



CONVENTION AMENDMENT MATRIX

February 2025



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Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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	day		month	year		
1	Performance Standards for Electronic Chart Display and Information Systems (ECDIS) MSC.530(106)/Rev. 1	H	M	S	All Ships					>500		A	1	1	2029	D	on after	1	1	1900	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.	
2	LSA Code Chapter IV - Ventilation of Totally Enclosed Lifeboats MSC.535(107)	H	M	S	All Ships					>0		A	INS	1	1	2029	K	on after	1	1	1900	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 m ³ /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
3	Amendments to the Revised Recommendation on Testing 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	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.	
4	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures MSC.549(108)	H	M	S	Pass					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.	
5	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures MSC.549(108)	H	M	S	RoRo					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.	
6	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures MSC.549(108)	H	M	S	HSC					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.	
7	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures MSC.549(108)	H	M	S	Cont					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.	



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 2025

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 Cpy (m ³)	Notes	day	month	year	day		month	year	
8	MSC.549(108)	H	M	S	GenCargo					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.
9	MSC.549(108)	H	M	S	Refer					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.
10	MSC.549(108)	H	M	S	Bulk					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.
11	MSC.549(108)	H	M	S	Combo					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.
12	MSC.549(108)	H	M	S	Ore					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.
13	MSC.549(108)	H	M	S	OSV					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.



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14	MSC.549(108)	H	M	S	Fish					>20,000		N	1	1	2028	C	on after	1	1	2028	These amendments introduce new requirements for all new ships other than tankers of not less than 20,000 GT to be fitted with emergency towing arrangements (ETA). These amendments will apply to ships other than tankers constructed on or after January 1, 2028, and require ships to be capable of rapid deployment in the absence of main power on the ship to be towed and must facilitate easy connection to the towing ship. Additionally, the emergency towing arrangements must be of sufficient strength to withstand the size of the ship and the expected forces during bad weather conditions. The design, construction, and prototype testing of these emergency towing arrangements shall be approved by the Administration based on the guidelines developed by the Organization.
15	MSC.474(102)	H	M	S	Pass	>12				≥ 500		N	1	1	2028	D	on after	1	1	2028	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
16	MSC.474(102)	H	M	S	All					≥ 500		N	1	1	2028	D	on after	1	1	2028	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.
17	MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N	1	1	2028	D	on after	1	1	2028	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
18	MSC.474(102)	H	M	S	All Ships					≥ 500		N	1	1	2027	D	on after	1	1	2027	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.
19	MEPC.324(75)	H	M	M	GasLng					≥15000		N	1	4	2026	D	on after	1	4	2026	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.
20	MEPC.324(75)	H	M	M	LNG					≥10000		N	1	4	2026	D	on after	1	4	2026	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.
21	MEPC.324(75)	H	M	M	Cont					≥10000		N	1	4	2026	D	on after	1	4	2026	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.
22	MEPC.324(75)	H	M	M	GenCar					≥3000		N	1	4	2026	D	on after	1	4	2026	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.
23	MEPC.324(75)	H	M	M	PassC					≥25000		N	1	4	2026	D	on after	1	4	2026	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.
24	MEPC.392(82)	H	M	M	All					>0		A	1	3	2026	KL	on after	1	1	2025	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.
25	MEPC.392(82)	H	M	M	All					>0		A	1	3	2026	C	on after	1	3	2026	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.



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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpy (m ³)	Notes	day	month	year	day		month	year		
26	Amendments to the Annex of the Protocol 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	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.
27	Amendments to the Annex of the Protocol 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	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.
28	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm MSC.550(108)	H	M	S	RoRo						>500		All	1	1	2026	D	on after	1	1	1900	These amendments address principal fire protection measures. For passenger ships carrying more than 36 passengers 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. The amendments will enter into force on January 1, 2026, for ships fitted with vehicles, special categories, open and closed ro/ro spaces, and weather decks intended for the carriage of vehicles. These changes apply to new ships built on or after January 1, 2026, and also affect existing ships. Existing ships must comply no later than their first annual survey, first periodical survey or first renewal survey after January 1, 2028.
29	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm MSC.550(108)	H	M	S	Pass						>500		All	1	1	2026	D	on after	1	1	1900	These amendments address principal fire protection measures. For passenger ships carrying more than 36 passengers 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. The amendments will enter into force on January 1, 2026, for ships fitted with vehicles, special categories, open and closed ro/ro spaces, and weather decks intended for the carriage of vehicles. These changes apply to new ships built on or after January 1, 2026, and also affect existing ships. Existing ships must comply no later than their first annual survey, first periodical survey or first renewal survey after January 1, 2028.
30	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm MSC.550(108)	H	M	S	Cargo						>500		N	1	1	2026	C	on after	1	1	2026	These amendments address principal fire protection measures. For cargo ships, accommodation and service spaces and control stations 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 as follows depending on a protection method adopted (i.e. Method IC, Method II, Method IIIC) These changes apply to new ships built on or after January 1, 2026.
31	Amendments to SOLAS Chapter II-2, Part G - Protection of vehicle, special category and ro-ro spaces MSC.550(108)	H	M	S	Pass						>500		R	1	1	2026	C	before	1	1	2026	Passenger ships built before January 1, 2026, including those constructed before July 1, 2012, must comply with specific fire safety requirements by their first survey after January 1, 2028. These ships are required to have a fixed fire detection and alarm system in special category spaces, as well as in open and closed ro-ro and vehicle spaces, adhering to the Fire Safety Systems Code. The fire detection system must be capable of quickly identifying the onset of fire and must include smoke and heat detection throughout the relevant areas. Heat detectors are only necessary in locations where smoke detectors are already installed, and they must meet the same spacing and coverage requirements as smoke detectors.



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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	RoRo						>500		R	1	1	2026	C	before	1	1	2026	Passenger ships built before January 1, 2026, including those constructed before July 1, 2012, must comply with specific fire safety requirements by their first survey after January 1, 2028. These ships are required to have a fixed fire detection and alarm system in special category spaces, as well as in open and closed ro-ro and vehicle spaces, in accordance with the Fire Safety Systems Code. The fire detection system must be capable of quickly detecting fires and must include smoke and heat detection throughout the relevant areas. Heat detectors are only necessary where smoke detectors are already installed, and they must meet the spacing and coverage requirements applicable to smoke detectors.
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	Pass						>500		R	1	1	2026	C	before	1	1	2026	Passenger ships built before January 1, 2026, must comply with specific video monitoring requirements established by resolution MSC.550(108). For these ships, an effective video monitoring system must be implemented in vehicle, special category, and ro-ro spaces, ensuring comprehensive coverage and immediate playback capabilities for fire identification. The recorded videos should be accessible for replay at a control station for at least seven days for ships constructed on or after January 1, 2026, and 24 hours for those built earlier. Additionally, the relationship between each video camera and the corresponding fire-extinguishing system must be clearly indicated near the video monitor.
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	RoRo						>500		R	1	1	2026	C	before	1	1	2026	Passenger ships built before January 1, 2026, must comply with specific video monitoring requirements established by resolution MSC.550(108). For these ships, an effective video monitoring system must be implemented in vehicle, special category, and ro-ro spaces, ensuring comprehensive coverage and immediate playback capabilities for fire identification. The recorded videos should be accessible for replay at a control station for at least seven days for ships constructed on or after January 1, 2026, and 24 hours for those built earlier. Additionally, the relationship between each video camera and the corresponding fire-extinguishing system must be clearly indicated near the video monitor.
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	Pass						>500		R	1	1	2026	C	before	1	1	2026	Passenger ships built before January 1, 2026, including those constructed before July 1, 2012, must install a fixed water-based fire-extinguishing system using monitors to protect vehicle carriage areas on weather decks. These monitors should be positioned to provide unobstructed coverage of the vehicles and must be operable via safe access or remote control, even in the event of a fire. Each monitor must have a minimum capacity of 1,250 liters per minute, although lower flow rates may be permitted by the Administration if necessary. Additionally, alternative arrangements may be allowed for ships that already have a fixed water-based fire-extinguishing system installed before the deadline.
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	RoRo						>500		R	1	1	2026	C	before	1	1	2026	Passenger ships built before January 1, 2026, including those constructed before July 1, 2012, must install a fixed water-based fire-extinguishing system using monitors to protect vehicle carriage areas on weather decks. These monitors should be positioned to provide unobstructed coverage of the vehicles and must be operable via safe access or remote control, even in the event of a fire. Each monitor must have a minimum capacity of 1,250 liters per minute, although lower flow rates may be permitted by the Administration if necessary. Additionally, alternative arrangements may be allowed for ships that already have a fixed water-based fire-extinguishing system installed before the deadline.
37	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	C	after	1	1	2026	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.
38	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	C	after	1	1	2026	The regulations outlined in paragraphs 4.1.1 to 4.1.4 apply exclusively to passenger ships constructed on or after January 1, 2026. These ships must have a fixed fire detection and alarm system in vehicle, special category, and ro-ro spaces, which should comply with the Fire Safety Systems Code and be capable of quickly detecting fires. Additionally, if a fixed water-based deluge system is used, it must be accompanied by a corresponding fire detection and alarm system. Lastly, a similar fixed fire detection system is required for the weather deck area designated for vehicle transport, ensuring rapid fire detection while considering environmental factors and operational conditions to minimize false alarms.



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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
39	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	C	after	1	1	2026	The regulations outlined in paragraphs 4.1.1 to 4.1.4 apply exclusively to passenger ships constructed on or after January 1, 2026. These ships must have a fixed fire detection and alarm system in vehicle, special category, and ro-ro spaces, which should comply with the Fire Safety Systems Code and be capable of quickly detecting fires. Additionally, if a fixed water-based deluge system is used, it must be accompanied by a corresponding fire detection and alarm system. Lastly, a similar fixed fire detection system is required for the weather deck area designated for vehicle transport, ensuring rapid fire detection while considering environmental factors and operational conditions to minimize false alarms.
40	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	C	after	1	1	2026	The requirements in paragraph 4.1.5 are applicable to cargo ships constructed on or after January 1, 2026, while those built before this date must adhere to the previous regulations outlined in paragraph 4.1. Cargo ships must have a fixed fire detection and alarm system in vehicle, special category, and ro-ro spaces that complies with the Fire Safety Systems Code and is capable of quickly detecting fires. The type, spacing, and location of the detectors must meet the Administration's approval, considering factors like ventilation. After installation, the system must be tested under normal conditions to ensure it meets the Administration's response time standards.
41	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	C	after	1	1	2026	The amended paragraph 5 applies to passenger ships constructed on or after 1 January 2026, while those built before this date must follow the previous requirements of paragraph 5. For passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces must be insulated to "A-60" class standard, although this can be reduced to "A-0" under certain conditions. Additionally, the arrangement of openings in ro-ro spaces must ensure that a fire does not endanger critical areas such as survival craft stowage and accommodation spaces, with specific requirements for the materials and fire ratings of ramps and doors. Finally, safety distances must be maintained between vehicle lanes and occupied spaces, with provisions for air intakes to minimize contamination risks from fires.
42	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	C	after	1	1	2026	The amended paragraph 5 applies to passenger ships constructed on or after 1 January 2026, while those built before this date must follow the previous requirements of paragraph 5. For passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces must be insulated to "A-60" class standard, although this can be reduced to "A-0" under certain conditions. Additionally, the arrangement of openings in ro-ro spaces must ensure that a fire does not endanger critical areas such as survival craft stowage and accommodation spaces, with specific requirements for the materials and fire ratings of ramps and doors. Finally, safety distances must be maintained between vehicle lanes and occupied spaces, with provisions for air intakes to minimize contamination risks from fires.
43	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	C	after	1	1	2026	The requirements outlined in paragraphs 6.2.1 and 6.2.2 apply specifically to ro-ro passenger ships constructed on or after January 1, 2026, while older passenger ships must adhere to previous regulations. A fixed water-based fire-extinguishing system utilizing monitors must be installed on weather decks designated for vehicle carriage, complying with the Fire Safety Systems Code. Additionally, drainage systems must be implemented to handle water from the fire-extinguishing system, sized to remove at least 125% of the combined capacity of the monitors and fire hose nozzles. These measures aim to enhance fire safety on passenger ships with vehicle spaces.
44	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	C	after	1	1	2026	The requirements outlined in paragraphs 6.2.1 and 6.2.2 apply specifically to ro-ro passenger ships constructed on or after January 1, 2026, while older passenger ships must adhere to previous regulations. A fixed water-based fire-extinguishing system utilizing monitors must be installed on weather decks designated for vehicle carriage, complying with the Fire Safety Systems Code. Additionally, drainage systems must be implemented to handle water from the fire-extinguishing system, sized to remove at least 125% of the combined capacity of the monitors and fire hose nozzles. These measures aim to enhance fire safety on passenger ships with vehicle spaces.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with 2024 and Beyond for All Ship Types - Feb 2025

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		Est Cpy (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month
45	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	C	after	1	1	2026	In passenger ships, vehicle, special category and ro-ro spaces, where fixed pressure water-spraying systems are fitted, shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system. Suitable signage and markings shall be adapted to typical patterns of crew movement taking into consideration obstruction by cargo or fixed installations. Section number signs shall be of photoluminescent material.* The section numbering indicated inside the space shall be same as section valve identification and section identification at the safety centre or continuously manned control station.
46	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	C	after	1	1	2026	In passenger ships, vehicle, special category and ro-ro spaces, where fixed pressure water-spraying systems are fitted, shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system. Suitable signage and markings shall be adapted to typical patterns of crew movement taking into consideration obstruction by cargo or fixed installations. Section number signs shall be of photoluminescent material.* The section numbering indicated inside the space shall be same as section valve identification and section identification at the safety centre or continuously manned control station.
47	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	The regulations regarding ship design and arrangement have been updated to specify that for independent tanks, the protective distance is measured to the tank shell, while for membrane tanks, it is measured to the surrounding bulkheads. Additionally, new requirements for airlocks on ships constructed after January 1, 2026, state that airlocks must be enclosed by gastight bulkheads with two self-closing doors spaced between 1.5 m and 2.5 m apart, and the sill height leading to hazardous areas must be at least 300 mm.
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	For ships built on or after January 1, 2026, new regulations aim to enhance the design of LNG fuel tank pressure relief systems, ensuring they have adequate capacity to meet isolation requirements and prohibiting bunkering until full relieving capacity is reinstated. Additionally, these regulations allow for multiple methods to control tank pressure and temperature, including reliquefaction of vapors, thermal oxidation, pressure accumulation, or cooling of the liquefied gas fuel.
49	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	Starting January 1, 2026, the regulations for ships will feature an updated formula for calculating piping thickness, aimed at improving clarity and precision in the design process. This amendment is intended to enhance safety and reliability in the construction of piping systems on new vessels.
50	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	Changes to sections 8.4.1 to 8.4.3 focus on mitigating leaks that occur during bunkering operations at the connection between the bunker system and the bunkering manifold while aligning the IGF Code with ISO standard 21593:2019. These amendments aim to enhance safety and operational efficiency. The changes are expected to be available for early implementation, pending approval from flag states.
51	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	Ships constructed on or after January 1, 2026, will be required to have redundant and segregated fuel supply systems to prevent significant power loss from leaks or failures. Additionally, these ships must implement automatic ventilation for gas supply pipes during shutdowns and will replace the term "engine" with "gas consumer" in relevant regulations. The amendments also clarify that the fuel piping pertains specifically to gas fuel, and they include new requirements for purging high-pressure systems when the master gas valve is closed, while eliminating unnecessary distinctions between high and low-pressure systems.
52	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	For ships constructed on or after January 1, 2026, the fuel preparation room will be classified as a Category A machinery space under SOLAS regulation II-2/9. Additionally, a 5 kg portable dry powder fire extinguisher is required to be placed in the fuel preparation room to enhance safety measures.
53	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	For ships constructed on or after January 1, 2026, interbarrier spaces will be classified as Hazardous Area Zone 0, indicating a high risk of explosive atmosphere. Consequently, these interbarrier spaces will be excluded from Hazardous Area Zone 1, which reflects a lower risk category.



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54	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	For ships constructed on or after January 1, 2026, the requirements for liquid level gauging in the IGF Code will align more closely with the IGC Code. This allows for the use of closed devices that penetrate liquefied gas fuel tanks, provided they are part of a closed system that prevents gas release and are classified as tank connections. If these closed gauging devices are not directly mounted on the tank, they must include a shutoff valve positioned as close to the tank as possible.
55	Amendments to the LSA Code MSC.554(108)	H	M	S	Cargo					>500	N	1	1	2026	C	on after	1	1	2026	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.
56	Amendments to the LSA Code MSC.554(108)	H	M	S	Pass					>500	N	1	1	2026	C	on after	1	1	2026	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.
57	Amendments to the LSA Code MSC.554(108)	H	M	S	RoRo					>500	N	1	1	2026	C	on after	1	1	2026	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.
58	Amendments to the LSA Code MSC.554(108)	H	M	S	All					>500	N	1	1	2026	C	on after	1	1	2026	Amendments to the LSA Code to enhance safety standards for lifeboats and rescue boats equipped with single fall and hook systems, which face similar risks of accidental release as those with twin fall systems. The amendments stipulate that hooks must not support any load unless completely reset and outline specific conditions under which certain requirements may not apply. Effective from January 1, 2026, these changes will affect lifeboats and rescue boats on cargo ships of 500 GT and above and passenger ships using single fall and hook systems.
59	Amendments to the LSA Code MSC.554(108)	H	M	S	All					>500	R	1	1	2026	D	on after	1	1	1900	Amendments to the LSA Code aim to improve the in-water performance of SOLAS adult lifejackets following the tragic deaths of three seafarers while wearing them under favorable conditions. Investigations revealed that existing design and testing requirements do not consistently ensure adequate performance, prompting enhancements to minimum standards that will require lifejackets to effectively turn an unconscious person face-up, keeping their nose and mouth clear of water. These new requirements are expected to apply to adult lifejackets installed on cargo ships of 500 GT and above and all passenger ships from January 1, 2026.
60	Amendments to the FSS Code MSC.555(108)	H	M	S	All					>500	N	1	1	2026	C	on after	1	1	2026	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.
61	Amendments to the FSS Code MSC.555(108)	H	M	S	RoRo					>500	N	1	1	2026	C	on after	1	1	2026	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.
62	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	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.
63	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	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.



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64	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	<p>New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. These regulations are applicable to both new and existing ships. The new regulations outline specific requirements for the design, construction, and installation of lifting appliances and anchor handling winches apply to:</p> <ol style="list-style-type: none"> For ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or For ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, 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. <p>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.</p>
65	SOLAS Chapter II-2 / Reg.10 - Prohibition of PFOS Fire Extinguishing Media MSC.532(107)	H	M	S	All						>500		N	1	1	2026	K	on after	1	1	2026	<p>New paragraph 11 to Chapter II-2/10 has been added to address the restrictions on fire-extinguishing media. The main objective of this paragraph is to ensure the safety of persons on board by minimizing their exposure to hazardous substances used in firefighting and reducing the negative impact of fire-extinguishing media on the environment. This regulation is applicable to ships that have been constructed on or after 1 January 2026. It prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS).</p>
66	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	<p>The amendments to SOLAS Chapter XIV have been introduced to enforce safety measures in accordance with the Polar Code for non-SOLAS ships operating in polar waters. These amendments will incorporate a new Regulation 3-1 within SOLAS Chapter XIV, outlining the new requirements from the Polar Code that will be applicable to the non-SOLAS ships in question. The implementation of these additional safety measures will specifically target three types of ships:</p> <ol style="list-style-type: none"> Fishing vessels with an overall length of 24 meters and above. Pleasure yachts with a gross tonnage of 300 and above, not involved in trade. Cargo ships with a gross tonnage of 300 and above, but below 500. <p>These amendments will come into effect on January 1, 2026, for newly built vessels. Existing vessels will also be required to comply with these measures one year after the entry into force date.</p>
67	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	<p>The amendments to SOLAS Chapter XIV have been introduced to enforce safety measures in accordance with the Polar Code for non-SOLAS ships operating in polar waters. These amendments will incorporate a new Regulation 3-1 within SOLAS Chapter XIV, outlining the new requirements from the Polar Code that will be applicable to the non-SOLAS ships in question. The implementation of these additional safety measures will specifically target three types of ships:</p> <ol style="list-style-type: none"> Fishing vessels with an overall length of 24 meters and above. Pleasure yachts with a gross tonnage of 300 and above, not involved in trade. Cargo ships with a gross tonnage of 300 and above, but below 500. <p>These amendments will come into effect on January 1, 2026, for newly built vessels. Existing vessels will also be required to comply with these measures one year after the entry into force date.</p>

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68	SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic Inclinometers MSC.532(107)	H	M	S	Cont					≥ 3000		N	1	1	2026	K	on after	1	1	2026	Amendments have been made to SOLAS Chapter V, mandating the installation of an electronic inclinometer on newly constructed containerships and bulk carriers with a gross tonnage of 3,000 or more. The purpose of this device is twofold: it enables the Voyage Data Recorder (VDR) to record roll motion data for incident investigation purposes, and it provides vital stability information to the navigational officer onboard each vessel, thereby aiding in the prevention of cargo shifting or loss during severe weather conditions. This new regulation does not apply to cargo ships that occasionally transport bulk cargoes or general cargo ships carrying containers on deck. Furthermore, it has been determined that there is no requirement for electronic or mechanical backup systems for inclinometers, as they are not considered critical navigation safety equipment but rather operational equipment.
69	SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic Inclinometers MSC.532(107)	H	M	S	Bulk					≥ 3000		N	1	1	2026	K	on after	1	1	2026	Amendments have been made to SOLAS Chapter V, mandating the installation of an electronic inclinometer on newly constructed containerships and bulk carriers with a gross tonnage of 3,000 or more. The purpose of this device is twofold: it enables the Voyage Data Recorder (VDR) to record roll motion data for incident investigation purposes, and it provides vital stability information to the navigational officer onboard each vessel, thereby aiding in the prevention of cargo shifting or loss during severe weather conditions. This new regulation does not apply to cargo ships that occasionally transport bulk cargoes or general cargo ships carrying containers on deck. Furthermore, it has been determined that there is no requirement for electronic or mechanical backup systems for inclinometers, as they are not considered critical navigation safety equipment but rather operational equipment.
70	1978 SOLAS Protocol - Form of Safety Equipment Certificate for Cargo Ships MSC.532(107)	H	M	S	All Ships					>500		A	1	1	2026	K	on after	1	1	2026	Amendments have been made to the appendices of the annexes to the 1978 SOLAS Protocols. These amendments specifically address the mandatory requirement for electronic inclinometers. The appendices now include a definition for "containership" in SOLAS chapter V. As a result, modifications to the certificate appendices for both SOLAS Protocols will be necessary. These amendments are scheduled to come into effect on January 1, 2026.
71	1988 SOLAS Protocol - Form of Safety Equipment Certificate for Cargo Ships MSC.532(107)	H	M	S	All Ships					>500		A	1	1	2026	K	on after	1	1	2026	Amendments have been made to the appendices of the annexes to the 1988 SOLAS Protocols. These amendments specifically address the mandatory requirement for electronic inclinometers. The appendices now include a definition for "containership" in SOLAS chapter V. As a result, modifications to the certificate appendices for both SOLAS Protocols will be necessary. These amendments are scheduled to come into effect on January 1, 2026.
72	1994 HSC Code Chapter 7 - Prohibition of PFOS Fire Extinguishing Media MSC.536(107)	H	M	S	HSC					>500		All	1	1	2026	D	on after	1	1	1900	New paragraph 7.9.4 has been added to 1994 HSC Code Chapter 7 to address the restrictions on fire-extinguishing media. The main objective of this paragraph is to minimize the exposure of persons onboard to hazardous substances used in firefighting and reducing the negative impact of fire-extinguishing media on the environment. This regulation is applicable to all ships certificated under this code. It prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS).
73	2000 HSC Code Chapter 7 - Prohibition of PFOS Fire Extinguishing Media MSC.537(107)	H	M	S	HSC					>500		All	1	1	2026	D	on after	1	1	1900	New paragraph 7.9.4 has been added to 2000 HSC Code Chapter 7 to address the restrictions on fire-extinguishing media. This regulation prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). The main objective of this paragraph is to minimize their exposure of persons onboard to hazardous substances used in firefighting and reducing the negative impact of fire-extinguishing media on the environment. This regulation is applicable to ships constructed on or after 1 January 2026 certificated under this code. Ships constructed prior to this date must comply with this regulation by the first survey on or after 1 January 2026.



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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Est Cpty (m ³)	Notes	day	month	year	day		month	year		
74	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels MSC.538(107)	H	M	S	Fish			>24				All	1	1	2026	D	on after	1	1	1900	<p>Amendments have been made to the Polar Code Part I-A in order to enhance safety measures for non-SOLAS ships operating in polar waters. Specifically, Chapter 9 (Safety of Navigation) and Chapter 11 (Voyage Planning) have been modified to include new Chapters 9-1 and 11-1, respectively, which address the unique characteristics and requirements of these ship profiles.</p> <p>Chapter 9-1 focuses on the functionality of navigational equipment in extremely low temperatures and latitudes over 80 degrees, while Chapter 11-1 provides guidance on route planning through polar waters, outlining considerations that must be taken into account by the master.</p> <p>For ships registered under an Arctic state's flag, these regulations will apply when the voyage extends beyond the outer limit of the territorial sea of that particular Arctic state. Additionally, due to the absence of a SOLAS certification framework for such ships, the Committee has decided that the responsibility of issuing certificates demonstrating compliance with the newly introduced requirements of Polar Code Part I-A, chapters 9-1 and 11-1 should be left to the discretion of the Flag Administration.</p> <p>These amendments will come into effect on January 1, 2026, for newly constructed vessels. Existing vessels will also be subject to these requirements one year after the entry into force date.</p>	
75	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		All	1	1	2026	D	on after	1	1	1900	<p>Amendments have been made to the Polar Code Part I-A in order to enhance safety measures for non-SOLAS ships operating in polar waters. Specifically, Chapter 9 (Safety of Navigation) and Chapter 11 (Voyage Planning) have been modified to include new Chapters 9-1 and 11-1, respectively, which address the unique characteristics and requirements of these ship profiles.</p> <p>Chapter 9-1 focuses on the functionality of navigational equipment in extremely low temperatures and latitudes over 80 degrees, while Chapter 11-1 provides guidance on route planning through polar waters, outlining considerations that must be taken into account by the master.</p> <p>For ships registered under an Arctic state's flag, these regulations will apply when the voyage extends beyond the outer limit of the territorial sea of that particular Arctic state. Additionally, due to the absence of a SOLAS certification framework for such ships, the Committee has decided that the responsibility of issuing certificates demonstrating compliance with the newly introduced requirements of Polar Code Part I-A, chapters 9-1 and 11-1 should be left to the discretion of the Flag Administration.</p> <p>These amendments will come into effect on January 1, 2026, for newly constructed vessels. Existing vessels will also be subject to these requirements one year after the entry into force date.</p>	
76	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	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)).	
77	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	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.	
78	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	The provisions for safe return to port after a flooding casualty for new passenger ships are extended to existing passenger ships constructed before January 1, 2014. Revised SOLAS II-1/Regulation 8-1 requires an onboard stability computer or access to shore-based support for the purpose of providing operational information to the Master for facilitating the safe return to port after a flooding casualty on existing passenger ships. Guidelines on this operational information are provided in MSC.1/Circ.1400 (for existing passenger ships constructed before May 13, 2016) and MSC.1/Circ.1532 (for existing passenger ships constructed on/after May 13, 2016)
79	Amendments to SOLAS Chapter II-2, Regulation 4 - Probability of Ignition MSC.550(108)	O	M	S	All Ships					>500		All	1	1	2026	D	on after	1	1	1900	These amendments refer to the probability of ignition, regulation 4, and shall enter into force on January 1, 2026. Specifically, a new sub-paragraph 2.1.9 is added requiring that 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.	



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with 2024 and Beyond for All Ship Types - Feb 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) (MC) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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	day		month	year	
80	AMENDMENTS TO SOLAS CHAPTER V Regulation 31 MSC.550(108)	O	M	S	All					>500		R	1	1	2026	D	on after	1	1	1900	The master of any ship that loses freight containers must promptly communicate details of the incident to nearby ships, the nearest coastal State, and the flag State. If the ship is abandoned or the report is incomplete, the company must take on the master's responsibilities. Additionally, if a ship observes drifting freight containers, it must also report this information without delay to nearby vessels and the coastal State.
81	Amendments to SOLAS Chapter V, Regulation 31 MSC.550(108)	O	M	S	Cont					>500		R	1	1	2026	D	on after	1	1	1900	When a freight container is lost from a ship, the master must report the incident promptly, even if not all details are available initially. The report should include specific information such as the ship's identity, time of the incident, and an estimated number of lost containers, along with additional details like cargo type and environmental conditions if applicable. If containers are observed drifting at sea, a separate report must be made that includes similar details about the observation, including the position and total number of containers seen.
82	Amendments to the IGF Code, Part C-1 MSC.551(108)	O	M	S	All					>500		All	1	1	2026	D	on after	1	1	1900	Before any bunkering operation begins, it is now required to establish and document the compatibility of the maximum possible delivery pressure with the vessel's bunkering line design pressure. This new requirement aims to ensure safety and prevent potential issues during the bunkering process. Both parties must agree in writing on this compatibility to proceed with the operation.
83	Amendments to the International Grain Code MSC.552(108)	O	M	S	Bulk					>0		All	1	1	2026	D	on after	1	1	1900	The International Code for the Safe Carriage of Grain in Bulk outlines three loading conditions for safe grain stowage: "filled compartment, trimmed," "filled compartment, untrimmed," and "partly filled compartment." Discrepancies may arise in practice, such as when grain is loaded to or above the bottom edge of the hatch end beams but not to the maximum level at the hatch opening. Starting January 1, 2026, all cargo ships, must adhere to new provisions for loading grain, particularly regarding "partially filled compartments" and the calculation of the total heeling moment.
84	Amendments to the ESP Code MSC.553(108)	O	M	S	Bulk					>500		All	1	1	2026	D	on after	1	1	1900	The amendments clarify that Administrations have the right to audit firms conducting thickness measurements of hull structures, addressing previous ambiguities in the ESP Code. The impact of these changes is expected to be minimal, mainly affecting Administrations that seek to certify such firms. This amendment specifically targets Administrations involved in approving firms that measure the thickness of hull structures for bulk carriers and oil tankers of 500 GT and above.
85	Amendments to the ESP Code MSC.553(108)	O	M	S	Tanker					>500		All	1	1	2026	D	on after	1	1	1900	The amendments clarify that Administrations have the right to audit firms conducting thickness measurements of hull structures, addressing previous ambiguities in the ESP Code. The impact of these changes is expected to be minimal, mainly affecting Administrations that seek to certify such firms. This amendment specifically targets Administrations involved in approving firms that measure the thickness of hull structures for bulk carriers and oil tankers of 500 GT and above.
86	Amendments to the IMDG Code MSC.556(108)	O	M	S	All					>500		R	1	1	2026	D	on after	1	1	1900	The IMDG Code is set for revisions under Amendment 42-24, which will introduce new and revised requirements for both existing and new substances, expected to be included in the 2024 Edition. Key changes include updated definitions for terms such as "Recycled plastics material" and "Explosive or pyrotechnic effect," as well as amendments affecting packaging, marking, and testing requirements across various chapters. These amendments will be applicable to all ships carrying dangerous goods in packaged form starting January 1, 2026, with the option for voluntary application beforehand, pending Flag Administration approval.
87	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		R	1	1	2026	D	on after	1	1	1900	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.
88	Amendments to the Performance Standards for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers MSC.558(108)	O	M	S	Tanker					>500		R	1	1	2026	D	on after	1	1	1900	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.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with 2024 and Beyond for All Ship Types - Feb 2025

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	day		month	year	
89	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		R	1	1	2026	D	on after	1	1	1900	Amendments to paragraph 6.2.3 of the maintenance requirements for lifeboats (resolution MSC.402(96)) have been adopted to address new ventilation standards for totally enclosed lifeboats from resolution MSC.535(107). These amendments state that lifeboats, rescue boats, and fast rescue boats must have their ventilation systems thoroughly examined and assessed for satisfactory condition and operation.
90	Amendments to Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code MSC.560(108)	O	M	S	All					>500		R	1	1	2026	D	on after	1	1	1900	Amendments to the STCW Code, specifically in table A-VI/1-4, focus on the prevention and response to bullying and harassment, including sexual assault and sexual harassment (SASH), in the maritime sector. The Joint ILO/IMO Tripartite Working Group has recognized the importance of addressing these issues to ensure a safe workplace for seafarers, leading to the development of new competencies in the STCW Code. As a result, seafarers will be required to complete specific training to demonstrate their competence in these areas.
91	International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 MSC.561(108)	O	M	S	Fish					>500		R	1	1	2026	D	on after	1	1	1900	The revised International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) establishes certification and minimum training requirements for crews of seagoing fishing vessels to enhance safety at sea and protect the marine environment. This convention specifically targets personnel on fishing vessels over 24 meters in length and those with significant engine power, ensuring that skippers and officers are suitably qualified. Consequently, owners of these vessels must ensure their onboard personnel meet the qualifications outlined in the STCW-F Convention.
92	Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel Code (STCW-F CODE) MSC.562(108)	O	M	S	Fish					>500		R	1	1	2026	D	on after	1	1	1900	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.
93	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	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.
94	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	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.
95	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	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.
96	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	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.
97	Amendments to MARPOL 73/78 MEPC.384(81)	O	M	M	All					>0		A	1	1	2026	D	on after	1	1	1900	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.
98	Amendments to BWM Convention, 2004 MEPC.383(81)	O	M	B	All					>0		A	1	10	2025	D	on after	1	1	1900	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.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 2025

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	day		month	year	
99	Amendments to MARPOL 73/78 MEPC.385(81)	O	M	M	All					>0		A	1	8	2025	D	on after	1	1	1900	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 °C"
100	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	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.
101	IMSBC Code - Amendment 07-23 MSC.539(107)	O	M	S	Bulk					>500		All	1	1	2025	D	on after	1	1	1900	The IMSBC Code undergoes frequent updates and revisions to incorporate new requirements for existing or new substances. To this scope, having considered the amendments (07-23) to the IMSBC Code, Resolution MSC.539(107) was adopted with entry into force on 1 January 2025, but it may apply in whole or in part on a voluntary basis from 1 January 2024. The amendment (07-23) of the IMSBC Code includes new or revised schedules for 11 cargoes, as well as amendments to the Code on subjects such as: 1) Inclusion of definitions for "dynamic separation" and "Cargoes which may undergo dynamic separation" (the formation of a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability) into the forms specifying the characteristics of the cargo and the required conditions for carriage and handling of that cargo. 2) Clarifying in the Code the shippers' obligation to declare technical aspects of cargoes. 3) Clarifying carriage requirements of spare charges for SCBAs.
102	Designation of the Nusa Penida islands and Gili Matra islands in Lombok Strait as a Particularly Sensitive Sea Area MEPC.396(82)	O	M	M	All					>0		A	4	10	2024	D	on after	1	1	1900	Designation of the Nusa Penida Islands and Gili Matra Islands in Lombok Strait as a Particularly Sensitive Sea Area (PSSA).
103	MARPOL I Ban on HFO in Arctic Waters MEPC.329(76)	O	M	M	All					≥0		A	1	7	2024	C	on after	1	1	1900	New regulation 43A of MARPOL Annex I has been adopted to prohibit the use and carriage of heavy fuel oils in Arctic waters. For ships to which regulation 12A of MARPOL Annex I applies, or ships to which regulation 1.2.1 of Polar Code Ch.1/Part II-A applies, this prohibition will begin on 1 July 2029. Signatory states with coastlines bordering Arctic waters may grant waiver to this prohibition until 1 July 2029, for their own registered vessels and only when operating in their own jurisdictional waters.
104	Amendments to SOLAS - Ch XV - Industrial Personnel MSC.521(106)	O	M	S	Cargo					≥ 500		A	1	7	2024	D	on after	1	1	1900	New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. This new chapter applies to cargo ships and high speed crafts of 500 gross tonnage and upward, carrying more than 12 industrial personnel. Existing cargo ships, constructed before entry into force of SOLAS Chapter XV, that carry more than 12 industrial personnel by complying with the Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Vessels Engaged on International Voyages (MSC.418(97), adopted 25 November 2016) must comply with selected requirements of the IP Code by the first intermediate or renewal survey after 01 July 2024.
105	Amendments to SOLAS - Ch XV - Industrial Personnel MSC.521(106)	O	M	S	HSC					≥ 500		A	1	7	2024	D	on after	1	1	1900	New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. This new chapter applies to cargo ships and high speed crafts of 500 gross tonnage and upward, carrying more than 12 industrial personnel. Existing cargo ships, constructed before entry into force of SOLAS Chapter XV, that carry more than 12 industrial personnel by complying with the Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Vessels Engaged on International Voyages (MSC.418(97), adopted 25 November 2016) must comply with selected requirements of the IP Code by the first intermediate or renewal survey after 01 July 2024.



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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 Cpy (m ³)	Notes	day	month	year	day		month	year	
106	Amendments to 2011 ESP Code - Inspections of Void Spaces MSC.525(106)	O	M	S	Oil					≥ 500		A	1	7	2024	D	on after	1	1	1900	Amendments to the 2011 ESP Code that are intended to align the requirements for inspections of void spaces bounding cargo holds with the existing requirements for inspections of water ballast tanks. For ships that have undergone a major conversion into a bulk carrier or ships that were originally designed to be a bulk carrier and have been subjected to a major conversion, additional amendments would require such tanks and other spaces to be subject to annual examinations if the tank structure has been subjected to major conversion and where a hard protective coating is found to be in "less than GOOD" condition. The amendments will apply to oil tankers and bulk carriers. Several additional clarifying amendments to the 2011 ESP Code were also finalized: 1) Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks not part of the ship's hull; and 2) Clarification of requirement for examination of ballast tanks at annual surveys
107	Amendments to 2011 ESP Code - Inspections of Void Spaces MSC.525(106)	O	M	S	Bulk					≥ 500		A	1	7	2024	D	on after	1	1	1900	Amendments to the 2011 ESP Code that are intended to align the requirements for inspections of void spaces bounding cargo holds with the existing requirements for inspections of water ballast tanks. For ships that have undergone a major conversion into a bulk carrier or ships that were originally designed to be a bulk carrier and have been subjected to a major conversion, additional amendments would require such tanks and other spaces to be subject to annual examinations if the tank structure has been subjected to major conversion and where a hard protective coating is found to be in "less than GOOD" condition. The amendments will apply to oil tankers and bulk carriers. Several additional clarifying amendments to the 2011 ESP Code were also finalized: 1) Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks not part of the ship's hull; and 2) Clarification of requirement for examination of ballast tanks at annual surveys
108	IP Code MSC.527(106)	O	M	S	Cargo					≥ 500		A	1	7	2024	D	on after	1	1	1900	New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. IP Code includes operational requirements related to the industrial personnel onboard familiarization, training, onboard ship-specific safety, medical condition, familiarization, and other.
109	IP Code MSC.527(106)	O	M	S	HSC					≥ 500		A	1	7	2024	D	on after	1	1	1900	New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. IP Code includes operational requirements related to the industrial personnel onboard familiarization, training, onboard ship-specific safety, medical condition, familiarization, and other.
110	Amendments to the Revised Recommendation on Testing of Life Saving Appliances (Resolution MSC.81(70)) MSC.563(108)	O	M	S	All					>500		All	23	5	2024		on after	1	1	1900	Free-fall lifeboat release systems are usually tested through simulated launches rather than actual deployments into the water. The International Maritime Organization (IMO) has proposed amendments to the LSA Code to include design requirements for these systems, focusing on the maximum working load and material strength in relation to the lifeboat's static and dynamic loads. Ship owners, operators, and lifeboat manufacturers are advised to keep an eye on these forthcoming amendments to stay updated on the latest requirements.
111	MARPOL Annex V - Expanded Requirement for Garbage Record Book MEPC.360(79)	O	M	M	All					>100		A	1	5	2024	D	on after	1	1	1900	Amendments have been made to MARPOL Annex V Regulation 10 (Placards, garbage management plans and garbage record-keeping), to expand the requirement to maintain onboard a Garbage Record Book to every ship of 100 GT (from 400 GT) and above, to every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention, and to every fixed or floating platform.
112	MARPOL Annex V - Expanded Requirement for Garbage Record Book MEPC.360(79)	O	M	M	All	>15						A	1	5	2024	D	on after	1	1	1900	Amendments have been made to MARPOL Annex V Regulation 10 (Placards, garbage management plans and garbage record-keeping), to expand the requirement to maintain onboard a Garbage Record Book to every ship of 100 GT (from 400 GT) and above, to every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention, and to every fixed or floating platform.

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113	MARPOL Annex VI - Establishment of the Mediterranean Sea ECA MEPC.361(79)	O	M	M	All														Amendments have been made to Regulation 14 MARPOL Annex VI to also include Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter. Appendix VII (Emission control areas) is also amended to define in coordinates the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter. A 12-month grace period for compliance is provided from the date of entry into force of this amendment (i.e. until 1 May 2025) for ships operating within this new Emissions Control Area, as established by the existing MARPOL Annex VI / Regulation 14.7.
114	MARPOL Annex VI - Regional Reception Facilities within Arctic Waters MEPC.362(79)	O	M	M	All														Amendments have been made to Regulation 17 of MARPOL Annex VI (Reception facilities). Paragraph 2 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States.
115	MARPOL Annex VI, Appendix V - Fuel Flashpoint Information to be Included in the Bunker Delivery Note MEPC.362(79)	O	M	M	All														Amendments have been made to Appendix V (Information to be included in the bunker delivery note (Regulation 18.5)) of MARPOL Annex VI. In Appendix V, under item 8 (Sulphur content), item 9, flashpoint °C is being added. The flash point shall be specified in accordance with standards acceptable to the Organization, or a statement that the flashpoint has been measured at or above 70 °C.
116	Amendments to the 2012 Guidelines for the Development of a Regional Reception Facilities Plan (Resolution MEPC.221(63)) MEPC.363(79)	O	M	M	All														Amendments have been made to the 2012 Guidelines for the development of a Regional Reception Facilities Plan. In Part 1 - Development of a Regional Reception Facilities Plan (RRFP), paragraphs 4 and 5 are revised. Paragraph 4 is being replaced to include also States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. In Paragraph 5, <i>Identification of the nature of the unique circumstances that impact on the ability to provide adequate port reception facilities</i> , it is recognized that for ports in arctic waters, it might be challenging to establish and manage Port Reception Facilities (PRFs) due to potential closure during winter months or due to substantial seasonal operational limitations due to ice conditions.
117	SOLAS V Appendix Details of navigational systems and equipment MSC.456(101)	O	M	S	All Ships														Minor amendments to the Record of Equipment which supplements the Form E, Form C and Form P certificates relates to the section concerning "Details of navigational systems and equipment", where Item 8.1 "Rudder, propeller, thrust, pitch and operational mode indicator" will have an added footnote to permit deletion of items which are not applicable in this line.
118	SOLAS II-2 FSS Code Ch.15 Inert Gas Systems MSC.457(101)	O	M	S	All Ships														Amendments to the FSS Code clarify the location of the valve that isolates the inert gas main from the external supply of inert gas, and associated instrumentation requirements.
119	SOLAS Ch.VII - IMDG Code - Amendment 41-22 MSC.501(105)	O	M	S	All Ships														Amendments to IMDG Code with the purpose of aligning with the UN Recommendations on the Transport of Dangerous Goods. Additionally to the regular review of new and existing substances, these amendments include a new definition for "pressure receptacle shell", guidance on marking of refillable UN pressure receptacles and guidance on portable tanks with shells made of FRP materials. Operators may request early voluntary compliance with the amended standard from 1 January 2023.
120	System Performance Standard for the Promulgation and Coordination of Maritime Safety Information using High-Frequency Narrow-Band Direct-Printing MSC.507(105)	O	M	S	All														Supersedes Resolution A.699(17). Modifies the standard under which Governments provide maritime safety information using HF NBDF techniques.
121	MARPOL Annex VI, Appendix IX - Information to be submitted to the IMO Ship Fuel Oil Consumption Database MEPC.362(79)	O	M	M	All														Amendments have been made to Appendix IX (Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)) of MARPOL Annex VI. New entries to be submitted are: Attained EEXI (if applicable), and for ships which Regulation 28 of MARPOL Annex VI applies, Applicable CII (either AER or cgDIST), required annual operational CII, Attained annual operational CII before any correction and after corrections, Operational carbon intensity rating and CII for trial purposes (EEXI, cbDIST, cDIST, EEOI).



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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 Cpy (m ³)	Notes	day	month	year	day		month	year		
122	Guidance on Best Practice on Recommended Goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping MEPC.393(82)	H	G	M	All						>0	A	4	10	2024	D	on after	1	1	1900	Guidance intended to assist ship operators/companies in their efforts to reduce the Black Carbon (BC) emissions from their ships operating in or near the Arctic in measureable and concrete ways.	
123	SOLAS V Bridge Equipment MSC.466(101) MSC.191(79)	H	G	S	All Ships						≥500	A	INS	1	1	2024	KL	on after	1	1	1900	Amendments to the recommended performance standard for presentation of navigation-related information on shipboard navigation displays incorporate reference to circular SN.1/Circ243 and MSC.1/Circ.1609, which are intended to provided standardization for the user interface of navigation equipment.
124	SOLAS II-1 (Explanatory Notes) MSC.429(98)	H	G	S	All Ships						≥ 500	N	1	1	2024	D	on/after	1	1	2024	Due to the extensive revisions to subdivision and damage stability regulations in SOLAS chapter II-1, adopted by resolution MSC.421(98), revised Explanatory Notes on the application of the revised SOLAS II-1 are provided.	
125	Amendments to the Code of Safety for Special Purpose Ships, 1983 (1983 SPS Code) - GMDSS Modernization MSC.502(105)	H	G	S	Cargo	>12					≥ 500	A	1	1	2024	D	on after	1	1	1900	Amendment to 1983 SPS Code. Replaces the template of the Safety Certificate for Special Purpose Ships along with the record of equipment for Special Purpose Ship Safety Certificate. Related to updated GMDSS standards.	
126	Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) - GMDSS Modernization MSC.503(105)	H	G	S	Cargo	>12					≥ 500	A	1	1	2024	D	on after	1	1	1900	Amendment to 2008 SPS Code. Replaces the template of the Safety Certificate for Special Purpose Ships along with the record of equipment for Special Purpose Ship Safety Certificate. Related to updated GMDSS standards.	
127	Performance Standards for the Reception of Maritime Safety Information and Search and Rescue related Information by MF (NAVTEX) and HF MSC.508(105)	H	G	S	All						>0	All	INS	1	1	2024	D	on after	1	1	1900	Revises and consolidates A.700(17) MSC.148(77) . Revision of standards of NAVTEX/HF-MSI Receivers, Display Devices & Printers, Storage, Alert, Test Facilities and Interfaces. NAVTEX receiver equipment: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; (2) if installed on or after 1 July 2019, but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution MSC.148(77), as amended by resolution MSC.430(98); (3) if installed on or after 1 July 2005, but before 1 July 2019, should conform to performance standards not inferior to those specified in the annex to resolution MSC.148(77); and (4) if installed before 1 July 2005, should conform to performance standards not inferior to those specified in the annex to resolution A.525(13); Equipment for the reception of NBDP broadcasts of navigational and meteorological warnings and urgent information to ships by HF: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; and (2) if installed before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.700(17);
128	Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS) MSC.509(105)	H	G	S	All						>0	All	1	1	2024	D	on after	1	1	1900	Revises and supersedes A.801(19). Provides recommendation on the provision of radio services for the GMDSS, Criteria when providing shore-based digital selective calling (DSC) facilities for use in the GMDSS, Criteria for establishing GMDSS sea areas and Criteria when providing a NAVTEX.	



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) / (MC) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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	day	month		year		
129	Performance Standards for Search and Rescue Radar Transponders MSC.510(105)	H	G	S	All					>0		All	1	1	2024	D	on after	1	1	1900	Supersedes A.530(13) and A.802(19). Revises performance standards for Search and Rescue Radar Transponders (SARTs).	
130	Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling MSC.511(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises A.803(19). Revises performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling and specially in the Transmitter, Receiver and Digital Selective Calling Facility. Shipborne VHF radio installations capable of voice communication and digital selective calling which will form part of the GMDSS: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; (2) if installed on or after 23 November 1996 but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.803(19), as amended, or conform to performance standards not inferior to those specified in the annex to this resolution; and (3) if installed before 23 November 1996, should conform to performance standards not inferior to those specified in the annex to resolution A.609(15).
131	Performance Standards for Shipborne MF and MF/HF Radio Installations capable of Voice Communication, Digital Selective Calling and Reception of Maritime Safety Information and Search and Rescue related Information MSC.512(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises and consolidates A.804(19) and A.806(19). Revises performance standards for shipborne MF/HF radio installations capable of voice communication and digital selective calling and specially in the Transmitter, Receiver and Digital Selective Calling Facility. Shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information which will form part of the GMDSS: (1) if installed on or after 1 January 2024, conform to performance standards not inferior to those specified in the annex to the present resolution; (2) if installed on or after 23 November 1996 but before 1 January 2024, conform to performance standards not inferior to those specified in the annex to resolutions A.804(19), as amended, and A.806(19), as amended, or conform to performance standard not inferior to those specified in the annex to this resolution; and (3) if installed before 23 November 1996, conform to performance standards not inferior to those specified in annex to resolutions A.610(15) and A.613(15).
132	Performance Standards for Inmarsat-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications MSC.513(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises and consolidates A.807(19). Revises performance standards for Inmarsat-C Ship earth stations. Every Inmarsat-C ship earth station which forms part of the GMDSS: (1) if installed on or after 1 January 2024 should conform to performance standards not inferior to those specified in the annex to the present resolution; and (2) if installed before 1 January 2024 should conform to performance standards not inferior to those specified in the annex to resolution A.807(19), as amended, or conforms to performance standards not inferior to those specified in the annex to the present resolution, and be installed in accordance with the Inmarsat design and installation guidelines;
133	Performance Standards for Survival Craft Portable Two-way VHF Radiotelephone Apparatus MSC.515(105)	H	G	S	All							All	INS	1	1	2024	D	on after	1	1	1900	Revises MSC.149(77). Revises performance standards for survival craft two-way VHF radiotelephone apparatus. Survival craft portable two-way VHF radiotelephone apparatus: .1 if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; .2 if installed on or after 1 July 2005 but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution MSC.149(77); .3 if installed on or after 23 November 1996 but before 1 July 2005, should conform to performance standards not inferior to those specified in annex 1 to resolution A.809(19); and .4 if installed before 23 November 1996, should conform to performance standards not inferior to those specified in annex 1 to resolution A.762(18).

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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		Est Cpty (m ³)	Notes	day	month	year	day		month	year		
134	Amendments to the Performance Standards for Radiocommunication Equipment (Resolution MSC.80(70)) MSC.516(105)	H	G	S	All						>0	All	INS	1	1	2024	D	on after	1	1	1900	Amendments to MSC.80(70), specially on the performance standards for on-scene portable two-way VHF radiotelephone apparatus Annexes 1 and 2. On-scene (aeronautical) two-way VHF radiotelephone apparatus for use in search and rescue operations: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annexes to resolution MSC.80(70), as amended by the present resolution; and (2) if installed before 1 January 2024, should conform to the performance standards not inferior to those specified in the annexes to resolution MSC.80(70).
135	Performance Standards for a Shipborne Integrated Communication System (ICS) when used in the Global Maritime Distress and Safety System (GMDSS) MSC.517(105)	H	G	S	All						>0	All	INS	1	1	2024	D	on after	1	1	1900	Revises A.811(19). Revises performance standards for the shipborne Integrated Communication System (ICS) when used in the GMDSS. A shipborne integrated communication system (ICS) when used in the GMDSS: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; and (2) if installed before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.811(19) or should conform to performance standards not inferior to those specified in the annex to the present resolution.
136	2023 IMO Diving Code MSC.548(107)	H	G	S	All Ships						>0	All	INS	1	1	2024		on after	1	1	1900	New International Code of Safety for Diving Operations, 2023 (2023 Diving Code) along with guidance on implementation of the 2023 Diving Code which has been included as an appendix. This Code has been developed to provide an international standard of safety for diving units, which will result in a level of safety for a diving operation on a diving platform equivalent to that required by SOLAS and its application is voluntary . Ships of no less than 500 gross tonnage may follow the Code and the Administration may also apply these provisions as far as reasonable and practicable to ships less than 500 gross tonnage, ships of any age and other objects acting as a diving unit but to which SOLAS does not apply.
137	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.
138	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-1/2 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.
139	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	After confirmation that adequate reception facilities are provided in all ports and terminals within the Red Sea and the Gulf of Aden 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.
140	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	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.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 2025

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	day		month	year		
141	Guidelines on Recommendatory Black Carbon emission measurement, monitoring and reporting MEPC.394(82)	O	G	M	All						>0	A		4	10	2024	D	on after	1	1	1900	Guidelines providing recommendations for the measurement, monitoring and reporting of Black Carbon (BC) emissions data from marine diesel engines or exhaust gas treatment systems, in combination or individually, in order to enhance the development of recommendations and regulations to reduce the impact on the Arctic of BC emissions.
142	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	Bulk						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
143	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	GasLng						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
144	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	Tanker						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
145	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	Cont						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
146	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	GenCargo						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
147	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	Refer						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
148	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	Combo						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
149	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	LNG						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
150	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	RoRoV						>5000	A		4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).



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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	day	month		year	
151	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	RoRoC					>5000		A	4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
152	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	RoRoP					>5000		A	4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
153	2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.395(82)	O	G	M	PassC					>5000		A	4	10	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide consequential updates to the standardized data-reporting format for the data collection system and operational carbon intensity (Appendix 3 of the SEEMP) guidelines seeking alignment with the amendments to appendix IX of MARPOL Annex VI. Supersedes MEPC.346(78).
154	Revised Interim Recommendation for Carriage of Liquefied Hydrogen in Bulk MSC.565(108)	O	G	S	All					>500		R	24	5	2024	D	on after	1	1	1900	Revised Interim Recommendations for the carriage of liquefied hydrogen in bulk, aimed at establishing minimum requirements for such cargoes and facilitating a tripartite agreement among relevant Administrations under the IGC Code. These recommendations include new minimum standards for cargo containment systems, particularly focusing on independent cargo tanks that utilize vacuum insulation or other insulation materials.
155	Security Situation in the Red Sea and Gulf of Aden resulting from Houthi Attacks on Commercial Ships and Seafarers MSC.564(108)	O	G	S	All Ships					>500		All	23	5	2024		on after	1	1	1900	Encourages operators and vessels to evaluate the unpredictability of recent events and the risk of ongoing Houthi attacks when planning their transit, taking into account vessel profiles and risk tolerance. It also urges all parties to provide relevant information to the International Maritime Organization (IMO) and commits to reviewing the situation, inviting other relevant Committees to do the same. Furthermore, the Committee acknowledges the IMO Secretary-General's dedication to enhancing the safety of seafarers and vessels in the Red Sea and Gulf of Aden, requesting close monitoring of the situation in collaboration with Member States and industry bodies.
156	MARPOL Annex I - Regional Reception Facilities within Arctic Waters MEPC.359(79)	O	G	M	All					>0		A	1	5	2024	D	on after	1	1	1900	Amendments have been made to Regulation 38 of MARPOL Annex I (Reception facilities), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters. Paragraphs 4 and 6 are being amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. In addition, the title of section 5 in Form B of the Supplement to the International Oil Pollution Prevention Certificate (IOPP Certificate) is changed to 5 - Construction (regulations 18, 19, 20, 21, 22, 23, 26, 27, 28 and 33).
157	MARPOL Annex II - Regional Reception Facilities within Arctic Waters MEPC.359(79)	O	G	M	All					>0		A	1	5	2024	D	on after	1	1	1900	Amendments have been made to Regulation 18 of MARPOL Annex II (Reception facilities and cargo unloading terminal arrangements), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters Paragraph 3 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States.
158	MARPOL Annex IV - Regional Reception Facilities within Arctic Waters MEPC.359(79)	O	G	M	All					>0		A	1	5	2024	D	on after	1	1	1900	Amendments have been made to Regulation 12 of MARPOL Annex IV (Reception facilities), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters. Paragraph 2 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States.
159	MARPOL Annex V - Regional reception facilities within Arctic waters MEPC.360(79)	O	G	M	All	>15				>100		A	1	5	2024	D	on after	1	1	1900	Amendments have been made to Regulation 8 (Reception facilities), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters. In Regulation 8, Paragraph 3 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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	day		month	year		
160	2024 Guidelines as required by Regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit	MEPC.386(81)	O	G	M	All					>0		A	22	3	2024	D	on after	1	1	1900	Supersedes MEPC.230(65), the 2013 Guidelines. The revised Guidelines introduce guidance for the case where a steam system is to be replaced by a marine diesel engine but also a template that should be used to provide information to the Organization by the Administration which accepts that the installation of a Tier III non-identical replacement engine was not feasible and accordingly a Tier II engine was installed.
161	Interim Guidance on the Application of the BWM Convention to Ships operating in Challenging Water Quality conditions	MEPC.387(81)	O	G	B	All					>0		A	22	3	2024	D	on after	1	1	1900	Pending the finalization of the holistic review of the BWM Convention, the Organization developed guidance to assist ships in planning for compliance with the BWM Convention and the D-2 discharge standard when a type-approved ballast water management system (BWMS) that has been properly installed, operated and maintained encounters operational limitations or has difficulty meeting operational demand in challenging water quality (CWQ) conditions.
162	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.388(81)	O	G	M	Bulk					>5000		A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
163	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.388(81)	O	G	M	GasLng					>5000		A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
164	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.388(81)	O	G	M	Tanker					>5000		A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
165	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.388(81)	O	G	M	Cont					>5000		A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
166	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.388(81)	O	G	M	GenCargo					>5000		A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
167	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.388(81)	O	G	M	Refer					>5000		A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) AFS (AFS) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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	day		month	year	
168	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.388(81)	O	G	M	Combo						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
169	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.388(81)	O	G	M	LNG						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
170	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.388(81)	O	G	M	RoRoV						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
171	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.388(81)	O	G	M	RoRoC						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
172	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.388(81)	O	G	M	RoRoP						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
173	Amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) MEPC.388(81)	O	G	M	PassC						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 SEEMP Guidelines. The amendments provide guidance to handle the increased reporting requirements for IMO DCS such as the measurement of fuel consumption per fuel type per consumer type, the total amount of onshore power supplied, the transport work to be reported per ship type.
174	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity MEPC.389(81)	O	G	M	Bulk						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
175	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity MEPC.389(81)	O	G	M	GasLNG						>5000	A	22	3	2024	D	on after	1	1	1900	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) (MC) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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 Cpy (m ³)	Notes	day	month	year	day		month	year
176	MEPC.389(81)	O	G	M	Tanker															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
177	MEPC.389(81)	O	G	M	Cont															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
178	MEPC.389(81)	O	G	M	GenCargo															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
179	MEPC.389(81)	O	G	M	Refer															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
180	MEPC.389(81)	O	G	M	Combo															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
181	MEPC.389(81)	O	G	M	LNG															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
182	MEPC.389(81)	O	G	M	RoRoV															Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2024 and Beyond for All Ship Types - Feb 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) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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 Cpy (m ³)	Notes	day	month	year	day		month	year		
183	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity MEPC.389(81)	O	G	M	RoRoC						>5000	A		22	3	2024	D	on after	1	1	1900	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
184	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity MEPC.389(81)	O	G	M	RoRoP						>5000	A		22	3	2024	D	on after	1	1	1900	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
185	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity MEPC.389(81)	O	G	M	PassC						>5000	A		22	3	2024	D	on after	1	1	1900	Amendments to the 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity. The Table in Appendix II is replaced, providing additional columns for reporting of cargo carried (in metric tonnes or TEU or Passengers), on whether the voyage is laden or not, fuel consumption per fuel type per consumer type. In addition, when the segment is not underway, the hours underway column should be left blank.
186	2024 Guidelines on Life Cycle GHG Intensity of Marine Fuels (2024 LCA Guidelines) MEPC.391(81)	O	G	M	All						>0	A		22	3	2024	D	on after	1	1	1900	The 2024 Guidelines incorporate amendments in relation to the quantification of parameters for biofuel production, evaluation of carbon GHG intensity of electricity, Tank-to-Wake methodologies for actual/onboard emission factors. In addition, amendments to appendix 4 and addition of a new appendix 5 for future submission template of both Well-to-Tank and Tank-to-Wake emission factor data.
187	Japanese QZSS Equipment MSC.480(102)	O	G	S	All						≥ 300	A	INS	1	1	2024	KL	on after	1	1	1900	In support of Worldwide Radionavigation System (WWRNS) standardization, the Committee adopted the "Performance Standards for Shipborne Japanese Quasi-Zenith Satellite System (QZSS) Receiver Equipment. QZSS provides positioning, navigation and timing service within a specified Asia-Oceania coverage area. These standards are applicable to Japanese QZSS receiver equipment installed on or after 1 January 2024.
188	Guidelines for the Avoidance of False Distress Alerts MSC.514(105)	O	G	S	All						>0	All		1	1	2024	D	on after	1	1	1900	Supersedes Resolution A.814(19). Introduces an additional guidance that in case a distress alert from EPIRB has been accidentally transmitted, the ship must communicate with RCC to cancel the false distress alert using the procedures given in ITU World Radiocommunication Conference Resolution 349.
189	2023 IMO Diving Code MSC.548(107)	O	G	S	All Ships						>0	All	INS	1	1	2024		on after	1	1	1900	New International Code of Safety for Diving Operations, 2023 (2023 Diving Code) along with guidance on implementation of the 2023 Diving Code which has been included as an appendix. This Code has been developed to provide an international standard of safety for diving units, which will result in a level of safety for a diving operation on a diving platform equivalent to that required by SOLAS and its application is voluntary . Ships of no less than 500 gross tonnage may follow the Code and the Administration may also apply these provisions as far as reasonable and practicable to ships less than 500 gross tonnage, ships of any age and other objects acting as a diving unit but to which SOLAS does not apply.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with 2024 and Beyond for All Ship Types - Feb 2025

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Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	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		Est Cpty (m ³)	Notes	day	month	year	day	

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 particular regulation and the nuances of its implementation. ABS expressly disclaims all warranties including the warranties of merchantability and fitness for a particular purpose. This table should not be considered legal advice.

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
 - Refr** 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 present Convention
 - 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 Convention when it is
 - 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 as ORE carriers
 - 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 and an exposed
- 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