapter V require electronic inclinometers on newly built containerships and bulk carriers with a gross tonnage of 3,000 or more. These devices help the Voyage Data Recorder (VDR) capture roll motion data for incident investigations and provide stability information to navigational officers, preventing cargo shifting during severe weather.
17	1978 SOLAS Protocol - Form of Safety Equipment Certificate for Cargo Ships	MSC.532(107)	H	M	S	Cont					>500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the appendices of the 1978 SOLAS Protocols now include a definition for "containership" in SOLAS Chapter V. Modifications to the certificate appendices will be necessary, with these changes set to take effect on January 1, 2026.
18	1994 HSC Code Chapter 7 - Prohibition of PFOS Fire Extinguishing Media	MSC.536(107)	H	M	S	HSC					>500		A		1	1	2026	KL	on after	1	1	2026	Description: A new paragraph 7.9.4 has been added to Chapter 7 of the 1994 HSC Code to address restrictions on fire-extinguishing media. This paragraph aims to minimize the exposure of onboard personnel to hazardous firefighting substances and to reduce the environmental impact of fire-extinguishing media. The regulation applies to all ships certified under this code and prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). Action Required: Shipowners and operators must prepare for compliance.
19	2000 HSC Code Chapter 7 - Prohibition of PFOS Fire Extinguishing Media	MSC.537(107)	H	M	S	HSC					>500		A		1	1	2026	D	on after	1	1	1900	Description: A new paragraph 7.9.4 has been added to Chapter 7 of the 1994 HSC Code to address restrictions on fire-extinguishing media. This paragraph aims to minimize the exposure of onboard personnel to hazardous firefighting substances and to reduce the environmental impact of fire-extinguishing media. The regulation applies to all ships certified under this code and prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). Action Required: Shipowners and operators must prepare for compliance.

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20	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Fish			>24				A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
21	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Yacht							A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
22	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Cargo					300 ≤ GT ≤ 500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
23	Amendments to SOLAS Chapter II-2, Regulation 7-Detection and alarm	MSC.550(108)	H	M	S	RoRo	>36				>500		A		1	1	2026	D	on after	1	1	1900	Description: A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and fire alarm system. Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located. Action to be taken: Shipowners/Operators need to be prepared for compliance.
24	Amendments to SOLAS Chapter II-2, Regulation 7-Detection and alarm	MSC.550(108)	H	M	S	Cargo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Accommodation and service spaces and control stations (all control stations and cargo control rooms) of cargo ships shall be protected by a fixed fire detection and fire alarm system and/or an automatic sprinkler, fire detection and fire alarm system depending on a protection method (Method IC, IIC, IIIC) adopted in accordance with regulation 9.2.3.1. Ships constructed before 1 January 2026 shall not comply with the new requirement of "all control stations and cargo control rooms". Action to be taken: Shipowners/Operators need to be prepared for compliance.
25	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire detection and fire alarm systems Fixed fire detection and alarm systems shall be installed in vehicle, special category, and ro-ro spaces, with integration for water-based deluge systems. These systems should present information clearly and have matching alarm section numbering. A detection system is also required for the weather deck, with detector placement approved by the Administration. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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26	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire detection and fire alarm systems Fixed fire detection and alarm systems shall be installed in vehicle, special category, and ro-ro spaces, with integration for water-based deluge systems. These systems should present information clearly and have matching alarm section numbering. A detection system is also required for the weather deck, with detector placement approved by the Administration. Action to be taken: Shipowners/Operators need to be prepared for compliance.
27	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Cargo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire detection and fire alarm systems Cargo ships shall have a fixed fire detection and alarm system in vehicle, special category, and ro-ro spaces that meets the Fire Safety Systems Code. This system should quickly detect fires, with detector type, spacing, and location approved by the Administration, considering ventilation effects, and shall be tested for adequate response times. Action to be taken: Shipowners/Operators need to be prepared for compliance.
28	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Video monitoring Passenger ships shall have an effective video monitoring system in vehicle, special category, and ro-ro spaces for continuous oversight, with immediate playback to identify fire locations. Cameras should cover the entire area and be installed high enough to see over cargo. Recorded videos shall be available for at least seven days for new ro-ro passenger ships (post-January 2026) and 24 hours for existing ships. The relationship between each camera and the corresponding fire-extinguishing system section shall be clearly displayed near the monitor. Continuous crew monitoring is not required. Action to be taken: Shipowners/Operators need to be prepared for compliance.
29	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Video monitoring Passenger ships shall have an effective video monitoring system in vehicle, special category, and ro-ro spaces for continuous oversight, with immediate playback to identify fire locations. Cameras should cover the entire area and be installed high enough to see over cargo. Recorded videos shall be available for at least seven days for new ro-ro passenger ships (post-January 2026) and 24 hours for existing ships. The relationship between each camera and the corresponding fire-extinguishing system section shall be clearly displayed near the monitor. Continuous crew monitoring is not required. Action to be taken: Shipowners/Operators need to be prepared for compliance.
30	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Structural fire protection Structural fire protection regulations for passenger ships built after January 1, 2026 require insulation of boundary bulkheads and decks in special category and ro-ro spaces to a minimum of "A-60" standard, with some exceptions allowing for "A-0" standards. Openings in ro-ro spaces shall not endanger survival craft or accommodation spaces, maintaining a 6.0 m safety distance. Requirements for mechanical ventilation openings include protective closing devices, and vehicle weather decks shall ensure safety distances of over 6.0 m from critical areas, with specific conditions for reducing this distance based on boundary integrity. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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31	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Structural fire protection Structural fire protection regulations for passenger ships built after January 1, 2026 require insulation of boundary bulkheads and decks in special category and ro-ro spaces to a minimum of "A-60" standard, with some exceptions allowing for "A-0" standards. Openings in ro-ro spaces shall not endanger survival craft or accommodation spaces, maintaining a 6.0 m safety distance. Requirements for mechanical ventilation openings include protective closing devices, and vehicle weather decks shall ensure safety distances of over 6.0 m from critical areas, with specific conditions for reducing this distance based on boundary integrity. Action to be taken: Shipowners/Operators need to be prepared for compliance.
32	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire-extinguishing systems Passenger ships shall install a fixed water-based fire-extinguishing system with monitors on weather decks for vehicle carriage, compliant with the Fire Safety Systems Code. Additionally, drainage systems shall be provided, sized to handle at least 125% of the combined capacity of both the monitors and fire hose nozzles. Action to be taken: Shipowners/Operators need to be prepared for compliance.
33	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire-extinguishing systems Passenger ships shall install a fixed water-based fire-extinguishing system with monitors on weather decks for vehicle carriage, compliant with the Fire Safety Systems Code. Additionally, drainage systems shall be provided, sized to handle at least 125% of the combined capacity of both the monitors and fire hose nozzles. Action to be taken: Shipowners/Operators need to be prepared for compliance.
34	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Decision-making Passenger ships with fixed pressure water-spraying systems in vehicle, special category, and ro-ro spaces shall have suitable signage and marking on deckheads and bulkheads for easy identification of the fire-extinguishing system sections. Signage should consider crew movement patterns and potential obstructions, with section numbers displayed in photoluminescent material that matches section valve identification at safety centers or control stations. Action to be taken: Shipowners/Operators need to be prepared for compliance.
35	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Decision-making Passenger ships with fixed pressure water-spraying systems in vehicle, special category, and ro-ro spaces shall have suitable signage and marking on deckheads and bulkheads for easy identification of the fire-extinguishing system sections. Signage should consider crew movement patterns and potential obstructions, with section numbers displayed in photoluminescent material that matches section valve identification at safety centers or control stations. Action to be taken: Shipowners/Operators need to be prepared for compliance.
36	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRoC					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Permanent openings In cargo ships, permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
37	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Ship design and arrangement Paragraph 5.3.3.3 and 5.3.4.4 are updated to specify that for independent tanks, protective distance is measured to the tank shell, while for membrane tanks, it is measured to the bulkheads surrounding the insulation. Paragraph 5.12.1 defines air locks for ships constructed after January 1, 2026, requiring gastight bulkheads with two self-closing doors spaced 1.5 to 2.5 meters apart, and a sill height of at least 300 mm for doors leading to hazardous areas. Action to be taken: Shipowners/Operators need to be prepared for compliance.
38	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	7	2026	Description: Ship design and arrangement Paragraph 5.3.3.3 and 5.3.4.4 are updated to specify that for independent tanks, protective distance is measured to the tank shell, while for membrane tanks, it is measured to the bulkheads surrounding the insulation. Paragraph 5.12.1 defines air locks for ships constructed after January 1, 2026, requiring gastight bulkheads with two self-closing doors spaced 1.5 to 2.5 meters apart, and a sill height of at least 300 mm for doors leading to hazardous areas. Action to be taken: Shipowners/Operators need to be prepared for compliance.
39	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Fuel containment system Section 6.4 updates design regulations for Type C independent tanks, specifying the formula for minimum design vapor pressure and associated parameters like stress limits and tank dimensions. Section 6.7 introduces new rules for pressure relief systems on ships built after January 1, 2026, requiring PRVs to meet combined capacity requirements even with one PRV out of service, and provides a formula for vapors generated under fire exposure. Section 6.9 mandates that for ships built after January 1, 2026, liquefied gas fuel tanks (unless designed for full gauge vapor pressure) shall maintain pressure and temperature within the design range using approved methods. Action to be taken: Shipowners/Operators need to be prepared for compliance.
40	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fuel containment system Section 6.4 updates design regulations for Type C independent tanks, specifying the formula for minimum design vapor pressure and associated parameters like stress limits and tank dimensions. Section 6.7 introduces new rules for pressure relief systems on ships built after January 1, 2026, requiring PRVs to meet combined capacity requirements even with one PRV out of service, and provides a formula for vapors generated under fire exposure. Section 6.9 mandates that for ships built after January 1, 2026, liquefied gas fuel tanks (unless designed for full gauge vapor pressure) shall maintain pressure and temperature within the design range using approved methods. Action to be taken: Shipowners/Operators need to be prepared for compliance.
41	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fuel containment system Section 6.4 updates design regulations for Type C independent tanks, specifying the formula for minimum design vapor pressure and associated parameters like stress limits and tank dimensions. Section 6.7 introduces new rules for pressure relief systems on ships built after January 1, 2026, requiring PRVs to meet combined capacity requirements even with one PRV out of service, and provides a formula for vapors generated under fire exposure. Section 6.9 mandates that for ships built after January 1, 2026, liquefied gas fuel tanks (unless designed for full gauge vapor pressure) shall maintain pressure and temperature within the design range using approved methods. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
42	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Material and general pipe design For ships built on or after January 1, 2026, minimum pipe wall thickness is calculated using a formula that accounts for theoretical thickness, bending allowance, corrosion allowance, and manufacturing tolerance. The formula includes factors such as design pressure, pipe diameter, allowable stress, and efficiency, with additional requirements for bends and corrosion protection depending on expected conditions. Action to be taken: Shipowners/Operators need to be prepared for compliance.
43	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	7	2026	Description: Material and general pipe design For ships built on or after January 1, 2026, minimum pipe wall thickness is calculated using a formula that accounts for theoretical thickness, bending allowance, corrosion allowance, and manufacturing tolerance. The formula includes factors such as design pressure, pipe diameter, allowable stress, and efficiency, with additional requirements for bends and corrosion protection depending on expected conditions. Action to be taken: Shipowners/Operators need to be prepared for compliance.
44	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	D	on after	1	1	2030	Description: Material and general pipe design For ships built on or after January 1, 2026, minimum pipe wall thickness is calculated using a formula that accounts for theoretical thickness, bending allowance, corrosion allowance, and manufacturing tolerance. The formula includes factors such as design pressure, pipe diameter, allowable stress, and efficiency, with additional requirements for bends and corrosion protection depending on expected conditions. Action to be taken: Shipowners/Operators need to be prepared for compliance.
45	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Bunkering The bunkering manifold must withstand external loads during bunkering and facilitate dry-disconnect operations through approved connection methods, including dry-disconnect couplings, manual or hydraulic couplers, or bolted flanges. Additionally, when using specific connections, operating procedures must ensure dry-disconnect and be supported by a risk assessment. An emergency release coupler or equivalent system must be provided for quick disconnection in emergencies. Action to be taken: Shipowners/Operators need to be prepared for compliance.
46	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	7	2026	Description: Bunkering The bunkering manifold must withstand external loads during bunkering and facilitate dry-disconnect operations through approved connection methods, including dry-disconnect couplings, manual or hydraulic couplers, or bolted flanges. Additionally, when using specific connections, operating procedures must ensure dry-disconnect and be supported by a risk assessment. An emergency release coupler or equivalent system must be provided for quick disconnection in emergencies. Action to be taken: Shipowners/Operators need to be prepared for compliance.
47	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	D	on after	1	1	2030	Description: Bunkering The bunkering manifold must withstand external loads during bunkering and facilitate dry-disconnect operations through approved connection methods, including dry-disconnect couplings, manual or hydraulic couplers, or bolted flanges. Additionally, when using specific connections, operating procedures must ensure dry-disconnect and be supported by a risk assessment. An emergency release coupler or equivalent system must be provided for quick disconnection in emergencies. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
48	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Fuel supply to consumers For ships built after January 1, 2026, fuel supply systems must include redundancy and segregation to prevent unacceptable power loss from leaks or failures. The gas supply system must automatically vent the entire gas supply pipe when the master gas fuel valve shuts down. Additionally, a manually operated shutdown valve is required for each gas consumer upstream of double block and bleed valves. Gas fuel piping in gas-safe machinery spaces must be enclosed in a double-wall system, and the design pressure of outer pipes or ducts must meet or exceed the maximum working pressure of the inner pipes. Action to be taken: Shipowners/Operators need to be prepared for compliance.
49	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	7	2026	Description: Fuel supply to consumers For ships built after January 1, 2026, fuel supply systems must include redundancy and segregation to prevent unacceptable power loss from leaks or failures. The gas supply system must automatically vent the entire gas supply pipe when the master gas fuel valve shuts down. Additionally, a manually operated shutdown valve is required for each gas consumer upstream of double block and bleed valves. Gas fuel piping in gas-safe machinery spaces must be enclosed in a double-wall system, and the design pressure of outer pipes or ducts must meet or exceed the maximum working pressure of the inner pipes. Action to be taken: Shipowners/Operators need to be prepared for compliance.
50	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	D	on after	1	1	2030	Description: Fuel supply to consumers For ships built after January 1, 2026, fuel supply systems must include redundancy and segregation to prevent unacceptable power loss from leaks or failures. The gas supply system must automatically vent the entire gas supply pipe when the master gas fuel valve shuts down. Additionally, a manually operated shutdown valve is required for each gas consumer upstream of double block and bleed valves. Gas fuel piping in gas-safe machinery spaces must be enclosed in a double-wall system, and the design pressure of outer pipes or ducts must meet or exceed the maximum working pressure of the inner pipes. Action to be taken: Shipowners/Operators need to be prepared for compliance.
51	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fire safety For ships constructed on or after 1 January 2026, 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 Action to be taken: Shipowners/Operators need to be prepared for compliance.
52	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fire safety In addition to any other portable fire extinguishers that may be required elsewhere in IMO instruments, one portable dry powder extinguisher of at least 5 kg capacity shall be located near the bunkering station and in the fuel preparation room. Action to be taken: Shipowners/Operators need to be prepared for compliance.
53	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Explosion prevention Hazardous area zone 0 includes, but is not limited to, the interiors of fuel tanks, any pipework for pressure relief or other venting systems for fuel tanks, pipes and equipment containing fuel, and interbarrier spaces. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
54	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Explosion prevention Paragraph 12.5.2.1 is replaced by the for".1 for ships constructed on or after 1 January 2026, tank connection spaces and fuel storage hold spaces2l storage hold spaces for type C tanks are normally not considered as zone 1." Action to be taken: Shipowners/Operators need to be prepared for compliance.
55	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Control, monitoring and safety systems Liquefied gas fuel tank liquid level gauges can be categorized into three types: Indirect devices that measure fuel amount through weighing or flow metering. Closed devices that do not penetrate the tank, utilizing methods like radioisotopes or ultrasonic technology. Closed devices that penetrate the tank but are part of a closed system to prevent gas release, requiring a shutoff valve near the tank if not directly mounted. Action to be taken: Shipowners/Operators need to be prepared for compliance.
56	Amendments to the LSA Code	MSC.554(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Lifejackets installed on or after January 1, 2026 need to be able to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
57	Amendments to the LSA Code	MSC.554(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Lifejackets installed on or after January 1, 2026 need to be able to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
58	Amendments to the LSA Code	MSC.554(108)	H	M	S	All					>500		R		1	1	2026	D	on after	1	1	2026	Description: Lifejackets installed on or after January 1, 2026 need to be able to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
59	Amendments to the LSA Code Chappter IV Survival Craft	MSC.554(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: Updated requirements apply to all new installations of lifeboats and rescue boats with a single fall and hook system. The draft amendments state: (4.4.7.6.8) To prevent accidental release during recovery, the hook must not support any load unless it is completely reset. If a hook can release the lifeboat or rescue boat while not fully waterborne, the handle or safety pins cannot return to the reset position, and indicators must not show that the release mechanism is reset unless the hook is fully reset. (4.4.7.6.17) When using a single hook and fall system for launching a lifeboat or rescue boat with a suitable painter, the requirements of 4.4.7.6 and 4.4.7.6.15 do not apply, provided the system cannot release the lifeboat or rescue boat while it is not fully waterborne. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
60	Amendments to the LSA Code Chappter IV Survival Craft	MSC.554(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Updated requirements apply to all new installations of lifeboats and rescue boats with a single fall and hook system. The draft amendments state: (4.4.7.6.8) To prevent accidental release during recovery, the hook must not support any load unless it is completely reset. If a hook can release the lifeboat or rescue boat while not fully waterborne, the handle or safety pins cannot return to the reset position, and indicators must not show that the release mechanism is reset unless the hook is fully reset. (4.4.7.6.17) When using a single hook and fall system for launching a lifeboat or rescue boat with a suitable painter, the requirements of 4.4.7.6 and 4.4.7.6.15 do not apply, provided the system cannot release the lifeboat or rescue boat while it is not fully waterborne. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
61	Amendments to the LSA Code Chappter IV Survival Craft	MSC.554(108)	H	M	S	All					>500		R		1	1	2026	D	on after	1	1	2026	Description: Updated requirements apply to all new installations of lifeboats and rescue boats with a single fall and hook system. The draft amendments state: (4.4.7.6.8) To prevent accidental release during recovery, the hook must not support any load unless it is completely reset. If a hook can release the lifeboat or rescue boat while not fully waterborne, the handle or safety pins cannot return to the reset position, and indicators must not show that the release mechanism is reset unless the hook is fully reset. (4.4.7.6.17) When using a single hook and fall system for launching a lifeboat or rescue boat with a suitable painter, the requirements of 4.4.7.6 and 4.4.7.6.15 do not apply, provided the system cannot release the lifeboat or rescue boat while it is not fully waterborne. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
62	Amendments to the LSA Code Chappter IV Launching and embarkation appliances	MSC.554(108)	H	M	S	All					>500		N		1	1	2026	C	on after	1	1	2026	Description: The maximum lowering speed for fully loaded survival craft or rescue boats is now limited to 1.3 m/s, although Administrations may approve different speeds based on design and safety considerations. These amendments will take effect on January 1, 2026, applying to cargo ships of 500 GT and above and passenger ships. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
63	Amendments to the LSA Code Chappter IV Launching and embarkation appliances	MSC.554(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: The maximum lowering speed for fully loaded survival craft or rescue boats is now limited to 1.3 m/s, although Administrations may approve different speeds based on design and safety considerations. These amendments will take effect on January 1, 2026, applying to cargo ships of 500 GT and above and passenger ships. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
64	Amendments to the LSA Code Chappter IV Launching and embarkation appliances	MSC.554(108)	H	M	S	All					>500		R		1	1	2026	D	on after	1	1	2026	Description: The maximum lowering speed for fully loaded survival craft or rescue boats is now limited to 1.3 m/s, although Administrations may approve different speeds based on design and safety considerations. These amendments will take effect on January 1, 2026, applying to cargo ships of 500 GT and above and passenger ships. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
65	Amendments to the FSS Code Chapter 7	MSC.555(108)	H	M	S	All					>500		N		1	1	2026	KL	on after	1	1	2026	Description: A new section, 2.5, has been added to the engineering specifications for fixed water-based fire-extinguishing systems on ro-ro passenger ships' weather decks intended for vehicle carriage, applicable to ships constructed on or after January 1, 2026. This section outlines requirements for the fire-extinguishing system, including the need for adequate water delivery capacity, monitor placement for effective coverage, and the ability to operate independently or simultaneously with other systems. Additionally, the specifications ensure that the system is readily available for immediate use, providing continuous water supply at specified rates and accommodating various operational scenarios, including the presence of dangerous goods. Action to be taken: Shipowners/Operators need to be prepared for compliance.
66	Amendments to the FSS Code Chapter 9	MSC.555(108)	H	M	S	RoRo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Key changes include enhanced performance standards for heat detectors, which must operate within defined temperature ranges, and updated spacing requirements for detectors to ensure effective coverage. Additionally, new alarm notification protocols for ro-ro passenger ships will ensure alarms are easily recognizable and provide features for alarm history and suppression, while allowing for temporary disconnection of smoke detectors during vehicle loading and unloading. Action to be taken: Shipowners/Operators need to be prepared for compliance.
67	Amendments to the Annex of the Protocal of 1997 to amend MARPOL 73/74	MEPC.392(82)	H	M	M	All					>0		A		1	3	2026	KL	on after	1	1	2025	Description Establishment of a Canadian Arctic Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (SOx) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship constructed (keel laying date) on or after 1 January 2025 operating in the Canadian Arctic Emission Control Area should comply with the requirements of MARPOL VI, Regulation 14.
68	Amendments to the Annex of the Protocal of 1997 to amend MARPOL 73/74	MEPC.392(82)	H	M	M	All					>0		A		1	3	2026	C	on after	1	3	2026	Description Establishment of a Norwegian Sea Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (Sox) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship for which a building contract is placed on or after 1 March 2026, should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.
69	Amendments to the Annex of the Protocal of 1997 to amend MARPOL 73/74	MEPC.392(82)	H	M	M	All					>0		A		1	3	2026	KL	on after	1	9	2026	Description Establishment of a Norwegian Sea Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (Sox) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship constructed (keel laying date) on or after 1 September 2026, should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.
70	Amendments to the Annex of the Protocal of 1997 to amend MARPOL 73/74	MEPC.392(82)	H	M	M	All					>0		A		1	3	2026	D	on after	1	1	2030	Description Establishment of a Norwegian Sea Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (Sox) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship the delivery of which is on or after 1 March 2030, should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.

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			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
71	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	4	2026	C	on after	1	4	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Gas Carriers above 15,000 DWT, with building contract on or after 1 April 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
72	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	LNG				≥10000			N		1	4	2026	C	on after	1	4	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of LNG carriers above 10,000 DWT, with building contract on or after 1 April 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
73	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	Cont				≥10000			N		1	4	2026	C	on after	1	4	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Containerships above 10,000 DWT, with building contract on or after 1 April 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
74	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GenCargo				≥3000			N		1	4	2026	C	on after	1	4	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of General Cargo ships above 3,000 DWT, with building contract on or after 1 April 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
75	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	PassC				≥25000			N		1	4	2026	C	on after	1	4	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Cruise Passenger Ships above 25,000 GT, with building contract on or after 1 April 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
76	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	4	2026	KL	on after	1	10	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Gas Carriers above 15,000 DWT, with keel laying date on or after 1 October 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
77	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	LNG				≥10000			N		1	4	2026	KL	on after	1	10	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of LNG carriers above 10,000 DWT, with keel laying date on or after 1 October 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
78	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	Cont				≥10000			N		1	4	2026	KL	on after	1	10	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Containerships above 10,000 DWT, with keel laying date on or after 1 October 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
79	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GenCargo				≥3000			N		1	4	2026	KL	on after	1	10	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of General Cargo ships above 3,000 DWT, with keel laying date on or after 1 October 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
80	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	PassC				≥25000			N		1	4	2026	KL	on after	1	10	2022	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Cruise Passenger Ships above 25,000 GT, with keel laying date on or after 1 October 2022, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
81	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	4	2026	D	on after	1	4	2026	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Gas Carriers above 15,000 DWT, delivered on or after 1 April 2026, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
82	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	LNG				≥10000			N		1	4	2026	D	on after	1	4	2026	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of LNG carriers above 10,000 DWT, delivered on or after 1 April 2026, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
83	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	Cont				≥10000			N		1	4	2026	D	on after	1	4	2026	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Containerships above 10,000 DWT, delivered on or after 1 April 2026, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
84	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GenCargo				≥3000			N		1	4	2026	D	on after	1	4	2026	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of General Cargo ships above 3,000 DWT, delivered on or after 1 April 2026, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.

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Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
85	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	PassC				≥25000			N		1	4	2026	D	on after	1	4	2026	Description MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022. Action to be taken Shipowners/Operators of Cruise Passenger Ships above 25,000 GT, delivered on or after 1 April 2026, should ensure that the vessels' attained EEDI complies with the Phase 3 required EEDI.
86	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	1	2027	D	on after	1	1	2027	Description: Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619. Action to be taken: Shipowners/Operators need to be prepared for compliance.
87	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Fish			>24				A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
88	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Yacht							A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
89	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Cargo					300 ≤ GT ≤ 500		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
90	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	Pass	>12				≥ 500		N		1	1	2028	D	on after	1	1	2028	Description: The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) **Green (Mandatory operational requirements)** **Blue (recommended hardware guidelines)** **Red (recommended operational guidelines)**

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
91	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2028	D	on after	1	1	2028	Description: The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck. Action to be taken: Shipowners/Operators need to be prepared for compliance.
92	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N		1	1	2028	D	on after	1	1	2028	Description: The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary. Action to be taken: Shipowners/Operators need to be prepared for compliance.
93	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Pass					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
94	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	RoRo					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
95	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	HSC					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
96	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Cont					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
97	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	GenCargo					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
98	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Refer					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
99	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Bulk					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
100	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Combo					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
101	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Ore					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
102	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	OSV					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
103	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Fish					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
104	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		R	FS	1	1	2028	KL	before	1	1	2026	Description: Fixed fire detection and fire alarm systems For passenger ships built before January 1, 2026, including those before July 1, 2012, a fixed fire detection and alarm system shall be installed in special category spaces and ro-ro and vehicle areas. This system should quickly detect fires and provide smoke and heat detection throughout these spaces. Heat detectors shall meet the same spacing and coverage requirements as smoke detectors and are only necessary where smoke detectors are already present. Action to be taken: Shipowners/Operators need to be prepared for compliance.
105	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		R	FS	1	1	2028	KL	before	1	1	2026	Description: Fixed fire detection and fire alarm systems For passenger ships built before January 1, 2026, including those before July 1, 2012, a fixed fire detection and alarm system shall be installed in special category spaces and ro-ro and vehicle areas. This system should quickly detect fires and provide smoke and heat detection throughout these spaces. Heat detectors shall meet the same spacing and coverage requirements as smoke detectors and are only necessary where smoke detectors are already present. Action to be taken: Shipowners/Operators need to be prepared for compliance.
106	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		R	FS	1	1	2028	KL	before	1	1	2026	Description: Video monitoring For existing ro-ro passenger ships constructed before January 1, 2026, an effective video monitoring system shall be installed in vehicle, special category, and ro-ro spaces for continuous monitoring. Recorded videos shall be available for 24 hours and should allow for immediate playback to identify fire locations. Cameras shall cover the entire area and be positioned high enough to see over cargo. The connection between each camera and the corresponding fire-extinguishing system section shall be clearly displayed near the monitor, and continuous crew monitoring is not required. Action to be taken: Shipowners/Operators need to be prepared for compliance.
107	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		R	FS	1	1	2028	KL	before	1	1	2026	Description: Video monitoring For existing ro-ro passenger ships constructed before January 1, 2026, an effective video monitoring system shall be installed in vehicle, special category, and ro-ro spaces for continuous monitoring. Recorded videos shall be available for 24 hours and should allow for immediate playback to identify fire locations. Cameras shall cover the entire area and be positioned high enough to see over cargo. The connection between each camera and the corresponding fire-extinguishing system section shall be clearly displayed near the monitor, and continuous crew monitoring is not required. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
108	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	Pass					>500		R	FS	1	1	2028	KL	before	1	1	2026	Description: Fixed fire-extinguishing systems For passenger ships built before January 1, 2026, a fixed water-based fire-extinguishing system with monitors is required to protect weather decks for vehicle carriage. Monitors shall be positioned for unobstructed coverage, with a minimum flow rate of 1,250 L/min, although lower rates may be permitted by the Administration under certain conditions. Alternative arrangements may also be allowed for ships with existing systems installed before this date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
109	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRo					>500		R	FS	1	1	2028	KL	before	1	1	2026	Description: Fixed fire-extinguishing systems For passenger ships built before January 1, 2026, a fixed water-based fire-extinguishing system with monitors is required to protect weather decks for vehicle carriage. Monitors shall be positioned for unobstructed coverage, with a minimum flow rate of 1,250 L/min, although lower rates may be permitted by the Administration under certain conditions. Alternative arrangements may also be allowed for ships with existing systems installed before this date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
110	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		R		1	1	2028	KL	before	1	1	2026	Description: Fire safety In addition to any other portable fire extinguishers that may be required elsewhere in IMO instruments, one portable dry powder extinguisher of at least 5 kg capacity shall be located near the bunkering station and in the fuel preparation room. Action to be taken: Shipowners/Operators need to be prepared for compliance.
111	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	C	on after	1	1	2028	Ship design and arrangement For ships with suction wells in fuel tanks, the bottom of the suction well can extend into the minimum distance specified, but must be minimized and not exceed 25% of the double bottom depth or 350 mm. Additionally, the definition of "H" is updated to refer to the distance from the baseline to the lowest boundary of the fuel tank, excluding the suction well if present Action to be taken: Shipowners/Operators need to be prepared for compliance.
112	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	KL	on after	1	7	2028	Ship design and arrangement For ships with suction wells in fuel tanks, the bottom of the suction well can extend into the minimum distance specified, but must be minimized and not exceed 25% of the double bottom depth or 350 mm. Additionally, the definition of "H" is updated to refer to the distance from the baseline to the lowest boundary of the fuel tank, excluding the suction well if present Action to be taken: Shipowners/Operators need to be prepared for compliance.
113	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	D	on after	1	1	2032	Ship design and arrangement For ships with suction wells in fuel tanks, the bottom of the suction well can extend into the minimum distance specified, but must be minimized and not exceed 25% of the double bottom depth or 350 mm. Additionally, the definition of "H" is updated to refer to the distance from the baseline to the lowest boundary of the fuel tank, excluding the suction well if present Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
114	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	C	on after	1	1	2028	Material and general pipe design The amendments require that pressure relief valves must discharge liquid or gas from the piping system into fuel tanks if the tank's Maximum Allowable Relief Valve Setting (MARVS) pressure is lower than the valve setting, ensuring adequate discharge capacity. Alternatively, they may discharge to the vent mast, provided there are systems in place to detect and manage any liquid entering the vent system. Action to be taken: Shipowners/Operators need to be prepared for compliance.
115	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	KL	on after	1	7	2028	Material and general pipe design The amendments require that pressure relief valves must discharge liquid or gas from the piping system into fuel tanks if the tank's Maximum Allowable Relief Valve Setting (MARVS) pressure is lower than the valve setting, ensuring adequate discharge capacity. Alternatively, they may discharge to the vent mast, provided there are systems in place to detect and manage any liquid entering the vent system. Action to be taken: Shipowners/Operators need to be prepared for compliance.
116	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	D	on after	1	1	2032	Material and general pipe design The amendments require that pressure relief valves must discharge liquid or gas from the piping system into fuel tanks if the tank's Maximum Allowable Relief Valve Setting (MARVS) pressure is lower than the valve setting, ensuring adequate discharge capacity. Alternatively, they may discharge to the vent mast, provided there are systems in place to detect and manage any liquid entering the vent system. Action to be taken: Shipowners/Operators need to be prepared for compliance.
117	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	C	on after	1	1	2028	Fuel supply to consumers Fuel tank inlets from pressure relief valve discharge lines shall be equipped with non-return valves instead of automatically operated valves when the safety system is activated. Additionally, safe isolation methods for the tanks during maintenance must be available without compromising the operation of the pressure relief valves. Action to be taken: Shipowners/Operators need to be prepared for compliance.
118	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	KL	on after	1	7	2028	Fuel supply to consumers Fuel tank inlets from pressure relief valve discharge lines shall be equipped with non-return valves instead of automatically operated valves when the safety system is activated. Additionally, safe isolation methods for the tanks during maintenance must be available without compromising the operation of the pressure relief valves. Action to be taken: Shipowners/Operators need to be prepared for compliance.
119	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	D	on after	1	1	2032	Fuel supply to consumers Fuel tank inlets from pressure relief valve discharge lines shall be equipped with non-return valves instead of automatically operated valves when the safety system is activated. Additionally, safe isolation methods for the tanks during maintenance must be available without compromising the operation of the pressure relief valves. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
120	IGF CODE	MSC.567(109)	H	M	S	Tanker					>500		A		1	1	2028	C	on after	1	1	2028	Fire safety A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
121	IGF CODE	MSC.567(109)	H	M	S	Tanker					>500		A		1	1	2028	KL	on after	1	7	2028	Fire safety A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
122	IGF CODE	MSC.567(109)	H	M	S	Tanker					>500		A		1	1	2028	D	on after	1	1	2032	Fire safety A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
123	IGF CODE	MSC.567(109)	H	M	S	Chem					>500		A		1	1	2028	C	on after	1	1	2028	Fire safety A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
124	IGF CODE	MSC.567(109)	H	M	S	Chem					>500		A		1	1	2028	KL	on after	1	7	2028	Fire safety A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
125	IGF CODE	MSC.567(109)	H	M	S	Chem					>500		A		1	1	2028	D	on after	1	1	2032	Fire safety A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
126	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	C	on after	1	1	2028	Fire safety The amendments specify that boundary structures facing fuel tanks on open decks must provide protection equivalent to an A-60 class division based on heat analysis. However, for ships other than tankers and chemical carrirers, if there is no potential gas release from the fuel containment system, this shielding is not necessary. Additionally, fuel tanks must be segregated from cargo in line with the IMDG Code, and specific conditions apply for considering fuel storage spaces as cofferdams to enhance safety. Action to be taken: Shipowners/Operators need to be prepared for compliance.
127	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	KL	on after	1	7	2028	Fire safety The amendments specify that boundary structures facing fuel tanks on open decks must provide protection equivalent to an A-60 class division based on heat analysis. However, for ships other than tankers and chemical carrirers, if there is no potential gas release from the fuel containment system, this shielding is not necessary. Additionally, fuel tanks must be segregated from cargo in line with the IMDG Code, and specific conditions apply for considering fuel storage spaces as cofferdams to enhance safety. Action to be taken: Shipowners/Operators need to be prepared for compliance.
128	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	D	on after	1	1	2032	Fire safety The amendments specify that boundary structures facing fuel tanks on open decks must provide protection equivalent to an A-60 class division based on heat analysis. However, for ships other than tankers and chemical carrirers, if there is no potential gas release from the fuel containment system, this shielding is not necessary. Additionally, fuel tanks must be segregated from cargo in line with the IMDG Code, and specific conditions apply for considering fuel storage spaces as cofferdams to enhance safety. Action to be taken: Shipowners/Operators need to be prepared for compliance.
129	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	C	on after	1	1	2028	Hazardous area zones The amendments relate to explosion prevention measures for hazardous area zones on ships constructed on or after January 1, 2028. Hazardous Area Zone 1: Specifies that areas within 3 meters of fuel-related components (e.g., tank outlets, valves, flanges, and ventilation outlets) are considered hazardous. Additionally, areas around fuel tank vent mast outlets within a 6-meter radius (vertical cylinder and hemisphere below the outlet) are included as hazardous. If the ship's design prevents maintaining these zones, a dispersion analysis can allow for reduced zones, but they must meet minimum criteria. Hazardous Area Zone 2: Extends the hazardous zone to 4 meters beyond the defined hazardous area in Zone 1 for ships built after the specified date. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
130	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	KL	on after	1	7	2028	Hazardous area zones The amendments relate to explosion prevention measures for hazardous area zones on ships constructed on or after January 1, 2028. Hazardous Area Zone 1: Specifies that areas within 3 meters of fuel-related components (e.g., tank outlets, valves, flanges, and ventilation outlets) are considered hazardous. Additionally, areas around fuel tank vent mast outlets within a 6-meter radius (vertical cylinder and hemisphere below the outlet) are included as hazardous. If the ship's design prevents maintaining these zones, a dispersion analysis can allow for reduced zones, but they must meet minimum criteria. Hazardous Area Zone 2: Extends the hazardous zone to 4 meters beyond the defined hazardous area in Zone 1 for ships built after the specified date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
131	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	D	on after	1	1	2032	Hazardous area zones The amendments relate to explosion prevention measures for hazardous area zones on ships constructed on or after January 1, 2028. Hazardous Area Zone 1: Specifies that areas within 3 meters of fuel-related components (e.g., tank outlets, valves, flanges, and ventilation outlets) are considered hazardous. Additionally, areas around fuel tank vent mast outlets within a 6-meter radius (vertical cylinder and hemisphere below the outlet) are included as hazardous. If the ship's design prevents maintaining these zones, a dispersion analysis can allow for reduced zones, but they must meet minimum criteria. Hazardous Area Zone 2: Extends the hazardous zone to 4 meters beyond the defined hazardous area in Zone 1 for ships built after the specified date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
132	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	C	on after	1	1	2028	Ventilation Air Inlets: Air inlets for hazardous enclosed spaces must come from areas that are otherwise non-hazardous. Air inlets for non-hazardous enclosed spaces must be sourced from non-hazardous areas at least 1.5 meters away from any hazardous area boundaries. Ventilation Ducts: Ducts for non-hazardous spaces passing through hazardous areas must be gastight and operate under overpressure relative to the hazardous space. Ducts for hazardous spaces passing through less hazardous or non-hazardous areas must be gastight and operate under underpressure relative to those areas. Such ducts may forego underpressure if they are fully welded and comply with chapter 7 design standards. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation (refer to actual regulation for details)
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
133	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	KL	on after	1	7	2028	Ventilation Air Inlets: Air inlets for hazardous enclosed spaces must come from areas that are otherwise non-hazardous. Air inlets for non-hazardous enclosed spaces must be sourced from non-hazardous areas at least 1.5 meters away from any hazardous area boundaries. Ventilation Ducts: Ducts for non-hazardous spaces passing through hazardous areas must be gastight and operate under overpressure relative to the hazardous space. Ducts for hazardous spaces passing through less hazardous or non-hazardous areas must be gastight and operate under underpressure relative to those areas. Such ducts may forego underpressure if they are fully welded and comply with chapter 7 design standards. Action to be taken: Shipowners/Operators need to be prepared for compliance.
134	IGF CODE	MSC.567(109)	H	M	S	All					>500		A		1	1	2028	D	on after	1	1	2032	Ventilation Air Inlets: Air inlets for hazardous enclosed spaces must come from areas that are otherwise non-hazardous. Air inlets for non-hazardous enclosed spaces must be sourced from non-hazardous areas at least 1.5 meters away from any hazardous area boundaries. Ventilation Ducts: Ducts for non-hazardous spaces passing through hazardous areas must be gastight and operate under overpressure relative to the hazardous space. Ducts for hazardous spaces passing through less hazardous or non-hazardous areas must be gastight and operate under underpressure relative to those areas. Such ducts may forego underpressure if they are fully welded and comply with chapter 7 design standards. Action to be taken: Shipowners/Operators need to be prepared for compliance.
135	Amendments to Chapter II-2 of SOLAS, 1974 (Regulation 11 - Structural Integrity)	MSC.572(110).pdf	H	M	S	All					>500		All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter II-2 of 1974 SOLAS, Part C "Suppression of fire": Regulation 11.2 (Material of hull, superstructures, structural bulkheads, decks and deckhouses) clarifying hat the hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material and it is specified that the "applicable fire exposure" shall be according to the integrity and insulation standards given in tables 9.1 to 9.8 (regulation 3.43). Regulation 11.4.1 (Crowns and casings of Machinery spaces of category A) clarifying that crowns and casings of machinery spaces of category A shall be of steel construction and shall be insulated as required by tables 9.1 and 9.3 for passenger ships or tables 9.5 and 9.7 for cargo ships, as appropriate. Action to be taken: Shipbuilders, ship owners and operators should ensure compliance with these requirements.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
136	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110).pdf	H	M	S	All					>500		All	INS	1	1	2028	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 Pilot Transfer Arrangements. For ships to which Chapter I applies (International Voyages): Pilot transfer arrangements installed on or after 1 January 2028 shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards adopted by MSC.576(110). Pilot transfer arrangements shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). Pilot transfer arrangements on ships to which chapter I applies shall be inspected in accordance with regulations I/6 and I/7 or I/8. Mechanical pilot hoists shall not be used. Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning. The expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. Action to be taken: Shipowners and operators should ensure that pilot transfer arrangements installed after the compliance date meet the requirements of MSC.576(110).
137	Amendments to Chapter 8 of 1994 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.573(110).pdf	H	M	S	HSC							All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 1994 HSC Code, paragraph 8.3 "Personal life-saving appliances". Lifejackets shall comply with the requirements of regulation III/32.1 or III/32.2 of SOLAS and should be provided for every person on board the craft. Additional number of lifejackets suitable for children (at least 10% o the total number of passengers on board), Minimum number of lifejackets on passenger crafts (not less than 5% of the total persons on board), Sufficient number of lifejackets for on-watch persons (sufficient number), All lifejackets to be fitted with light (as per SOLAS Chapter III/32.3). Action to be taken: Owners and operators to provide life jackets in compliance after the compliance date (1 January 2028).
138	Amendments to Chapter 8 of 1994 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.573(110).pdf	H	M	S	HSC							All	P	1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 1994 HSC Code, paragraph 8.3 "Personal life-saving appliances". Additional requirements for infants lifejackets and lifejackets for oversized adults to be provided: Passenger craft on voyages less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board should be provided. Passenger craft on voyages 24 hours or greater, infant lifejackets should be provided for each infant on board. If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories should be available on board. Action to be taken: Owners and operators to provide the specific lifejactets no later than the date of the first renewal survey on or after 1 January 2028.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
139	Amendments to Chapter 8 of 2000 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.574(110).pdf	H	M	S	HSC							All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 2000 HSC Code, paragraph 8.3 "Personal life-saving appliances". Lifejackets shall comply with the requirements of paragraph 2.2.1 or 2.2.2 of the LSA Code and should be provided for every person on board the craft. Additional number of lifejackets suitable for children (at least 10% o the total number of passengers on board), Minimum number of lifejackets on passenger crafts (not less than 5% of the total persons on board), Sufficient number of lifejackets for on-watch persons (sufficient number), All lifejackets to be fitted with light (as per SOLAS Chapter III/32.3). Action to be taken: Owners and operators to provide life jackets in compliance after the compliance date (1 January 2028).
140	Amendments to Chapter 8 of 2000 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.574(110).pdf	H	M	S	HSC							All	P	1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 2000 HSC Code, paragraph 8.3 "Personal life-saving appliances". For craft constructed before 1 January 2028, additional requirements for infants lifejackets and lifejackets for oversized adults to be provided: Passenger craft on voyages less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board should be provided. Passenger craft on voyages 24 hours or greater, infant lifejackets should be provided for each infant on board. If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories should be available on board. Action to be taken: Owners and operators to provide the specific lifejackets no later than the first renewal survey on or after 1 January 2028.
141	Amendments to Chapter 8 of 2000 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.574(110).pdf	H	M	S	HSC							N		1	1	2028	KL	on after	1	1	2028	Amendments to Chapter 8 of 2000 HSC Code, paragraph 8.3 "Personal life-saving appliances". For new craft constructed on or after 1 January 2028, additional requirements for infants lifejackets and lifejackets for oversized adults to be provided: Passenger craft on voyages less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board should be provided. Passenger craft on voyages 24 hours or greater, infant lifejackets should be provided for each infant on board. If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories should be available on board. Action to be taken: Owners and operators to provide the specific lifejackets on or after 1 January 2028.
142	Performance Standards for Pilot Transfer Arrangements	MSC.576(110).pdf	H	M	S	All					>500		A	INS	1	1	2028	D	on after	1	1	1900	Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Part A refers to the design, manufacture and construction requirements defining physical specifications for pilot ladders, steps, side ropes, combination arrangements, accommodation ladders, securing arrangements, strong points, shackles, manropes, ships' side openings, platforms, stanchions, handrails, and associated equipment. Part C refers to the installation of pilot ladder winch reels defining physical positioning, installation requirements, mechanical securing devices, and brake systems for winch reels. Action to be taken: Shipbuilders, shipowners and operators to ensure the compliance with performance standards of MSC.576(119) for pilot transfer arrangments installed after the compliance date in accordance with the amended SOLAS Chapter V, Regulation 23 (MSC.572(110)).

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation (refer to actual regulation for details)
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
143	Performance Standards for Electronic Chart Display and Information Systems (ECDIS)	MSC.530(106)/Rev.1	H	M	S	All Ships					>500		N		1	1	2029	C	on after	1	1	2029	Description The resolution aims to ensure that ECDIS systems installed on ships meet the necessary safety requirements , and includes detailed technical specifications and performance requirements for ECDIS equipment. The resolution emphasizes the importance of proper maintenance, testing, and training related to the use of ECDIS systems, and highlights the need for proper backup and redundancy measures to be in place. Action to be taken: Shipowners/Operators need to be prepared for compliance.
144	Performance Standards for Electronic Chart Display and Information Systems (ECDIS)	MSC.530(106)/Rev.1	H	M	S	All Ships					>500		R		1	1	2029	D	on after	1	1	1900	Description The resolution aims to ensure that ECDIS systems installed on ships meet the necessary safety requirements , and includes detailed technical specifications and performance requirements for ECDIS equipment. The resolution emphasizes the importance of proper maintenance, testing, and training related to the use of ECDIS systems, and highlights the need for proper backup and redundancy measures to be in place. Action to be taken: Shipowners/Operators need to be prepared for compliance.Ships with the actual delivery date of the equipment to the ship to be on or after 1 January 2029.
145	LSA Code Chapter IV - Ventilation of Totally Enclosed Lifeboats	MSC.535(107)	H	M	S	All Ships					>0		N	INS	1	1	2029	KL	on after	1	1	2029	Description Amendments to the LSA Code to provide performance requirements for the ventilation of totally enclosed lifeboats. These amendments will require totally enclosed lifeboats to provide a means of ventilation operable from inside the lifeboat at a rate of not less than 5 m3/hour per person, for the number of persons which the lifeboat is permitted to accommodate and for a period of at least 24 hours. Where the means of ventilation is powered, the source of power shall not be the radio batteries and if dependent upon the lifeboat engine, then sufficient fuel shall be provided. The openings for the ventilation are to be provided with a means of closing that is operable from inside the lifeboat and positioned so as to minimize the ingress of water Action to be taken: Shipowners/Operators need to be prepared for compliance.
146	LSA Code Chapter IV - Ventilation of Totally Enclosed Lifeboats	MSC.535(107)	H	M	S	All Ships					>0		R	INS	1	1	2029	D	on after	1	1	1900	Description Amendments to the LSA Code, effective for ships with equipment delivery on or after January 1, 2029, establish performance requirements for ventilating totally enclosed lifeboats. Lifeboats must ensure ventilation of at least 5 m^3/hour per person for 24 hours, with operable ventilation from inside. The power source for ventilation cannot rely on radio batteries, and if using the lifeboat engine, sufficient fuel must be available. Ventilation openings must include a means of closure operable from inside to minimize water ingress. Action to be taken: Shipowners/Operators need to be prepared for compliance.
147	Amendments to the Revised Recommendation onTesting of Life-Saving Appliances (Resolution MSC.81(70))	MSC.544(107)	H	M	S	All Ships					≥ 500		A		1	1	2029	D	on after	1	1	1900	Description: life-saving appliances installed on or after 1 January 2029 conform to the amended prototype tests .Revised Recommendations on testing of life-saving appliances (MSC.81(70)) requiring that testing of the capacity of the lifeboat's fuel tank, needed to maneuver the lifeboat at a minimum speed of 6 knots for 4 hours, must also include the fuel consumed by the powered ventilation system. For totally enclosed lifeboats, a ventilation performance test is required with all entrances and hatches closed to confirm the ventilation rate noted above. Additionally, the lifeboat is to be incrementally rotated to an angle of heel of 180° and upon release, the lifeboat is to return to the upright position without the assistance of its occupants. Action to be taken: Shipowners/Operators need to be prepared for compliance.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
148	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110).pdf	H	M	S	All					>500		All	FS	1	1	2029	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 Pilot Transfer Arrangements. For ships to which Chapter I applies (International Voyages): Pilot transfer arrangements installed before 1 January 2028 shall comply no later than the first survey on or after 1 January 2029 with the requirements for the design, manufacture, construction, securing and installation in accordance with the introduction and parts A, B and C of the performance standards adopted by MSC.576(110). Pilot transfer arrangements shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). Pilot transfer arrangements on ships to which chapter I applies shall be inspected in accordance with regulations I/6 and I/7 or I/8. Mechanical pilot hoists shall not be used. Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning. The expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. Action to be taken: Shipowners and operators should ensure that pilot transfer arrangements installed before 1 January 2028 comply with the requirements of MSC.576(110) by the first survey after the compliance date.
149	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All					>500		N		1	1	2030	D	on after	1	1	2030	Description: Ship design and arrangement Paragraph 5.3.3.3 and 5.3.4.4 are updated to specify that for independent tanks, protective distance is measured to the tank shell, while for membrane tanks, it is measured to the bulkheads surrounding the insulation. Paragraph 5.12.1 defines air locks for ships constructed after January 1, 2026, requiring gastight bulkheads with two self-closing doors spaced 1.5 to 2.5 meters apart, and a sill height of at least 300 mm for doors leading to hazardous areas. Action to be taken: Shipowners/Operators need to be prepared for compliance.

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
150	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110).pdf	H	M	S	All					>500		All	FS	1	1	2030	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 Pilot Transfer Arrangements. For ships to which Chapter I does not apply (no International Voyages): Pilot transfer arrangements installed before 1 January 2028 shall comply no later than the first survey on or after 1 January 2030 with the requirements for the design, manufacture, construction, securing and installation in accordance with the introduction and parts A, B and C of the performance standards adopted by MSC.576(110). Pilot transfer arrangements shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). Pilot transfer arrangements on ships to which chapter I does not apply shall be inspected to the satisfaction of the Administration. Mechanical pilot hoists shall not be used. Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning. The expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. Action to be taken: Shipowners and operators should ensure that pilot transfer arrangements installed before 1 January 2028 comply with the requirements of MSC.576(110) by the first survey after the compliance date.
151	IMSBC Code - Amendment 07-23	MSC.539(107)	O	M	S	Bulk					>500		A		1	1	2025	D	on after	1	1	1900	Description: Resolution MSC.539(107) with amendments (07-23) to the IMSBC Code will enter into force on January 1, 2025. The amendments include new or revised schedules for 11 cargoes and address several key areas: Definitions for “dynamic separation” and “Cargoes which may undergo dynamic separation” have been added, highlighting the impact on ship stability. The shippers’ obligation to declare technical aspects of cargoes is clarified. Carriage requirements for spare charges for SCBAs are clarified.
152	BWM Convention, Appendix II - Form of the Ballast Water Record Book	MEPC.369(80)	O	M	B	All					>0		A		1	2	2025	D	on after	1	1	1900	Description Amendments to Appendix II of the Annex to the BWM Convention have been made which introduce changes to the form of the Ballast Water Record Book (BWRB). These changes are intended to make the form of this record book comparable to that of the Oil Record Book discussed in MARPOL Annex I and require a more detailed and standardized reporting of ballast water operations. The reformatted BWRB provides a more detailed list of codes (by letter) and items (by number) which should be used to codify entries made in the BWRB. Action to be taken Shipowners/Operators should use the reformatted Form of Ballast Water Record Book contained in Appendix II.
153	Accessibility of information on Seafarer Medical Certificates and Medical Practitioners	MSC.579(110).pdf	O	M	STCW	All					>500		A		20	6	2025	D	on after	1	1	1900	Resolution MSC.577(110) determines that the information on seafarer medical certificates and medical practitioners recognized for the purpose of conducting seafarer medical examinations should be acessible. Action to be taken: Companies to ensure that seafarers assigned to their ships hold appropriate certification in accordance with the provisions of the 1978 STCW Convention and as established by Administrations and to ensure that documentation and data relevant to medical fitness of seafarers is maintained and readily accessible, respectively, companies must therefore have the means to verify the validity of a seafarer's medical certificate.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

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			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
154	Amendments to the Revised Recommendation onTesting of Life-Saving Appliances (Resolution MSC.81(70))	MSC.580(110).pdf	O	M	S	All					>500		A		27	6	2025	D	on after	1	1	1900	Resolution MSC.580(110) the requirements on buoyance tests and production tests of lifejackets along with inspection requirements by Administration have been amended. Action to be taken: Manufacturers to comply with the amendmended testing requirements for life-jackets.
155	Amendments to MARPOL 73/78	MEPC.385(81)	O	M	M	All					>0		A		1	8	2025	D	on after	1	1	1900	Description Amendments to MARPOL Annex VI. In Regulation 2, definition of fuel oil changes to "any fuel delivered to and intended for use on board a ship", and a new paragraph 1.33 is introduced for the definition of gas fuel as "a fuel oil with a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8 oC". Action to be taken Shipyards/Designers and Shipowners/Operators should take into account the definition of gas fuel, for which the requirement to fit or designate in-use fuel oil sampling points does not apply to.
156	Amendments to MARPOL 73/78	MEPC.397(83)	O	M	M	All					>0		A		1	8	2025	D	on after	1	1	1900	Description Amendments to MARPOL Annex VI. In Regulation 27, Appendix IX Information to be submitted to the IMO Ship Fuel Oil Consumption Data Base enhancing the level granularity of information provided: Mandatory data reporting: Fuel consumption by fuel type per consumer type (total and when the ship is not underway) Total amount of Onshore Power Supplied (OPS), expressed in kWh Transport work reporting: Tonne-mile data, TEU-Mile and/or passenger-mile data, Both tonne-mile and TEU-mile data for containerships Laden distance travelled (nm) on a voluntary basis Installation of innovative technology, if applicable Action to be taken Shipowners/operators should monitor inter alia from 1 January 2026, under the IMO DCS framework, additional information such as fuel oil consumption per combustion system also when the ship is not underway, amount of onshore power supplied, and for ships which Regulation 28 of MARPOL Annex VI applies to, the transport work.
157	Amendments to BWM Convention, 2004	MEPC.383(81)	O	M	B	All					>0		A		1	10	2025	D	on after	1	1	1900	Description Amendments to regulations A-1 and B-2 for the use of electronic record books as a mean to electronically record the entries for each ballast water operation as required under this Convention in lieu of a hard copy record book. Action to be taken Administrations should approve the electronic Ballast Water Record Books in accordance with the guidelines developed by the Organization, Resolution MEPC.372(80).
158	Amendments to SOLAS - Ch II-2 - Flashpoint of Bunkered Fuel Oil	MSC.520(106)	O	M	S	All Ships					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter II-2 Regulation 4 regarding the verification of the flashpoint of bunkered fuel oil. Ships shall be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II-2/4.2.1 and the test method used for determining the flashpoint.
159	Amendments to SOLAS 78 Protocol - Cargo Ship Safety Equipment Certificate form	MSC.522(106)	O	M	S	Cargo					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to the appendix to the annex to the 1978 SOLAS Protocol. The amendments address the replacement of the Cargo Ship Safety Equipment Certificate form.

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
160	1983 SPS Code - Record of Equipment for The SPS Safety Certificate	MSC.542(107)	O	M	S	All Ships					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: For the 1983 SPS Code, the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) has been amended related to the table for "Details of life-saving appliances", to correspond with related SOLAS amendments.
161	2008 SPS Code - Record of Equipment for The SPS Safety Certificate	MSC.543(107)	O	M	S	All Ships					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: For the 2008 SPS Code, the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) has been amended related to the table for "Details of life-saving appliances", to correspond with related SOLAS amendments.
162	Amendments to the IGF Code, Part B-1	MSC.551(108)	O	M	S	All					>500		A		1	1	2026	D	on after	1	1	1900	Description: Production weld tests For all fuel tanks and process pressure vessels except membrane tanks, production weld tests shall generally be performed for approximately each 50 m of butt-weld joints and shall be representative of each welding position. For secondary barriers, the same type production tests as required for primary barriers shall be performed, except that the number of tests may be reduced subject to agreement with the Administration.
163	Amendments to the IGF Code, Part C-1	MSC.551(108)	O	M	S	All					>500		A		1	1	2026	D	on after	1	1	1900	Description: Regulations for bunkering operations - Responsibilities Before any bunkering operation commences, the master of the receiving ship or their representative and the representative of the bunkering source (Persons In Charge, PIC) shall: .1 agree in writing the transfer procedure, including cooling down and if necessary, gassing up; the maximum transfer rate at all stages; minimum and maximum limiting transfer pressure and temperature; bunkering line PRVs settings; and volume to be transferred. Action to be taken: Master needs to be prepared for compliance.
164	Amendments to SOLAS Chapter II-2, Regulation 4 - Probability of ignition	MSC.550(108)	O	M	S	All Ships					>500		A		1	1	2026	D	on after	1	1	1900	Description: The 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. Shipowners/Operators need to prepare for compliance.
165	AMENDMENTS TO SOLAS CHAPTER V Regulation 31	MSC.550(108)	O	M	S	All					>500		A		1	1	2026	D	on after	1	1	1900	Description: If a ship observes drifting freight containers, it must also report this information without delay to nearby vessels and the coastal State. Shipowners and operators should ensure they are prepared for compliance with these reporting requirements.
166	Amendments to SOLAS Chapter V, Regulation 31	MSC.550(108)	O	M	S	Cont					>500		A		1	1	2026	D	on after	1	1	1900	Description: When a freight container is lost from a ship, the master must promptly report the incident, even if some details are missing. The report should include the ship's identity, time of the incident, estimated number of lost containers, cargo type, and environmental conditions if relevant. Shipowners and operators should ensure they are prepared for compliance with these reporting requirements.
167	Amendments to the International Grain Code	MSC.552(108)	O	M	S	Bulk					>0		A		1	1	2026	D	on after	1	1	1900	Description: Starting January 1, 2026, bulk carriers shall comply with new regulations for "partially filled compartments". Shipowners and operators should ensure they are prepared for compliance with these requirements.
168	Amendments to the ESP Code	MSC.553(108)	O	M	S	Bulk					>500		A		1	1	2026	D	on after	1	1	1900	Description: The recent amendments clarify that Administrations can audit firms conducting thickness measurements of hull structures, resolving previous ambiguities in the ESP Code. The changes are expected to have a minimal impact, primarily affecting Administrations responsible for certifying these firms. Approving firms that measure hull thickness for bulk carriers and oil tankers should ensure they are prepared for compliance with these requirements.

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169	Amendments to the ESP Code	MSC.553(108)	O	M	S	Tanker					>500		A		1	1	2026	D	on after	1	1	1900	Description: The recent amendments clarify that Administrations can audit firms conducting thickness measurements of hull structures, resolving previous ambiguities in the ESP Code. The changes are expected to have a minimal impact, primarily affecting Administrations responsible for certifying these firms. Approving firms that measure hull thickness for bulk carriers and oil tankers should ensure they are prepared for compliance with these requirements.
170	Amendments to the IMDG Code	MSC.556(108)	O	M	S	All					>500		A		1	1	2026	D	on after	1	1	1900	Description: Amendment 42-24 to the IMDG Code will introduce new and revised requirements for existing and new substances in the 2024 Edition. Key changes include updated definitions for terms like "Recycled plastics material" and "Explosive or pyrotechnic effect," along with amendments to packaging, marking, and testing requirements. These changes will apply to all ships carrying dangerous goods in packaged form. Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements.
171	Amendments to the Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Types of Vessels	MSC.557(108)	O	M	S	Bulk					>500		A		1	1	2026	D	on after	1	1	1900	Description: Paragraph 6.1.1 has been updated to require that actions for compliance with this Standard be performed by qualified coating inspectors. Inspectors must be certified as AMPP Certified Coatings Inspector, FROSIO Inspector Level III, or hold an equivalent certification verified by the Administration. Coating inspectors should ensure they are prepared for compliance.
172	Amendments to the Performance Standards for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers	MSC.558(108)	O	M	S	Tanker					>500		A		1	1	2026	D	on after	1	1	1900	Description: Paragraph 6.1.1 has been revised to state that compliance with this Standard requires actions to be performed by qualified coating inspectors. These inspectors must be certified to AMPP Certified Coatings Inspector, FROSIO Inspector Level III, or possess an equivalent certification verified by the Administration. Coating inspectors should ensure they are prepared for compliance.
173	Amendments to the Requirements for Maintenance, thorough Examination, Operational Testing, Overhaul and Repair of Lifeboats and Rescue Boats, Launching Appliances and Release Gear	MSC.559(108)	O	M	S	All					>500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to paragraph 6.2.3 of the maintenance requirements for lifeboats (resolution MSC.402(96)) have been adopted to incorporate new ventilation standards from resolution MSC.535(107). These amendments require that the ventilation systems of lifeboats, rescue boats, and fast rescue boats be thoroughly examined and assessed for satisfactory condition and operation. Shipowners and operators should ensure they are prepared for compliance with these requirements.
174	Amendments to Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code	MSC.560(108)	O	M	S	All					>500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to the STCW Code, specifically in table A-VI/1-4, address the prevention and response to bullying, harassment, sexual assault, and sexual harassment (SASH) in the maritime sector. The Joint ILO/IMO Tripartite Working Group emphasizes the need for these measures to ensure a safe workplace for seafarers. Consequently, seafarers will be required to complete specific training to demonstrate competence in these areas. Shipowners and operators should ensure they are prepared for compliance with these requirements.

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175	International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995	MSC.561(108)	O	M	S	Fish					>500		A		1	1	2026	D	on after	1	1	1900	Description: The revised STCW-F sets certification and minimum training requirements for crews of seagoing fishing vessels over 24 meters in length or with significant engine power. This aims to enhance safety at sea and protect the marine environment. Vessel owners must ensure that their onboard personnel meet the qualifications specified in the STCW-F Convention.
176	Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel Code (STCW-F CODE)	MSC.562(108)	O	M	S	Fish					>500		A		1	1	2026	D	on after	1	1	1900	Description: The revisions include mandatory provisions that establish minimum standards for compliance with the STCW-F Convention. It outlines the competencies required for candidates seeking to obtain or revalidate certificates of competency under the convention. As a result, owners of seagoing fishing vessels must ensure that their onboard personnel meet these qualifications to comply with the STCW-F Code.
177	Amendments to MARPOL 73/78	MEPC.384(81)	O	M	M	All					>0		A		1	1	2026	D	on after	1	1	1900	Description Amendments to Article V, Reporting procedures in MARPOL Protocol I. These amendments provide that in case of the loss of freight container(s), the report required by article II(1)(b) shall be made in accordance with the requirements on danger messages as provided for in regulation V/31 and V/32 of the International Convention for the Safety of Life at Sea, 1974. Action to be taken The Master or any other person in charge of the ship shall report the loss of freight container(s) in accordance with the danger message requirements set forth in Regulations V/31 and V/32 of the International Convention for the Safety of Life at Sea, 1974.
178	IGC CODE	MSC.566(109)	O	M	S	All					>500		A		1	7	2026	D	on after	1	1	1900	If acceptable to the Administration, cargoes identified as toxic products in column "f" which are required to be carried in type 2G/2PG ships in column "c" in the table of chapter 19 may be used as fuel, provided that the same level of safety as natural gas (methane) is ensured by the relevant provisions of the IGC Code and taking into account the guidelines developed by the Organization. Action to be taken: Shipowners/Operators need to be prepared for compliance.
179	Amendments to the NOx Technical Code 2008 (Certification of an engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation)	MEPC.398(83)	O	M	M	All					>400		R		1	9	2026	D	on after	1	1	1900	Amendments to NOx Technical Code (NTC 2008) to improve the recertification of existing diesel engines on board ships for retrofitting with modern engine technologies when improving their energy efficiency, whilst maintaining the levels for nitrogen oxide emission regulations. Action to be taken: Shipowner/operator to be aware of the amendments to the NOx Technical Code in case of substantial modification to the engine.

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status			Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation (refer to actual regulation for details)
			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
180	Amendments (08-25) to the IMSBC Code	MSC.575(110).pdf	O	M	S	Bulk					>500		A		1	1	2027	D	on after	1	1	1900	The amendments to the IMSBC Code reference the ltest revisions of IMO circulars on The reccomendations on the safe use of pestisides in ships applicable to the fumigation of cargo holds. Additionally, alignment of the segregation tables in the IMSBC Code with the IMDG Code. Amendment to, or new schedules, as applicable, for cargoes under the IMSBC Code, including Fish Meal (Fish Scrap) (Group B and C), Direct Reduced Iron (A) Briquettes, Phosphate Rock Fines (uncalcined), Untreated Incinerator Ash (U-IBA), Asphalt Granulates (non-hazardous), Pea Protein Pellets (non-hazardous), and Crushed Granodiorite, Coarse, Tuff (Coarse), Aluminum Sulphate Granular, and Ferric Sulphate Granular. Action to be taken: Shipowners and operators should to be aware of the amended recommendations and cargoe schedules.
181	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110).pdf	O	M	S	All					>500		All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 (Pilot Transfer Arrangements). Inspection, stowage, maintenance, replacement and familiarization of all pilot transfer arrangements, regardless of the installation date, shall comply with the introduction and parts D and E of the performance standards adopted by MSC.576(110). Where a pilot or other personnel suspect the pilot transfer arrangement provided is non-compliant, they should inform the master and refuse to use the arrangement until it is made compliant. Action to be taken: Shipowners and operators should ensure compliance with the requirements of parts D and E of MSC.576(110) after the compliance date.
182	Performance Standards for Pilot Transfer Arrangements	MSC.576(110).pdf	O	M	S	All					>500		A		1	1	2028	D	on after	1	1	1900	Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Part B (Rigging) provides procedures for rigging and positioning of pilot ladders, while part D provides requirements for operational readiness, onboard inspection and maintenance. Part E referes to the familiarization procedures on board and Part F on the administrative procedures for type approval and quality control systems. Action to be taken: Shipowners and operators to be aware of the operational aspects, and maintenance and training requirements after the compliance date.
183	Amendments to the NOx Technical Code 2008 (Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles)	MEPC.397(83)	O	M	M	All					>400		N		1	1	2028	D	on after	1	1	1900	Amendments to NOx Technical Code (NTC 2008) concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles. Action to be taken: Shipowners/Operators need to be prepared for compliance.
184	PERFORMANCE STANDARDS FOR A UNIVERSAL AIS	MSC.570(109)	O	M	S	All					>500		A		1	1	2029	C	on after	1	1	2029	Establishment of performance standards for a universal shipborne Automatic Identification System (AIS). Key Points: Enhances navigation safety and environmental protection. Requires compliance for new ships and specific installations by 1 January 2029. Specifies functionality, capability, user interface, and security measures. Mandates information types (static, dynamic, voyage-related) and update rates. Emphasizes the need for a secure and efficient AIS operation.
185	PERFORMANCE STANDARDS FOR A UNIVERSAL AIS	MSC.570(109)	O	M	S	All					>500		A		1	1	2029	KL	on after	1	1	2029	Establishment of performance standards for a universal shipborne Automatic Identification System (AIS). Key Points: Enhances navigation safety and environmental protection. Requires compliance for new ships and specific installations by 1 January 2029. Specifies functionality, capability, user interface, and security measures. Mandates information types (static, dynamic, voyage-related) and update rates. Emphasizes the need for a secure and efficient AIS operation.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
186	PERFORMANCE STANDARDS FOR A UNIVERSAL AIS	MSC.570(109)	O	M	S	All					>500		A		1	1	2029	D	on after	1	1	1900	Actually delivered of the equipment to the ship on or after 1 January 2029. Establishment of performance standards for a universal shipborne Automatic Identification System (AIS). Key Points: Enhances navigation safety and environmental protection. Requires compliance for new ships and specific installations by 1 January 2029. Specifies functionality, capability, user interface, and security measures. Mandates information types (static, dynamic, voyage-related) and update rates. Emphasizes the need for a secure and efficient AIS operation.
187	STCW Convention Chapter I - Use of Electronic Seafarers Certificates	MSC.540(107)	O	G	STCW	All Ships					>500		A		1	1	2025	D	on after	1	1	1900	Amendments have been made to regulations I/1 and I/2 of the STCW Convention to incorporate a new definition for "original form of any certificate required by the Convention" to recognize that seafarers' certificates may be issued in paper or electronic form, and to broadly support the trend of digitalization in marine operations.
188	STCW Code Chapter I - Use of Electronic Seafarers Certificates	MSC.541(107)	O	G	STCW	All Ships					>500		A		1	1	2025	D	on after	1	1	1900	Amendments have been made to section A-I/2 of the STCW Code, to clarify the application of existing terms and terminologies found within the Code to certificates and endorsements produced in electronic form. The amendments clarify that terms such as "front, "back" and "overleaf" will not be applicable to electronic certificates. Similarly, an official seal as well as a photograph and signature of the seafarer are not necessary for certificates and endorsements in electronic form.
189	Establishment of the Date on which Regulations 15.3, 15.5 and 34.3 to 34.5 of MARPOL Annex I, in Respect of the Red Sea and the Gulf of Aden Special Areas, Shall Take Effect	MEPC.381(80)	O	G	M	All					>0		A		1	1	2025	D	on after	1	1	1900	Description After confirmation that adequate reception facilities are provided in all ports and terminals within the Red Sea and the Gulf of Aiden Special Areas, this resolution specifies the date after which the discharge requirements of Regulation 15.3, 15.5 and 34.3 to 34.5 of MARPOL Annex I in respect to the Red Sea and the Gulf of Aden Special Areas shall take effect. Action to be taken Shipowners/Operators of vessels operating on or after 1 January 2025 in the Red Sea Special Area should comply with the MARPOL Annex I, Regulations 15.3, 15.5 and 34.3 to 34.5 requirements.
190	Establishment of the Date on which Regulation 6 of MARPOL Annex V, in Respect of the Red Sea Special Area, Shall Take Effect	MEPC.382(80)	O	G	M	All					>0		A		1	1	2025	D	on after	1	1	1900	Description After confirmation that adequate reception facilities are provided in all ports and terminals within the Red Sea Special Area, this resolution specifies the date after which the discharge requirements of Regulation 6 of MARPOL Annex V in respect to the Red Sea Special Area shall take effect. Action to be taken Shipowners/Operators of vessels operating on or after 1 January 2025 in the Red Sea Special Area should comply with the MARPOL Annex V, Regulation 6 requirements.
191	2025 Guidelines on Selective Catalytic Reduction (SCR) Systems	MEPC.399(83)	O	G	M	All					>400		New		11	4	2025	K	on after	1	11	2025	Update to the 2017 SCR Guidelines. To address feasibility concerns with the 12-month spot check requirement for auxiliary engines, the test condition has been revised from 75 percent of rated power to 50 percent of rated power. Action to be taken: Shipowners commissioning newbuildings / installing new SCR units to be aware of the updated Guidelines.
192	2025 Guidelines on Selective Catalytic Reduction (SCR) Systems	MEPC.399(83)	O	G	M	All					>400		All	INS	11	4	2025	K	before	1	11	2025	Update to the 2017 SCR Guidelines. To address feasibility concerns with the 12-month spot check requirement for auxiliary engines, the test condition has been revised from 75 percent of rated power to 50 percent of rated power. Action to be taken: Shipowners commissioning newbuildings / installing new SCR units to be aware of the updated Guidelines.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
193	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	Bulk					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
194	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	Combo					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
195	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	Container					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
196	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	PassC					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
197	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	Gas					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
198	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	GenCargo					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
199	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	LNG					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
200	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	Refer					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
201	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	RoRoC					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
202	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	RoRoV					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
203	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	RoRoP					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
204	Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (Resolution MEPC.338(76))	MEPC.400(83)	O	G	M	Tanker					>5000		All		11	4	2025	D	on after	1	1	1900	Reduction (Z) factors for the required annual operational CII for the years 2027 to 2030, introducing an annual reduction increment of 2.625 percent. Action to be taken: Shipowner/operator must revise the SEEMP Part III to include the required annual operational CII for the next three years
205	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	Bulk					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of “distance travelled” and “hours under way” have been updated based on the term “under way,” replacing the previous term “under its own propulsion.” Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
206	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	GasLng					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
207	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	Tanker					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
208	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	Cont					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
209	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	GenCargo					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
210	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	Refer					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
211	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	Combo					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
212	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	LNG					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of "distance travelled" and "hours under way" have been updated based on the term "under way," replacing the previous term "under its own propulsion." Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2025 and Beyond for All Ship Types - Dec 2025

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B)	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
213	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	RoRoV					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of “distance travelled” and “hours under way” have been updated based on the term “under way,” replacing the previous term “under its own propulsion.” Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
214	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	RoRoC					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of “distance travelled” and “hours under way” have been updated based on the term “under way,” replacing the previous term “under its own propulsion.” Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
215	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	RoRoP					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of “distance travelled” and “hours under way” have been updated based on the term “under way,” replacing the previous term “under its own propulsion.” Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
216	Amendments to the 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.401(83)	O	G	M	PassC					>5000		A		11	4	2025	D	on after	1	1	1900	Amendments to the 2024 SEEMP Guidelines. New definitions for the terms "under way" and "not under way". Consequently, the definitions of “distance travelled” and “hours under way” have been updated based on the term “under way,” replacing the previous term “under its own propulsion.” Amendments to Appendix 2. Action to be taken: Ship owner/operator must revise the SEEMP Part II accordingly.
217	Guidelines for Test-Bed and Onboard Measurements of Methane (CH4) and/ or Nitrous Oxide (N2O) emissions from marine diesel engines	MEPC.402(83)	O	G	M	All					>5000		A		11	4	2025	D	on after	1	1	1900	A protocol for test-bed and onboard measurements, calculation and reporting of methane (CH4) and nitrous oxide (N2O) emission values from marine diesel engines, as well as their documentation and verification. Shipping companies may diverge from the default methane and nitrous oxide emissions factors as defined in the 2024 LCA Guidelines, following the procedures described in the adopted guidelines.
218	Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)	MEPC.403(83)	O	G	M	Bulk					>400		N		11	4	2025						Update to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) to make reference to the latest ISO Standard on the Guidelines for the assessment of speed and power performance by analysis of speed trial data (ISO 15016:2025) and to the 2024 update of the ITTC Recommended Procedures and Guidelines concerning the determination and verification of the EEDI requirements. It incorporates both the 2025 ISO Standard and ITTC Recommended Procedure for the conduct of sea trials in the EEDI survey and certification guidelines, while permitting the use of the 2015 ISO standard for ships undergoing sea trials before 1 May 2026. Action to be taken: Shipyards/shipowners to be aware of the latest version of the 2025 ISO Standard and ITTC Recommended Procedure.

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219	Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)	MEPC.403(83)	O	G	M	Combo					>400		N		11	4	2025					Update to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) to make reference to the latest ISO Standard on the Guidelines for the assessment of speed and power performance by analysis of speed trial data (ISO 15016:2025) and to the 2024 update of the ITTC Recommended Procedures and Guidelines concerning the determination and verification of the EEDI requirements. It incorporates both the 2025 ISO Standard and ITTC Recommended Procedure for the conduct of sea trials in the EEDI survey and certification guidelines, while permitting the use of the 2015 ISO standard for ships undergoing sea trials before 1 May 2026. Action to be taken: Shipyards/shipowners to be aware of the latest version of the 2025 ISO Standard and ITTC Recommended Procedure.
220	Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)	MEPC.403(83)	O	G	M	Container					>400		N		11	4	2025					Update to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) to make reference to the latest ISO Standard on the Guidelines for the assessment of speed and power performance by analysis of speed trial data (ISO 15016:2025) and to the 2024 update of the ITTC Recommended Procedures and Guidelines concerning the determination and verification of the EEDI requirements. It incorporates both the 2025 ISO Standard and ITTC Recommended Procedure for the conduct of sea trials in the EEDI survey and certification guidelines, while permitting the use of the 2015 ISO standard for ships undergoing sea trials before 1 May 2026. Action to be taken: Shipyards/shipowners to be aware of the latest version of the 2025 ISO Standard and ITTC Recommended Procedure.
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222	Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)	MEPC.403(83)	O	G	M	Gas					>400		N		11	4	2025					Update to the 2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) to make reference to the latest ISO Standard on the Guidelines for the assessment of speed and power performance by analysis of speed trial data (ISO 15016:2025) and to the 2024 update of the ITTC Recommended Procedures and Guidelines concerning the determination and verification of the EEDI requirements. It incorporates both the 2025 ISO Standard and ITTC Recommended Procedure for the conduct of sea trials in the EEDI survey and certification guidelines, while permitting the use of the 2015 ISO standard for ships undergoing sea trials before 1 May 2026. Action to be taken: Shipyards/shipowners to be aware of the latest version of the 2025 ISO Standard and ITTC Recommended Procedure.

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231	Amendments to the 2023 Guidelines for the Development of the Inventory of Hazardous Materials (Resolution MEPC.379(80))	MEPC.405(83)	O	G	SR	All					>500		All		11	4	2025	D	on after	1	1	1900	Update to the 2023 Guidelines for the development of the Inventory of Hazardous Materials (Resolution MEPC.379(80)). It clarifies the relevant threshold values in respect to cybutryne when samples are directly taken from the hull or when samples are taken from wet paint containers. Specifically, the resolution amends the tables in Appendix 1 (Items to be listed in the IHM) and Appendix 6 (Form of Material Declaration) to reflect a 200 mg/kg threshold for samples taken from wet paint containers threshold, in relation to anti-fouling systems containing cybutryne. Action to be taken: Shipyards/suppliers should follow the new format of MD. Shipowners/operators should maintain the IHM according to the new requirements. Surveyors will verify the same.
232	Revised Recommendations for entering Enclosed Spaces aboard ships	MSC.581(110).pdf	O	G	S	All					>500		A		27	6	2025	D	on after	1	1	1900	Resolution MSC.581(110) recommends specific requirements for the procedures that should be followed when entering into enclosed spaces. Key items of these recommendations include safety management procedures, identification of the hazards and risk assessment, authorization of entry, atmosphere testing, precautions during entry, hazards related to specifci types of cargo and actions in case of emergency that should be followed when entering into enclosed spaces. Action to be taken: Shipowners and operators to apply the revised recommendations.

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This table is a summary for informational purposes only. While ABS attempts to highlight aspects of regulations that will interest the greatest number of readers, such a Summary cannot be a complete statement of all regulations nor of any

Notes:

"P" = first periodic (renewal) survey after indicated date
"SLR" = first safety radio survey after indicated date
"SLE" = first safety equipment survey after indicated date
"I" = first Intermediate (I) survey after date
"A" = first Annual (A) survey after date
"INS" = installed after date indicated
"AN" = anniversary date in year
"FS" = First survey (including survey during construction) after indicated date
"DL" = Delivery Date
"KL" =keel laying date; 1900 is artifice to capture all ships "B" =Date of build "D" =Delivery date
"C" = Contracted for construction
"a" = Adopted date of non-mandatory Resolutions
"DD" = First out of water dry docking scheduled after indicated date
"T" = tested after date indicated
≥ = on or after indicated date
< = before indicated date
TBD = To Be Determined

Ship Types

All - all types of ships, barges and MODUs
All Ships - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS
Pass - a Passenger Ship is a ship which carries more than the indicated number of passengers
PassC - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage
RoRo - a ship with RoRo cargo spaces as defined in SOLAS II-2/3(41)
RoRoV – a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks
RoRoC – a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units
RoRoP – a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces
HSC - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)0.1667
Cargo - is any ship type (including SP-MODUs) which is not a passenger ship
Cont - is a ship designed exclusively for the carriage of containers in holds and on deck
GenCargo - means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo
Refer means a ship designed exclusively for the carriage of refrigerated cargoes in holds.
Tanker - a *"cargo ship"* constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature
Oil - a tanker constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any *"chemical tanker"* as defined in Annex II of the
Crude - an oil tanker engaged in the trade of carrying crude oil
Product - an oil tanker engaged in the trade of carrying oil other than crude oil
Chem - a cargo ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an *"oil tanker"* as defined in Annex I of the present
GasLng - a cargo ship constructed or adapted and used for the carriage in bulk of any liquid gas (including LNG) or other product listed in Chapter 19 of the International Gas Carrier Code.
LNG carrier - means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (only LNG)
Bulk - a bulk carrier is a ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk and includes such types
Combo - a combination carrier is a ship designed to carry either oil or alternatively solid cargoes in bulk.
Ore - a single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds only.
OSV - A vessel primarily engaged in the transport of stores, materials and equipment to offshore installations which is designed with accommodation and bridge erections in the forward part of the vessel
Fish Fishing Vessel
DSC Dynamically Support Craft
MODU - a Mobile Offshore Drilling Unit is any vessel capable of engaging in drilling operations for the exploration or exploitation of resources beneath the sea-bed such as liquid or gaseous hydrocarbons, sulphur or salt
SP-MODU - a self propelled MODU

Ship Size

LOA - length overall
LLL - 1966 Load Line Length
gt - gross tonnage as per the 1969 Tonnage Convention
dwt - deadweight
88L - length according to the 1988 Load Line Protocol
66L - length according to the 1966 Load Line Convention