



CONVENTION AMENDMENT MATRIX

October 2026



*For questions or customized filtering of this matrix, please
contact ABS Regulatory Affairs ABSRegAff@eagle.org*



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
1	SOLAS II-1 - Amendments to IGC Code - High Manganese Austenitic Steel	MSC.523(106)	H	M	S	GasLng					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to Table 6.3 of the IGC Code confirm the acceptability of high manganese austenitic steel under this Code and provide testing requirements for its use in cryogenic service. The general requirements for metallic materials are amended to include High manganese austenitic steel – hot rolling and controlled cooling and the notes to the Table 6.3 are updated. Action to be taken: Shipowners/Operators need to be prepared for compliance.
2	Amendments to IGF Code - High Manganese Austenitic Steel	MSC.524(106)	H	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: Amendments to Table 7.3 of the IGF Code confirm the acceptability of high manganese austenitic steel under this Code and provide testing requirements for its use in cryogenic service. Action to be taken: Shipowners/Operators need to be prepared for compliance.
3	SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW)	MSC.532(107)	H	M	S	All							A		1	1	2026	C	on after	1	1	2026	Description: New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. Applicable to contractual delivery date for lifting appliance or anchor handling winches from 1 January 2026, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. Action to be taken: Shipowners/Operators need to be prepared for compliance.
4	SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW)	MSC.532(107)	H	M	S	All							A		1	1	2026	KL	on after	1	1	2026	Description: New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. Applicable to contractual delivery date for lifting appliance or anchor handling winches from 1 January 2026, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. Action to be taken: Shipowners/Operators need to be prepared for compliance.
5	SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW)	MSC.532(107)	H	M	S	All							A		1	1	2026	D	before	1	1	2026	Description: New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. Applicable to contractual delivery date for lifting appliance or anchor handling winches from 1 January 2026, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026. Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
(refer to actual regulation for details)																							
6	SOLAS Chapter II-2 / Reg.10 - Prohibition of PFOS Fire Extinguishing Media	MSC.532(107)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: New paragraph 11 to Chapter II-2/10 has been added to address the restrictions on fire-extinguishing media. This regulation prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). Shipowners/Operators need to be prepared for compliance.
7	SOLAS Chapter II-2 / Reg.10 - Prohibition of PFOS Fire Extinguishing Media	MSC.532(107)	H	M	S	All							R	FS	1	1	2026	D	on after	1	1	1900	Description: Ships and other vessels, including offshore mobile units constructed before 1 January 2026 shall comply with regulations prohibiting the use or storage of extinguishing media containing PFOS not later than the date of the first survey on or after 1 January 2026. Shipowners/Operators need to be prepared for compliance.
8	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Yacht						≥300	A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
9	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Fish				≥24			A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
10	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Cargo						300 ≤ GT ≤ 500	A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
11	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	RoRoC						300 ≤ GT ≤ 500	A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
12	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	RoRoV						300 ≤ GT ≤ 500	A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
13	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Yacht						≥300	A		1	1	2027	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
14	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	Fish				≥24			A		1	1	2027	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
(refer to actual regulation for details)																							
15	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	2027	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
16	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	RoRoC					300 ≤ GT ≤ 500		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
17	SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters	MSC.532(107)	H	M	S	RoRoV					300 ≤ GT ≤ 500		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter XIV will enforce safety measures for non-SOLAS ships in polar waters, introducing a new Regulation 3-1. These measures apply to: Fishing vessels over 24 meters. Pleasure yachts over 300 gross tonnage not in trade. Cargo ships between 300 and 500 gross tonnage. These amendments take effect on January 1, 2026, for new vessels, with existing vessels required to comply one year later.
18	SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic InclInometers	MSC.532(107)	H	M	S	Cont					≥ 3000		N		1	1	2026	KL	on after	1	1	2026	Description: New amendments to SOLAS Chapter V require electronic inclinometers on newly built containerships and bulk carriers with a gross tonnage of 3,000 or more. These devices help the Voyage Data Recorder (VDR) capture roll motion data for incident investigations and provide stability information to navigational officers, preventing cargo shifting during severe weather.
19	SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic InclInometers	MSC.532(107)	H	M	S	Bulk					≥ 3000		N		1	1	2026	KL	on after	1	1	2026	Description: New amendments to SOLAS Chapter V require electronic inclinometers on newly built containerships and bulk carriers with a gross tonnage of 3,000 or more. These devices help the Voyage Data Recorder (VDR) capture roll motion data for incident investigations and provide stability information to navigational officers, preventing cargo shifting during severe weather.
20	1978 SOLAS Protocol - Form of Safety Equipment Certificate for Cargo Ships	MSC.532(107)	O	M	S	Cont					>500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the appendices of the 1978 SOLAS Protocols now include a definition for "containership" in SOLAS Chapter V. Modifications to the certificate appendices will be necessary, with these changes set to take effect on January 1, 2026.
21	1994 HSC Code Chapter 7 Prohibition of PFOS Fire Extinguishing Media	MSC.536(107)	H	M	S	HSC					>500		A	FS	1	1	2026	KL	on after	1	1	2026	Description: A new paragraph 7.9.4 has been added to Chapter 7 of the 1994 HSC Code to address restrictions on fire-extinguishing media. This paragraph aims to minimize the exposure of onboard personnel to hazardous firefighting substances and to reduce the environmental impact of fire-extinguishing media. The regulation applies to all ships certified under this code and prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). Action Required: Shipowners and operators must prepare for compliance.
22	2000 HSC Code Chapter 7 Prohibition of PFOS Fire Extinguishing Media	MSC.537(107)	H	M	S	HSC					>500		A	FS	1	1	2026	D	on after	1	1	1900	Description: A new paragraph 7.9.4 has been added to Chapter 7 of the 1994 HSC Code to address restrictions on fire-extinguishing media. This paragraph aims to minimize the exposure of onboard personnel to hazardous firefighting substances and to reduce the environmental impact of fire-extinguishing media. The regulation applies to all ships certified under this code and prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). Action Required: Shipowners and operators must prepare for compliance.
23	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Fish				≥24			A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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						Bst Cpty (m³)	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	Notes			day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
24	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Yacht					≥300		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
25	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	RoRoC					300 ≤ GT ≤ 500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
26	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	RoRoV					300 ≤ GT ≤ 500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
27	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Cargo					300 ≤ GT ≤ 500		A		1	1	2026	KL	on after	1	1	2026	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
28	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm	MSC.550(108)	H	M	S	RoRoP	>36						A		1	1	2026	D	on after	1	1	1900	Description: A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and fire alarm system. Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located. Action to be taken: Shipowners/Operators need to be prepared for compliance.
29	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm	MSC.550(108)	H	M	S	Pass	>36						A		1	1	2026	D	on after	1	1	1900	Description: A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and fire alarm system. Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located. Action to be taken: Shipowners/Operators need to be prepared for compliance.
30	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm	MSC.550(108)	H	M	S	RoRoC					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Accommodation and service spaces and control stations of cargo ships (and cargo control rooms) 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 in accordance with regulation 9.2.3.1 Action to be taken: Shipowners/Operators need to be prepared for compliance.

ABS

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
31	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm	MSC.550(108)	H	M	S	RoRoV					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Accommodation and service spaces and control stations of cargo ships (and cargo control rooms) 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 in accordance with regulation 9.2.3.1 Action to be taken: Shipowners/Operators need to be prepared for compliance.
32	Amendments to SOLAS Chapter II-2, Regulation 7- Detection and alarm	MSC.550(108)	H	M	S	Cargo					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Accommodation and service spaces and control stations of cargo ships (and cargo control rooms) 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 in accordance with regulation 9.2.3.1 Action to be taken: Shipowners/Operators need to be prepared for compliance.
33	Amendments to SOLAS Chapter II-2, Part G - Regulation 20 - Protection of vehicle, special category and ro-ro spaces	MSC.550(108)	H	M	S	RoRoP							N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire detection and fire alarm systems Fixed fire detection and alarm systems shall be installed in vehicle, special category, and ro-ro spaces, with integration for water-based deluge systems. These systems should present information clearly and have matching alarm section numbering. A detection system is also required for the weather deck, with detector placement approved by the Administration. Action to be taken: Shipowners/Operators need to be prepared for compliance.
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	RoRoC					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire detection and fire alarm systems Cargo ships shall have a fixed fire detection and alarm system in vehicle, special category, and ro-ro spaces that meets the Fire Safety Systems Code. This system should quickly detect fires, with detector type, spacing, and location approved by the Administration, considering ventilation effects, and shall be tested for adequate response times. Action to be taken: Shipowners/Operators need to be prepared for compliance.
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	RoRoP							N		1	1	2026	KL	on after	1	1	2026	Description: Video monitoring Passenger ships shall have an effective video monitoring system in vehicle, special category, and ro-ro spaces for continuous oversight, with immediate playback to identify fire locations. Cameras should cover the entire area and be installed high enough to see over cargo. Recorded videos shall be available for at least seven days. The relationship between each camera and the corresponding fire-extinguishing system section shall be clearly displayed near the monitor. Continuous crew monitoring is not required. Action to be taken: Shipowners/Operators need to be prepared for compliance.
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	RoRoP							R	FS	1	1	2028	KL	before	1	1	2026	Description: Video monitoring Passenger ships shall have an effective video monitoring system in vehicle, special category, and ro-ro spaces for continuous oversight, with immediate playback to identify fire locations. Cameras should cover the entire area and be installed high enough to see over cargo. Recorded videos shall be available for at least 24 hours. The relationship between each camera and the corresponding fire-extinguishing system section shall be clearly displayed near the monitor. Continuous crew monitoring is not required. Action to be taken: Shipowners/Operators need to be prepared for compliance.
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	RoRoP					>500		N		1	1	2026	KL	on after	1	1	2026	Description: Structural fire protection Structural fire protection regulations for passenger ships built after January 1, 2026 require insulation of boundary bulkheads and decks in special category and ro-ro spaces to a minimum of "A-60" standard, with some exceptions allowing for "A-0" standards. Openings in ro-ro spaces shall not endanger survival craft or accommodation spaces, maintaining a 6.0 m safety distance. Requirements for mechanical ventilation openings include protective closing devices, and vehicle weather decks shall ensure safety distances of over 6.0 m from critical areas, with specific conditions for reducing this distance based on boundary integrity. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation		
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year			
																								(refer to actual regulation for details)
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	RoRoP							N		1	1	2026	KL	on after	1	1	2026	Description: Fixed fire-extinguishing systems Passenger ships shall install a fixed water-based fire-extinguishing system with monitors on weather decks for vehicle carriage, compliant with the Fire Safety Systems Code. Additionally, drainage systems shall be provided, sized to handle at least 125% of the combined capacity of both the monitors and fire hose nozzles. Action to be taken: Shipowners/Operators need to be prepared for compliance.	
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	RoRoP							N		1	1	2026	KL	on after	1	1	2026	Description: Decision-making Passenger ships with fixed pressure water-spraying systems in vehicle, special category, and ro-ro spaces shall have suitable signage and marking on deckheads and bulkheads for easy identification of the fire-extinguishing system sections. Signage should consider crew movement patterns and potential obstructions, with section numbers displayed in photoluminescent material that matches section valve identification at safety centers or control stations. Action to be taken: Shipowners/Operators need to be prepared for compliance.	
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	RoRoC					>500		A		1	1	2026	D	on after	1	1	1900	Description: Permanent openings In cargo ships, permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces. Action to be taken: Shipowners/Operators need to be prepared for compliance.	
41	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Ship design and arrangement Paragraph 5.3.3.3 and 5.3.4.4 are updated to specify that for independent tanks, protective distance is measured to the tank shell, while for membrane tanks, it is measured to the bulkheads surrounding the insulation. Paragraph 5.12.1 defines air locks for ships constructed after January 1, 2026, requiring gastight bulkheads with two self-closing doors spaced 1.5 to 2.5 meters apart, and a sill height of at least 300 mm for doors leading to hazardous areas. Action to be taken: Shipowners/Operators need to be prepared for compliance.	
42	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	7	2026	Description: Ship design and arrangement Paragraph 5.3.3.3 and 5.3.4.4 are updated to specify that for independent tanks, protective distance is measured to the tank shell, while for membrane tanks, it is measured to the bulkheads surrounding the insulation. Paragraph 5.12.1 defines air locks for ships constructed after January 1, 2026, requiring gastight bulkheads with two self-closing doors spaced 1.5 to 2.5 meters apart, and a sill height of at least 300 mm for doors leading to hazardous areas. Action to be taken: Shipowners/Operators need to be prepared for compliance.	
43	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Fuel containment system Section 6.4 updates design regulations for Type C independent tanks, specifying the formula for minimum design vapor pressure and associated parameters like stress limits and tank dimensions. Section 6.7 introduces new rules for pressure relief systems on ships built after January 1, 2026, requiring PRVs to meet combined capacity requirements even with one PRV out of service, and provides a formula for vapors generated under fire exposure. Section 6.9 mandates that for ships built after January 1, 2026, liquefied gas fuel tanks (unless designed for full gauge vapor pressure) shall maintain pressure and temperature within the design range using approved methods. Action to be taken: Shipowners/Operators need to be prepared for compliance.	



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)	
44	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Fuel containment system Section 6.4 updates design regulations for Type C independent tanks, specifying the formula for minimum design vapor pressure and associated parameters like stress limits and tank dimensions. Section 6.7 introduces new rules for pressure relief systems on ships built after January 1, 2026, requiring PRVs to meet combined capacity requirements even with one PRV out of service, and provides a formula for vapors generated under fire exposure. Section 6.9 mandates that for ships built after January 1, 2026, liquefied gas fuel tanks (unless designed for full gauge vapor pressure) shall maintain pressure and temperature within the design range using approved methods. Action to be taken: Shipowners/Operators need to be prepared for compliance.
45	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Fuel containment system Section 6.4 updates design regulations for Type C independent tanks, specifying the formula for minimum design vapor pressure and associated parameters like stress limits and tank dimensions. Section 6.7 introduces new rules for pressure relief systems on ships built after January 1, 2026, requiring PRVs to meet combined capacity requirements even with one PRV out of service, and provides a formula for vapors generated under fire exposure. Section 6.9 mandates that for ships built after January 1, 2026, liquefied gas fuel tanks (unless designed for full gauge vapor pressure) shall maintain pressure and temperature within the design range using approved methods. Action to be taken: Shipowners/Operators need to be prepared for compliance.
46	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Material and general pipe design For ships built on or after January 1, 2026, minimum pipe wall thickness is calculated using a formula that accounts for theoretical thickness, bending allowance, corrosion allowance, and manufacturing tolerance. The formula includes factors such as design pressure, pipe diameter, allowable stress, and efficiency, with additional requirements for bends and corrosion protection depending on expected conditions. Action to be taken: Shipowners/Operators need to be prepared for compliance.
47	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	7	2026	Description: Material and general pipe design For ships built on or after January 1, 2026, minimum pipe wall thickness is calculated using a formula that accounts for theoretical thickness, bending allowance, corrosion allowance, and manufacturing tolerance. The formula includes factors such as design pressure, pipe diameter, allowable stress, and efficiency, with additional requirements for bends and corrosion protection depending on expected conditions. Action to be taken: Shipowners/Operators need to be prepared for compliance.
48	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	D	on after	1	1	2030	Description: Material and general pipe design For ships built on or after January 1, 2026, minimum pipe wall thickness is calculated using a formula that accounts for theoretical thickness, bending allowance, corrosion allowance, and manufacturing tolerance. The formula includes factors such as design pressure, pipe diameter, allowable stress, and efficiency, with additional requirements for bends and corrosion protection depending on expected conditions. Action to be taken: Shipowners/Operators need to be prepared for compliance.
49	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Bunkering The bunkering manifold must withstand external loads during bunkering and facilitate dry-disconnect operations through approved connection methods, including dry-disconnect couplings, manual or hydraulic couplers, or bolted flanges. Additionally, when using specific connections, operating procedures must ensure dry-disconnect and be supported by a risk assessment. An emergency release coupler or equivalent system must be provided for quick disconnection in emergencies. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All , New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year		
50	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	7	2026	Description: Bunkering The bunkering manifold must withstand external loads during bunkering and facilitate dry-disconnect operations through approved connection methods, including dry-disconnect couplings, manual or hydraulic couplers, or bolted flanges. Additionally, when using specific connections, operating procedures must ensure dry-disconnect and be supported by a risk assessment. An emergency release coupler or equivalent system must be provided for quick disconnection in emergencies. Action to be taken: Shipowners/Operators need to be prepared for compliance.
51	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	D	on after	1	1	2030	Description: Bunkering The bunkering manifold must withstand external loads during bunkering and facilitate dry-disconnect operations through approved connection methods, including dry-disconnect couplings, manual or hydraulic couplers, or bolted flanges. Additionally, when using specific connections, operating procedures must ensure dry-disconnect and be supported by a risk assessment. An emergency release coupler or equivalent system must be provided for quick disconnection in emergencies. Action to be taken: Shipowners/Operators need to be prepared for compliance.
52	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Fuel supply to consumers For ships built after January 1, 2026, fuel supply systems must include redundancy and segregation to prevent unacceptable power loss from leaks or failures. The gas supply system must automatically vent the entire gas supply pipe when the master gas fuel valve shuts down. Additionally, a manually operated shutdown valve is required for each gas consumer upstream of double block and bleed valves. Gas fuel piping in gas-safe machinery spaces must be enclosed in a double-wall system, and the design pressure of outer pipes or ducts must meet or exceed the maximum working pressure of the inner pipes. Action to be taken: Shipowners/Operators need to be prepared for compliance.
53	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	7	2026	Description: Fuel supply to consumers For ships built after January 1, 2026, fuel supply systems must include redundancy and segregation to prevent unacceptable power loss from leaks or failures. The gas supply system must automatically vent the entire gas supply pipe when the master gas fuel valve shuts down. Additionally, a manually operated shutdown valve is required for each gas consumer upstream of double block and bleed valves. Gas fuel piping in gas-safe machinery spaces must be enclosed in a double-wall system, and the design pressure of outer pipes or ducts must meet or exceed the maximum working pressure of the inner pipes. Action to be taken: Shipowners/Operators need to be prepared for compliance.
54	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	D	on after	1	1	2030	Description: Fuel supply to consumers For ships built after January 1, 2026, fuel supply systems must include redundancy and segregation to prevent unacceptable power loss from leaks or failures. The gas supply system must automatically vent the entire gas supply pipe when the master gas fuel valve shuts down. Additionally, a manually operated shutdown valve is required for each gas consumer upstream of double block and bleed valves. Gas fuel piping in gas-safe machinery spaces must be enclosed in a double-wall system, and the design pressure of outer pipes or ducts must meet or exceed the maximum working pressure of the inner pipes. Action to be taken: Shipowners/Operators need to be prepared for compliance.
55	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Fire safety For ships constructed on or after 1 January 2026, fuel preparation rooms shall, for the purpose of the application of SOLAS regulation II-2/9, be regarded as a machinery space of category A Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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						Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Notes			day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
(refer to actual regulation for details)																							
56	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Fire safety In addition to any other portable fire extinguishers that may be required elsewhere in IMO instruments, one portable dry powder extinguisher of at least 5 kg capacity shall be located near the bunkering station and in the fuel preparation room. Action to be taken: Shipowners/Operators need to be prepared for compliance.
57	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Explosion prevention Hazardous area zone 0 includes, but is not limited to, the interiors of fuel tanks, any pipework for pressure relief or other venting systems for fuel tanks, pipes and equipment containing fuel, and interbarrier spaces. Action to be taken: Shipowners/Operators need to be prepared for compliance.
58	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Explosion prevention Paragraph 12.5.2.1 is replaced by the for".1 for ships constructed on or after 1 January 2026, tank connection spaces and fuel storage hold spaces2l storage hold spaces for type C tanks are normally not considered as zone 1." Action to be taken: Shipowners/Operators need to be prepared for compliance.
59	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Control, monitoring and safety systems Liquefied gas fuel tank liquid level gauges can be categorized into three types: Indirect devices that measure fuel amount through weighing or flow metering. Closed devices that do not penetrate the tank, utilizing methods like radioisotopes or ultrasonic technology. Closed devices that penetrate the tank but are part of a closed system to prevent gas release, requiring a shutoff valve near the tank if not directly mounted. Action to be taken: Shipowners/Operators need to be prepared for compliance.
60	Amendments to LSA Code	MSC.554(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Lifejackets installed on or after January 1, 2026 need to be able to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
61	Amendments to LSA Code	MSC.554(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Lifejackets installed on or after January 1, 2026 need to be able to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
62	Amendments to LSA Code	MSC.554(108)	H	M	S	All							R		1	1	2026	D	on after	1	1	2026	Description: Lifejackets installed on or after January 1, 2026 need to be able to turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
63	Amendments to LSA Code	MSC.554(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: Updated requirements apply to all new installations of lifeboats and rescue boats with a single fall and hook system . The draft amendments state: (4.4.7.6.8) To prevent accidental release during recovery, the hook must not support any load unless it is completely reset. If a hook can release the lifeboat or rescue boat while not fully waterborne, the handle or safety pins cannot return to the reset position, and indicators must not show that the release mechanism is reset unless the hook is fully reset. (4.4.7.6.17) When using a single hook and fall system for launching a lifeboat or rescue boat with a suitable painter, the requirements of 4.4.7.6 and 4.4.7.6.15 do not apply, provided the system cannot release the lifeboat or rescue boat while it is not fully waterborne. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All , New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year	(refer to actual regulation for details)	
64	Amendments to LSA Code	MSC.554(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Updated requirements apply to all new installations of <u>lifeboats and rescue boats with a single fall and hook system</u> . The draft amendments state: (4.4.7.6.8) To prevent accidental release during recovery, the hook must not support any load unless it is completely reset. If a hook can release the lifeboat or rescue boat while not fully waterborne, the handle or safety pins cannot return to the reset position, and indicators must not show that the release mechanism is reset unless the hook is fully reset. (4.4.7.6.17) When using a single hook and fall system for launching a lifeboat or rescue boat with a suitable painter, the requirements of 4.4.7.6 and 4.4.7.6.15 do not apply, provided the system cannot release the lifeboat or rescue boat while it is not fully waterborne. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
65	Amendments to LSA Code	MSC.554(108)	H	M	S	All							R		1	1	2026	D	on after	1	1	2026	Description: Updated requirements apply to all new installations of <u>lifeboats and rescue boats with a single fall and hook system</u> . The draft amendments state: (4.4.7.6.8) To prevent accidental release during recovery, the hook must not support any load unless it is completely reset. If a hook can release the lifeboat or rescue boat while not fully waterborne, the handle or safety pins cannot return to the reset position, and indicators must not show that the release mechanism is reset unless the hook is fully reset. (4.4.7.6.17) When using a single hook and fall system for launching a lifeboat or rescue boat with a suitable painter, the requirements of 4.4.7.6 and 4.4.7.6.15 do not apply, provided the system cannot release the lifeboat or rescue boat while it is not fully waterborne. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
66	Amendments to LSA Code	MSC.554(108)	H	M	S	All							N		1	1	2026	C	on after	1	1	2026	Description: (Chapter IV/Launching and embarkation appliances): The maximum lowering speed for fully loaded survival craft or rescue boats is now limited to 1.3 m/s, although Administrations may approve different speeds based on design and safety considerations. These amendments will take effect on January 1, 2026, applying to cargo ships of 500 GT and above and passenger ships. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
67	Amendments to LSA Code	MSC.554(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: (Chapter IV/Launching and embarkation appliances): The maximum lowering speed for fully loaded survival craft or rescue boats is now limited to 1.3 m/s, although Administrations may approve different speeds based on design and safety considerations. These amendments will take effect on January 1, 2026, applying to cargo ships of 500 GT and above and passenger ships. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
68	Amendments to LSA Code	MSC.554(108)	H	M	S	All							R		1	1	2026	D	on after	1	1	2026	Description: (Chapter IV/Launching and embarkation appliances): The maximum lowering speed for fully loaded survival craft or rescue boats is now limited to 1.3 m/s, although Administrations may approve different speeds based on design and safety considerations. These amendments will take effect on January 1, 2026, applying to cargo ships of 500 GT and above and passenger ships. Action to be taken: Vendors and Shipowners/Operators need to be prepared for compliance.
69	Amendments to the FSS Code Chapter 7	MSC.555(108)	H	M	S	RoRoP							N		1	1	2026	KL	on after	1	1	2026	Description: A new section, 2.5, has been added to the engineering specifications for fixed water-based fire-extinguishing systems on ro-ro passenger ships' weather decks intended for vehicle carriage, applicable to ships constructed on or after January 1, 2026. This section outlines requirements for the fire-extinguishing system, including the need for adequate water delivery capacity, monitor placement for effective coverage, and the ability to operate independently or simultaneously with other systems. Additionally, the specifications ensure that the system is readily available for immediate use, providing continuous water supply at specified rates and accommodating various operational scenarios, including the presence of dangerous goods. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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						Bst Cpty (m³)	Application to Age (All , New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Notes			day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year			
																								(refer to actual regulation for details)
70	Amendments to the FSS Code Chapter 9	MSC.555(108)	H	M	S	All							N		1	1	2026	KL	on after	1	1	2026	Description: Key changes include enhanced performance standards for heat detectors, which must operate within defined temperature ranges, and updated spacing requirements for detectors to ensure effective coverage. Additionally, new alarm notification protocols for ro-ro passenger ships will ensure alarms are easily recognizable and provide features for alarm history and suppression, while allowing for temporary disconnection of smoke detectors during vehicle loading and unloading. Action to be taken: Shipowners/Operators need to be prepared for compliance.	
71	Amendments to MARPOL Annex VI - Canadian Arctic ECA for NOx	MEPC.392(82)	H	M	M	All					>0		N		1	3	2026	KL	on after	1	1	2025	Description Establishment of a Canadian Arctic Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship constructed (keel laying date) on or after 1 January 2025 operating in the Canadian Arctic ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.	
72	Amendments to MARPOL Annex VI - Canadian Arctic ECA for SOx	MEPC.392(82)	O	M	M	All					>0		A		1	3	2027	KL	on after	1	1	1900	Description Establishment of Canadian Arctic Emission Control Area (ECA) for sulfur oxides (SOx) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. A 12-month grace period for compliance is provided from the date of entry into force of this amendment (i.e. until 1 March 2027) for ships operating within this new Emissions Control Area, according to MARPOL Annex VI / Regulation 14.7. Action to be taken While a ship is operating within the Canadian Arctic ECA, the sulphur content of fuel oil used on board should not exceed 0.10% m/m.	
73	Amendments to MARPOL Annex VI - Norwegian Sea ECA for NOx	MEPC.392(82)	H	M	M	All					>0		N		1	3	2026	C	on after	1	3	2026	Description Establishment of a Norwegian Sea Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (SOx) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship for which a building contract is placed on or after 1 March 2026 operating in the ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.	
74	Amendments to MARPOL Annex VI - Norwegian Sea ECA for NOx	MEPC.392(82)	H	M	M	All					>0		N		1	3	2026	KL	on after	1	9	2026	Description Establishment of a Norwegian Sea Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (SOx) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship constructed (keel laying date) on or after 1 September 2026 operating in the ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.	
75	Amendments to MARPOL Annex VI - Norwegian Sea ECA for NOx	MEPC.392(82)	H	M	M	All					>0		N		1	3	2026	D	on after	1	1	2030	Description Establishment of a Norwegian Sea Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI, as well as sulfur oxides (Sox) and particulate matter (PM) under Regulation 14 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship the delivery of which is on or after 1 March 2030 operating in the ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.	
76	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	RoRoC					≥ 500		N		1	1	2024	D	on after	1	1	2027	Description: Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619. Action to be taken: Shipowners/Operators need to be prepared for compliance.	



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	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			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
77	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	RoRoV					≥ 500		N		1	1	2024	D	on after	1	1	2027	Description: Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619. Action to be taken: Shipowners/Operators need to be prepared for compliance.
78	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	Cargo					≥ 500		N		1	1	2024	D	on after	1	1	2027	Description: Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619. Action to be taken: Shipowners/Operators need to be prepared for compliance.
79	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	Pass	>12						N		1	1	2024	D	on after	1	1	2027	Description: Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619. Action to be taken: Shipowners/Operators need to be prepared for compliance.
80	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Fish			>24				A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
81	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Yacht					≥ 300		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
82	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	RoRoC					300 ≤ GT ≤ 500		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
83	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	RoRoV					300 ≤ GT ≤ 500		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.
84	Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels	MSC.538(107)	H	M	S	Cargo					300 ≤ GT ≤ 500		A		1	1	2027	D	on after	1	1	1900	Description: Amendments to the Polar Code Part I-A enhance safety for non-SOLAS ships in polar waters with new Chapters 9-1 and 11-1. Chapter 9-1 addresses navigational equipment in extreme conditions, while Chapter 11-1 focuses on route planning. These regulations apply to Arctic-flagged ships when voyages extend beyond territorial seas. The Flag Administration will issue compliance certificates. Changes take effect on January 1, 2026, for new vessels, and existing vessels must comply one year later.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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	No of Passengers	Size Parameter					Bst Cpty (m³)	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				LLL (m)	LOA (m)	DWT (tons)	GT	Notes			day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year		
85	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All							N		1	1	2024	D	on after	1	1	2028	Description: The amendments to SOLAS II-1/12 and 17 (applicable to passenger ships above 12 passengers only) specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided. Action to be taken: Shipowners/Operators need to be prepared for compliance.
86	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All							N		1	1	2024	D	on after	1	1	2028	Description: The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck. Action to be taken: Shipowners/Operators need to be prepared for compliance.
87	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	RoRoP	>12						N		1	1	2024	D	on after	1	1	2028	Description: The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary. Action to be taken: Shipowners/Operators need to be prepared for compliance.
88	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Pass					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
89	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	RoRo					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
90	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	HSC					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
91	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Cont					>20,000		N		1	1	2028	KL	on after	1	1	2028	Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	
92	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	GenCargo					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
93	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Refer					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
94	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Bulk					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
95	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Combo					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
96	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Ore					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
97	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	OSV					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.
98	Amendments to SOLAS Chapter II-1, Emergency towing arrangements and procedures	MSC.549(108)	H	M	S	Fish					>20,000		N		1	1	2028	KL	on after	1	1	2028 Description: All new ships, excluding tankers of at least 20,000 GT, must be equipped with emergency towing arrangements (ETA). These requirements apply to ships constructed on or after January 1, 2028, ensuring they can be rapidly deployed without main power and easily connected to the towing vessel. "Constructed" refers to ships whose keels are laid or are at a similar construction stage. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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						Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Notes			day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)	
99	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	RoRoP							R	FS	1	1	2028	KL	before	1	1	2026	Description: Fixed fire detection and fire alarm systems For passenger ships built before January 1, 2026, including those before July 1, 2012, a fixed fire detection and alarm system shall be installed in special category spaces and ro-ro and vehicle areas. This system should quickly detect fires and provide smoke and heat detection throughout these spaces. Heat detectors shall meet the same spacing and coverage requirements as smoke detectors and are only necessary where smoke detectors are already present. Action to be taken: Shipowners/Operators need to be prepared for compliance.
100	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	RoRoP							R	FS	1	1	2028	KL	before	1	1	2026	Description: Fixed fire-extinguishing systems For passenger ships built before January 1, 2026, a fixed water-based fire-extinguishing system with monitors is required to protect weather decks for vehicle carriage. Monitors shall be positioned for unobstructed coverage, with a minimum flow rate of 1,250 L/min, although lower rates may be permitted by the Administration under certain conditions. Alternative arrangements may also be allowed for ships with existing systems installed before this date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
101	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							R		1	1	2026	KL	before	1	1	2026	Description: Fire safety In addition to any other portable fire extinguishers that may be required elsewhere in IMO instruments, one portable dry powder extinguisher of at least 5 kg capacity shall be located near the bunkering station and in the fuel preparation room. Action to be taken: Shipowners/Operators need to be prepared for compliance.
102	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							A		1	1	2028	D	on after	1	1	1900	Ship design and arrangement For ships with suction wells in fuel tanks, the bottom of the suction well can extend into the minimum distance specified, but must be minimized and not exceed 25% of the double bottom depth or 350 mm. Additionally, the definition of "H" is updated to refer to the distance from the baseline to the lowest boundary of the fuel tank, excluding the suction well if present Action to be taken: Shipowners/Operators need to be prepared for compliance.
103	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	C	on after	1	1	2028	Material and general pipe design The amendments require that pressure relief valves must discharge liquid or gas from the piping system into fuel tanks if the tank's Maximum Allowable Relief Valve Setting (MARVS) pressure is lower than the valve setting, ensuring adequate discharge capacity. Alternatively, they may discharge to the vent mast, provided there are systems in place to detect and manage any liquid entering the vent system. Action to be taken: Shipowners/Operators need to be prepared for compliance.
104	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	KL	on after	1	7	2028	Material and general pipe design The amendments require that pressure relief valves must discharge liquid or gas from the piping system into fuel tanks if the tank's Maximum Allowable Relief Valve Setting (MARVS) pressure is lower than the valve setting, ensuring adequate discharge capacity. Alternatively, they may discharge to the vent mast, provided there are systems in place to detect and manage any liquid entering the vent system. Action to be taken: Shipowners/Operators need to be prepared for compliance.
105	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	D	on after	1	1	2032	Material and general pipe design The amendments require that pressure relief valves must discharge liquid or gas from the piping system into fuel tanks if the tank's Maximum Allowable Relief Valve Setting (MARVS) pressure is lower than the valve setting, ensuring adequate discharge capacity. Alternatively, they may discharge to the vent mast, provided there are systems in place to detect and manage any liquid entering the vent system. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
106	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	C	on after	1	1	2028	Fuel supply to consumers Fuel tank inlets from pressure relief valve discharge lines shall be equipped with non-return valves instead of automatically operated valves when the safety system is activated. Additionally, safe isolation methods for the tanks during maintenance must be available without compromising the operation of the pressure relief valves. Action to be taken: Shipowners/Operators need to be prepared for compliance.
107	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	KL	on after	1	7	2028	Fuel supply to consumers Fuel tank inlets from pressure relief valve discharge lines shall be equipped with non-return valves instead of automatically operated valves when the safety system is activated. Additionally, safe isolation methods for the tanks during maintenance must be available without compromising the operation of the pressure relief valves. Action to be taken: Shipowners/Operators need to be prepared for compliance.
108	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	D	on after	1	1	2032	Fuel supply to consumers Fuel tank inlets from pressure relief valve discharge lines shall be equipped with non-return valves instead of automatically operated valves when the safety system is activated. Additionally, safe isolation methods for the tanks during maintenance must be available without compromising the operation of the pressure relief valves. Action to be taken: Shipowners/Operators need to be prepared for compliance.
109	Amendments to the IGF Code	MSC.567(109)	H	M	S	Oil						>500	N		1	1	2028	C	on after	1	1	2028	Fire safety Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements: A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
110	Amendments to the IGF Code	MSC.567(109)	H	M	S	Oil						>500	N		1	1	2028	KL	on after	1	7	2028	Fire safety Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements: A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
111	Amendments to the IGF Code	MSC.567(109)	H	M	S	Oil					>500		N		1	1	2028	D	on after	1	1	2032	Fire safety Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements: A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
112	Amendments to the IGF Code	MSC.567(109)	H	M	S	Chem					>500		N		1	1	2028	C	on after	1	1	2028	Fire safety Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements: A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
113	Amendments to the IGF Code	MSC.567(109)	H	M	S	Chem					>500		N		1	1	2028	KL	on after	1	7	2028	Fire safety Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements: A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
(refer to actual regulation for details)																							
114	Amendments to the IGF Code	MSC.567(109)	H	M	S	Chem					>500		N		1	1	2028	D	on after	1	1	2032	Fire safety Any boundary of accommodation spaces, service spaces, control stations, escape routes and machinery spaces, facing fuel tanks on open deck, shall be shielded by A-60 class divisions. The A-60 class divisions shall extend up to the underside of the deck of the navigation bridge. For ships constructed on or after 1 January 2028, any such boundary facing the fuel tank on the open deck which is separated by a minimum distance, as determined to the satisfaction of the Administration through a heat analysis to provide protection equivalent to an A-60 class division, shall be considered acceptable, and intermediate structures providing heat protection to the above spaces may also be considered acceptable. Notwithstanding the above-mentioned requirements: A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, shall be considered to meet the above-mentioned requirements provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary Action to be taken: Shipowners/Operators need to be prepared for compliance.
115	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	C	on after	1	1	2028	Fire safety The amendments specify that boundary structures facing fuel tanks on open decks must provide protection equivalent to an A-60 class division based on heat analysis. However, for ships other than oil tankers and chemical carriers , if there is no potential gas release from the fuel containment system, this shielding is not necessary. Additionally, fuel tanks must be segregated from cargo in line with the IMDG Code, and specific conditions apply for considering fuel storage spaces as cofferdams to enhance safety. Action to be taken: Shipowners/Operators need to be prepared for compliance.
116	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	KL	on after	1	7	2028	Fire safety The amendments specify that boundary structures facing fuel tanks on open decks must provide protection equivalent to an A-60 class division based on heat analysis. However, for ships other than oil tankers and chemical carriers , if there is no potential gas release from the fuel containment system, this shielding is not necessary. Additionally, fuel tanks must be segregated from cargo in line with the IMDG Code, and specific conditions apply for considering fuel storage spaces as cofferdams to enhance safety. Action to be taken: Shipowners/Operators need to be prepared for compliance.
117	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	D	on after	1	1	2032	Fire safety The amendments specify that boundary structures facing fuel tanks on open decks must provide protection equivalent to an A-60 class division based on heat analysis. However, for ships other than oil tankers and chemical carriers , if there is no potential gas release from the fuel containment system, this shielding is not necessary. Additionally, fuel tanks must be segregated from cargo in line with the IMDG Code, and specific conditions apply for considering fuel storage spaces as cofferdams to enhance safety. Action to be taken: Shipowners/Operators need to be prepared for compliance.
118	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	C	on after	1	1	2028	Hazardous area zones The amendments relate to explosion prevention measures for hazardous area zones on ships constructed on or after January 1, 2028. Hazardous Area Zone 1: Specifies that areas within 3 meters of fuel-related components (e.g., tank outlets, valves, flanges, and ventilation outlets) are considered hazardous. Additionally, areas around fuel tank vent mast outlets within a 6-meter radius (vertical cylinder and hemisphere below the outlet) are included as hazardous. If the ship's design prevents maintaining these zones, a dispersion analysis can allow for reduced zones, but they must meet minimum criteria. Hazardous Area Zone 2: Extends the hazardous zone to 4 meters beyond the defined hazardous area in Zone 1 for ships built after the specified date. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Bst Cpty (m³)	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			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
119	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	KL	on after	1	7	2028	Hazardous area zones The amendments relate to explosion prevention measures for hazardous area zones on ships constructed on or after January 1, 2028. Hazardous Area Zone 1: Specifies that areas within 3 meters of fuel-related components (e.g., tank outlets, valves, flanges, and ventilation outlets) are considered hazardous. Additionally, areas around fuel tank vent mast outlets within a 6-meter radius (vertical cylinder and hemisphere below the outlet) are included as hazardous. If the ship's design prevents maintaining these zones, a dispersion analysis can allow for reduced zones, but they must meet minimum criteria. Hazardous Area Zone 2: Extends the hazardous zone to 4 meters beyond the defined hazardous area in Zone 1 for ships built after the specified date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
120	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	D	on after	1	1	2032	Hazardous area zones The amendments relate to explosion prevention measures for hazardous area zones on ships constructed on or after January 1, 2028. Hazardous Area Zone 1: Specifies that areas within 3 meters of fuel-related components (e.g., tank outlets, valves, flanges, and ventilation outlets) are considered hazardous. Additionally, areas around fuel tank vent mast outlets within a 6-meter radius (vertical cylinder and hemisphere below the outlet) are included as hazardous. If the ship's design prevents maintaining these zones, a dispersion analysis can allow for reduced zones, but they must meet minimum criteria. Hazardous Area Zone 2: Extends the hazardous zone to 4 meters beyond the defined hazardous area in Zone 1 for ships built after the specified date. Action to be taken: Shipowners/Operators need to be prepared for compliance.
121	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	C	on after	1	1	2028	Ventilation Air Inlets: Air inlets for hazardous enclosed spaces must come from areas that are otherwise non-hazardous. Air inlets for non-hazardous enclosed spaces must be sourced from non-hazardous areas at least 1.5 meters away from any hazardous area boundaries. Ventilation Ducts: Ducts for non-hazardous spaces passing through hazardous areas must be gastight and operate under overpressure relative to the hazardous space. Ducts for hazardous spaces passing through less hazardous or non-hazardous areas must be gastight and operate under underpressure relative to those areas. Such ducts may forego underpressure if they are fully welded and comply with chapter 7 design standards. Action to be taken: Shipowners/Operators need to be prepared for compliance.
122	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	KL	on after	1	7	2028	Ventilation Air Inlets: Air inlets for hazardous enclosed spaces must come from areas that are otherwise non-hazardous. Air inlets for non-hazardous enclosed spaces must be sourced from non-hazardous areas at least 1.5 meters away from any hazardous area boundaries. Ventilation Ducts: Ducts for non-hazardous spaces passing through hazardous areas must be gastight and operate under overpressure relative to the hazardous space. Ducts for hazardous spaces passing through less hazardous or non-hazardous areas must be gastight and operate under underpressure relative to those areas. Such ducts may forego underpressure if they are fully welded and comply with chapter 7 design standards. Action to be taken: Shipowners/Operators need to be prepared for compliance.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
123	Amendments to the IGF Code	MSC.567(109)	H	M	S	All							N		1	1	2028	D	on after	1	1	2032	Ventilation Air Inlets: Air inlets for hazardous enclosed spaces must come from areas that are otherwise non-hazardous. Air inlets for non-hazardous enclosed spaces must be sourced from non-hazardous areas at least 1.5 meters away from any hazardous area boundaries. Ventilation Ducts: Ducts for non-hazardous spaces passing through hazardous areas must be gastight and operate under overpressure relative to the hazardous space. Ducts for hazardous spaces passing through less hazardous or non-hazardous areas must be gastight and operate under underpressure relative to those areas. Such ducts may forego underpressure if they are fully welded and comply with chapter 7 design standards. Action to be taken: Shipowners/Operators need to be prepared for compliance.
124	Amendments to Chapter II-2 of SOLAS, 1974 (Regulation 11 - Structural Integrity)	MSC.572(110)	H	M	S	All							All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter II-2 of 1974 SOLAS, Part C "Suppression of fire": Regulation 11.2 (Material of hull, superstructures, structural bulkheads, decks and deckhouses) clarifying hat the hull, superstructures, structural bulkheads, decks and deckhouses shall be constructed of steel or other equivalent material and it is specified that the "applicable fire exposure" shall be according to the integrity and insulation standards given in tables 9.1 to 9.8 (regulation 3.43). Regulation 11.4.1 (Crowns and casings of Machinery spaces of category A) clarifying that crowns and casings of machinery spaces of category A shall be of steel construction and shall be insulated as required by tables 9.1 and 9.3 for passenger ships or tables 9.5 and 9.7 for cargo ships, as appropriate. Action to be taken: Shipbuilders, ship owners and operators should ensure compliance with these requirements.
125	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110)	H	M	S	All							All	INS	1	1	2028	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 Pilot Transfer Arrangements. For ships to which Chapter I applies (International Voyages): Pilot transfer arrangements installed on or after 1 January 2028 shall be designed, manufactured, constructed, secured and installed in accordance with the introduction and parts A, B and C of the performance standards adopted by MSC.576(110). Pilot transfer arrangements shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). Pilot transfer arrangements on ships to which chapter I applies shall be inspected in accordance with regulations I/6 and I/7 or I/8. Mechanical pilot hoists shall not be used. Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning. The expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. Action to be taken: Shipowners and operators should ensure that pilot transfer arrangements installed after the compliance date meet the requirements of MSC.576(110).
126	Amendments to Chapter 8 of 1994 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.573(110)	H	M	S	HSC							All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 1994 HSC Code, paragraph 8.3 "Personal life-saving appliances". Lifejackets shall comply with the requirements of regulation III/32.1 or III/32.2 of SOLAS and should be provided for every person on board the craft. Additional number of lifejackets suitable for children (at least 10% o the total number of passengers on board), Minimum number of lifejackets on passenger crafts (not less than 5% of the total persons on board), Sufficient number of lifejackets for on-watch persons (sufficient number), All lifejackets to be fitted with light (as per SOLAS Chapter III/32.3). Action to be taken: Owners and operators to provide life jackets in compliance after the compliance date (1 January 2028).



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti- Fouling (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
127	Amendments to Chapter 8 of 1994 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.573(110)	H	M	S	HSC							All	P	1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 1994 HSC Code, paragraph 8.3 "Personal life-saving appliances". Additional requirements for infants lifejackets and lifejackets for oversized adults to be provided: Passenger craft on voyages less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board should be provided. Passenger craft on voyages 24 hours or greater, infant lifejackets should be provided for each infant on board. If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories should be available on board. Action to be taken: Owners and operators to provide the specific lifejactets no later than the date of the first renewal survey on or after 1 January 2028.
128	Amendments to Chapter 8 of 2000 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.574(110)	H	M	S	HSC							All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 2000 HSC Code, paragraph 8.3 "Personal life-saving appliances". Lifejackets shall comply with the requirements of paragraph 2.2.1 or 2.2.2 of the LSA Code and should be provided for every person on board the craft. Additional number of lifejackets suitable for children (at least 10% o the total number of passengers on board), Minimum number of lifejackets on passenger crafts (not less than 5% of the total persons on board), Sufficient number of lifejackets for on-watch persons (sufficient number), All lifejackets to be fitted with light (as per SOLAS Chapter III/32.3). Action to be taken: Owners and operators to provide life jackets in compliance after the compliance date (1 January 2028).
129	Amendments to Chapter 8 of 2000 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.574(110)	H	M	S	HSC							All	P	1	1	2028	D	on after	1	1	1900	Amendments to Chapter 8 of 2000 HSC Code, paragraph 8.3 "Personal life-saving appliances". For craft constructed before 1 January 2028, additional requirements for infants lifejackets and lifejackets for oversized adults to be provided: Passenger craft on voyages less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board should be provided. Passenger craft on voyages 24 hours or greater, infant lifejackets should be provided for each infant on board. If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories should be available on board. Action to be taken: Owners and operators to provide the specific lifejackets no later than the first renewal survey on or after 1 January 2028.
130	Amendments to Chapter 8 of 2000 HSC Code (Para. 8.3 - Personal life-saving appliances)	MSC.574(110)	H	M	S	HSC							N		1	1	2028	KL	on after	1	1	2028	Amendments to Chapter 8 of 2000 HSC Code, paragraph 8.3 "Personal life-saving appliances". For new craft constructed on or after 1 January 2028, additional requirements for infants lifejackets and lifejackets for oversized adults to be provided: Passenger craft on voyages less than 24 hours, a number of infant lifejackets equal to at least 2.5% of the number of passengers on board should be provided. Passenger craft on voyages 24 hours or greater, infant lifejackets should be provided for each infant on board. If the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories should be available on board. Action to be taken: Owners and operators to provide the specific lifejackets on or after 1 January 2028.

ABS

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
131	Performance Standards for Pilot Transfer Arrangements	MSC.576(110)	H	M	S	All							A	INS	1	1	2028	D	on after	1	1	1900	Description: (New Installations): Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Part A refers to the design, manufacture and construction requirements defining physical specifications for pilot ladders, steps, side ropes, combination arrangements, accommodation ladders, securing arrangements, strong points, shackles, manropes, ships' side openings, platforms, stanchions, handrails, and associated equipment. Part B (Rigging) provides procedures for rigging and positioning of pilot ladders. Part C refers to the installation of pilot ladder winch reels defining physical positioning, installation requirements, mechanical securing devices, and brake systems for winch reels. Part D provides requirements for operational readiness, onboard inspection and maintenance. Part E refers to the familiarization procedures on board and Part F on the administrative procedures for type approval and quality control systems (applicable only for new installations). Action to be taken: Shipbuilders, shipowners and operators to ensure the compliance with performance standards of MSC.576(110) for pilot transfer arrangements installed on or after 1 January 2028 in accordance with the amended SOLAS Chapter V, Regulation 23 (MSC.572(110)).
132	Performance Standards for Pilot Transfer Arrangements	MSC.576(110)	H	M	S	All							A	FS	1	1	2029	D	on after	1	1	1900	Description: (Existing Installations - Chapter I applies): Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Part A refers to the design, manufacture and construction requirements defining physical specifications for pilot ladders, steps, side ropes, combination arrangements, accommodation ladders, securing arrangements, strong points, shackles, manropes, ships' side openings, platforms, stanchions, handrails, and associated equipment. Part B (Rigging) provides procedures for rigging and positioning of pilot ladders. Part C refers to the installation of pilot ladder winch reels defining physical positioning, installation requirements, mechanical securing devices, and brake systems for winch reels. Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I applies shall comply with the requirements provided in parts A, B and C not later than the first survey on or after 1 January 2029. Action to be taken: Shipbuilders, shipowners and operators to ensure the compliance with Parts A, B and C of the performance standards of MSC.576(110) for pilot transfer arrangments installed before 1 January 2028, in accordance with the amended SOLAS Chapter V, Regulation 23 (MSC.572(110)). Compliance must be achieved no later than the first survey on or after 1 January 2029.
133	Performance Standards for Pilot Transfer Arrangements	MSC.576(110)	O	M	S	All							A		1	1	2028	D	on after	1	1	1900	Description: (Existing Installations - Chapter I applies): Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Apart from Parts A, B and C, the vessels need to comply with Parts D and E after the entry-into-force date (1 January 2028). Part D provides requirements for operational readiness, onboard inspection and maintenance. Part E refers to the familiarization procedures on board. Part F provides requirements on the administrative procedures for type approval and quality control systems (applicable only for new installations). Action to be taken: Shipbuilders, shipowners and operators to ensure the compliance with parts D and E of the performance standards of MSC.576(110) for pilot transfer arrangments installed before 1 January 2028, in accordance with the amended SOLAS Chapter V, Regulation 23 (MSC.572(110)). Compliance must be achieved by the entry-into-force date of amended SOLAS Chapter V, Regulation 23 (1 January 2028).



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
134	Performance Standards for Pilot Transfer Arrangements	MSC.576(110)	H	M	S	All					<500		A	FS	1	1	2030	D	on after	1	1	1900	Description: (Existing Installations - Chapter I does not apply): Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Part A refers to the design, manufacture and construction requirements defining physical specifications for pilot ladders, steps, side ropes, combination arrangements, accommodation ladders, securing arrangements, strong points, shackles, manropes, ships' side openings, platforms, stanchions, handrails, and associated equipment. Part B (Rigging) provides procedures for rigging and positioning of pilot ladders. Part C refers to the installation of pilot ladder winch reels defining physical positioning, installation requirements, mechanical securing devices, and brake systems for winch reels. Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I does not apply shall comply with the requirements provided in parts A, B and C not later than 1 January 2030. Action to be taken: Shipbuilders, shipowners and operators to ensure the compliance with parts A, B and C of the performance standards of MSC.576(110) for pilot transfer arrangements installed before 1 January 2028, in accordance with the amended SOLAS Chapter V, Regulation 23 (MSC.572(110)). Compliance must be achieved no later than the first survey on or after 1 January 2030.
135	Performance Standards for Pilot Transfer Arrangements	MSC.576(110)	O	M	S	All					<500		A		1	1	2028	D	on after	1	1	1900	Description: (Existing Installations - Chapter I does not apply): Resolution MSC.576(110) provides performance standards for pilot transfer arrangements. Part D provides requirements for operational readiness, onboard inspection and maintenance. Part E refers to the familiarization procedures on board and Part F on the administrative procedures for type approval and quality control systems (applicable only for new installations). Pilot transfer arrangements installed before 1 January 2028 on ships to which chapter I does not apply shall comply with the requirements provided in parts D and E by the entry-into-force date (1 January 2028). Action to be taken: Shipbuilders, shipowners and operators to ensure the compliance with parts D and E of the performance standards of MSC.576(110) for pilot transfer arrangements installed before 1 January 2028, in accordance with the amended SOLAS Chapter V, Regulation 23 (MSC.572(110)). Compliance must be achieved by the entry-into-force date of SOLAS Chapter V, Regulation 23 (1 January 2028).
136	Performance Standards for Electronic Chart Display and Information Systems (ECDIS)	MSC.530(106)/Rev.1	H	M	S	All							N		1	1	2029	C	on after	1	1	2029	Description The resolution aims to ensure that ECDIS systems installed on ships meet the necessary safety requirements , and includes detailed technical specifications and performance requirements for ECDIS equipment. The resolution emphasizes the importance of proper maintenance, testing, and training related to the use of ECDIS systems, and highlights the need for proper backup and redundancy measures to be in place. Action to be taken: Shipowners/Operators need to be prepared for compliance.
137	Performance Standards for Electronic Chart Display and Information Systems (ECDIS)	MSC.530(106)/Rev.1	H	M	S	All							R		1	1	2029	D	on after	1	1	1900	Description The resolution aims to ensure that ECDIS systems installed on ships meet the necessary safety requirements , and includes detailed technical specifications and performance requirements for ECDIS equipment. The resolution emphasizes the importance of proper maintenance, testing, and training related to the use of ECDIS systems, and highlights the need for proper backup and redundancy measures to be in place. Action to be taken: Shipowners/Operators need to be prepared for compliance.Ships with the actual delivery date of the equipment to the ship to be on or after 1 January 2029.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
138	LSA Code Chapter IV - Ventilation of Totally Enclosed Lifeboats	MSC.535(107)	H	M	S	All							N	INS	1	1	2029	KL	on after	1	1	2029	Description Amendments to the LSA Code to provide performance requirements for the ventilation of totally enclosed lifeboats. These amendments will require totally enclosed lifeboats to provide a means of ventilation operable from inside the lifeboat at a rate of not less than 5 m3/hour per person, for the number of persons which the lifeboat is permitted to accommodate and for a period of at least 24 hours. Where the means of ventilation is powered, the source of power shall not be the radio batteries and if dependent upon the lifeboat engine, then sufficient fuel shall be provided. The openings for the ventilation are to be provided with a means of closing that is operable from inside the lifeboat and positioned so as to minimize the ingress of water Action to be taken: Interested shipowners/operators with ships with totally enclosed lifeboats delivered on board on or after 1 January 2029, need to be prepared for compliance.
139	LSA Code Chapter IV - Ventilation of Totally Enclosed Lifeboats	MSC.535(107)	H	M	S	All							R	INS	1	1	2029	D	on after	1	1	1900	Description Amendments to the LSA Code, effective for ships with equipment delivery on or after January 1, 2029, establish performance requirements for ventilating totally enclosed lifeboats. Lifeboats must ensure ventilation of at least 5 m³/hour per person for 24 hours, with operable ventilation from inside. The power source for ventilation cannot rely on radio batteries, and if using the lifeboat engine, sufficient fuel must be available. Ventilation openings must include a means of closure operable from inside to minimize water ingress. Action to be taken: Interested shipowners/operators with ships with totally enclosed lifeboats delivered on board on or after 1 January 2029, need to be prepared for compliance.
140	Amendments to the Revised Recommendation on Testing of Life-Saving Appliances (Resolution MSC.81(70))	MSC.544(107)	H	M	S	All							A		1	1	2029	D	on after	1	1	1900	Description: Life-saving appliances installed on or after 1 January 2029 conform to the amended prototype tests. Revised Recommendations on testing of life-saving appliances (MSC.81(70)) requiring that testing of the capacity of the lifeboat's fuel tank, needed to maneuver the lifeboat at a minimum speed of 6 knots for 4 hours, must also include the fuel consumed by the powered ventilation system. For totally enclosed lifeboats, a ventilation performance test is required with all entrances and hatches closed to confirm the ventilation rate noted above. Additionally, the lifeboat is to be incrementally rotated to an angle of heel of 180° and upon release, the lifeboat is to return to the upright position without the assistance of its occupants. Action to be taken: Interested shipowners/operators with life-saving appliances installed onboard ships on or after 1 January 2029, need to be prepared for compliance.
141	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110)	H	M	S	All							All	FS	1	1	2029	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 Pilot Transfer Arrangements. For ships to which Chapter I applies (International Voyages) <u>with existing pilot transfer installations</u> : Pilot transfer arrangements installed before 1 January 2028 shall comply no later than the first survey on or after 1 January 2029 with the requirements for the design, manufacture, construction, securing and installation in accordance with the introduction and parts A, B and C of the performance standards adopted by MSC.576(110). Pilot transfer arrangements shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). Pilot transfer arrangements on ships to which chapter I applies shall be inspected in accordance with regulations I/6 and I/7 or I/8. Mechanical pilot hoists shall not be used. Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning. The expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. Action to be taken: Shipowners and operators should ensure that pilot transfer arrangements installed before 1 January 2028 comply with the requirements of MSC.576(110) by the first survey after the compliance date.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
142	Amendments to the IGF Code, Part A-1	MSC.551(108)	H	M	S	All							N		1	1	2026	D	on after	1	1	2030	Description: Ship design and arrangement Paragraph 5.3.3.3 and 5.3.4.4 are updated to specify that for independent tanks, protective distance is measured to the tank shell, while for membrane tanks, it is measured to the bulkheads surrounding the insulation. Paragraph 5.12.1 defines air locks for ships constructed after January 1, 2026, requiring gastight bulkheads with two self-closing doors spaced 1.5 to 2.5 meters apart, and a sill height of at least 300 mm for doors leading to hazardous areas. Action to be taken: Shipowners/Operators need to be prepared for compliance.
143	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110)	H	M	S	All					<500		All	FS	1	1	2030	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 Pilot Transfer Arrangements. For ships to which Chapter I does not apply (no International Voyages): Pilot transfer arrangements installed before 1 January 2028 shall comply no later than the first survey on or after 1 January 2030 with the requirements for the design, manufacture, construction, securing and installation in accordance with the introduction and parts A, B and C of the performance standards adopted by MSC.576(110). Pilot transfer arrangements shall be approved by the Administration in accordance with part F of the performance standards adopted by the Maritime Safety Committee by resolution MSC.576(110). Pilot transfer arrangements on ships to which chapter I does not apply shall be inspected to the satisfaction of the Administration. Mechanical pilot hoists shall not be used. Adequate means of illumination, either fixed or portable, shall be capable of illuminating all pilot transfer arrangements overside and the position on deck where pilots and other personnel embark or disembark. Portable lights, when used, shall have brackets to permit their positioning. The expression "installed on or after 1 January 2028" means a contractual delivery date for the pilot transfer arrangement or, in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. Action to be taken: Shipowners and operators should ensure that pilot transfer arrangements installed before 1 January 2028 comply with the requirements of MSC.576(110) by the first survey after the compliance date.
144	Amendments to SOLAS - Ch II-2 - Flashpoint of Bunkered Fuel Oil	MSC.520(106)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: Amendments to SOLAS Chapter II-2 Regulation 4 regarding the verification of the flashpoint of bunkered fuel oil. Ships shall be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II-2/4.2.1 and the test method used for determining the flashpoint.
145	Amendments to SOLAS 78 Protocol - Cargo Ship Safety Equipment Certificate form	MSC.522(106)	O	M	S	RoRoC					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to the appendix to the annex to the 1978 SOLAS Protocol. The amendments address the replacement of the Cargo Ship Safety Equipment Certificate form.
146	Amendments to SOLAS 78 Protocol - Cargo Ship Safety Equipment Certificate form	MSC.522(106)	O	M	S	RoRoV					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to the appendix to the annex to the 1978 SOLAS Protocol. The amendments address the replacement of the Cargo Ship Safety Equipment Certificate form.
147	Amendments to SOLAS 78 Protocol - Cargo Ship Safety Equipment Certificate form	MSC.522(106)	O	M	S	Cargo					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: Amendments to the appendix to the annex to the 1978 SOLAS Protocol. The amendments address the replacement of the Cargo Ship Safety Equipment Certificate form.
148	1983 SPS Code - Record of Equipment for The SPS Safety Certificate	MSC.542(107)	O	M	S	All					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: For the 1983 SPS Code, the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) has been amended related to the table for "Details of life-saving appliances", to correspond with related SOLAS amendments.
149	2008 SPS Code - Record of Equipment for The SPS Safety Certificate	MSC.543(107)	O	M	S	All					≥ 500		A		1	1	2026	D	on after	1	1	1900	Description: For the 2008 SPS Code, the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) has been amended related to the table for "Details of life-saving appliances", to correspond with related SOLAS amendments.
150	Amendments to the IGF Code, Part B-1	MSC.551(108)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: Production weld tests For all fuel tanks and process pressure vessels except membrane tanks, production weld tests shall generally be performed for approximately each 50 m of butt-weld joints and shall be representative of each welding position. For secondary barriers, the same type production tests as required for primary barriers shall be performed, except that the number of tests may be reduced subject to agreement with the Administration.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
151	Amendments to the IGF Code, Part C-1	MSC.551(108)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: Regulations for bunkering operations - Responsibilities Before any bunkering operation commences, the master of the receiving ship or their representative and the representative of the bunkering source (Persons In Charge, PIC) shall: .1 agree in writing the transfer procedure, including cooling down and if necessary, gassing up; the maximum transfer rate at all stages; minimum and maximum limiting transfer pressure and temperature; bunkering line PRVs settings; and volume to be transferred. Action to be taken: Master needs to be prepared for compliance.
152	Amendments to SOLAS Chapter II-2, Regulation 4 - Probability of ignition	MSC.550(108)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: The oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel. Shipowners/Operators need to prepare for compliance.
153	Amendments to SOLAS Chapter V, Regulation 31	MSC.550(108)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: If a ship observes drifting freight containers, it must also report this information without delay to nearby vessels and the coastal State. Shipowners and operators should ensure they are prepared for compliance with these reporting requirements.
154	Amendments to SOLAS Chapter V, Regulation 31	MSC.550(108)	O	M	S	Cont					>500		A		1	1	2026	D	on after	1	1	1900	Description: When a freight container is lost from a ship, the master must promptly report the incident, even if some details are missing. The report should include the ship's identity, time of the incident, estimated number of lost containers, cargo type, and environmental conditions if relevant. Shipowners and operators should ensure they are prepared for compliance with these reporting requirements.
155	Amendments to the International Grain Code	MSC.552(108)	O	M	S	Bulk					>0		A		1	1	2026	D	on after	1	1	1900	Description: Starting January 1, 2026, bulk carriers shall comply with new regulations for "partially filled compartments". Shipowners and operators should ensure they are prepared for compliance with these requirements.
156	Amendments to the ESP Code	MSC.553(108)	O	M	S	Bulk					>500		A		1	1	2026	D	on after	1	1	1900	Description: The recent amendments clarify that Administrations can audit firms conducting thickness measurements of hull structures, resolving previous ambiguities in the ESP Code. The changes are expected to have a minimal impact, primarily affecting Administrations responsible for certifying these firms. Approving firms that measure hull thickness for bulk carriers and oil tankers should ensure they are prepared for compliance with these requirements.
157	Amendments to the ESP Code	MSC.553(108)	O	M	S	Oil					>500		A		1	1	2026	D	on after	1	1	1900	Description: The recent amendments clarify that Administrations can audit firms conducting thickness measurements of hull structures, resolving previous ambiguities in the ESP Code. The changes are expected to have a minimal impact, primarily affecting Administrations responsible for certifying these firms. Approving firms that measure hull thickness for bulk carriers and oil tankers should ensure they are prepared for compliance with these requirements.
158	Amendments to the IMDG Code	MSC.556(108)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: Amendment 42-24 to the IMDG Code will introduce new and revised requirements for existing and new substances in the 2024 Edition. Key changes include updated definitions for terms like "Recycled plastics material" and "Explosive or pyrotechnic effect," along with amendments to packaging, marking, and testing requirements. These changes will apply to all ships carrying dangerous goods in packaged form. Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements.
159	Amendments to the Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in all Types of Vessels	MSC.557(108)	O	M	S	Bulk					>500		A		1	1	2026	D	on after	1	1	1900	Description: Paragraph 6.1.1 has been updated to require that actions for compliance with this Standard be performed by qualified coating inspectors. Inspectors must be certified as AMPP Certified Coatings Inspector, FROSIO Inspector Level III, or hold an equivalent certification verified by the Administration. Coating inspectors should ensure they are prepared for compliance.

ABS

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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							Compliance Date				Age of Ship				Overview of Regulation				
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)	Application to Age (All , New or Retroactive)	Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year					
																							(refer to actual regulation for details)			
160	Amendments to the Performance Standards for Protective Coatings for Cargo Oil Tanks of Crude Oil Tankers	MSC.558(108)	O	M	S	Tanker					>500		A		1	1	2026	D	on after	1	1	1900	Description: Paragraph 6.1.1 has been revised to state that compliance with this Standard requires actions to be performed by qualified coating inspectors. These inspectors must be certified to AMPP Certified Coatings Inspector, FROSIO Inspector Level III, or possess an equivalent certification verified by the Administration. Coating inspectors should ensure they are prepared for compliance.			
161	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							A		1	1	2026	D	on after	1	1	1900	Description: Amendments to paragraph 6.2.3 of the maintenance requirements for lifeboats (resolution MSC.402(96)) have been adopted to incorporate new ventilation standards from resolution MSC.535(107). These amendments require that the ventilation systems of lifeboats, rescue boats, and fast rescue boats be thoroughly examined and assessed for satisfactory condition and operation. Shipowners and operators should ensure they are prepared for compliance with these requirements.			
162	Amendments to Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code	MSC.560(108)	O	M	S	All							A		1	1	2026	D	on after	1	1	1900	Description: Amendments to the STCW Code, specifically in table A-VI/1-4, address the prevention and response to bullying, harassment, sexual assault, and sexual harassment (SASH) in the maritime sector. The Joint ILO/IMO Tripartite Working Group emphasizes the need for these measures to ensure a safe workplace for seafarers. Consequently, seafarers will be required to complete specific training to demonstrate competence in these areas. Shipowners and operators should ensure they are prepared for compliance with these requirements.			
163	International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995	MSC.561(108)	O	M	S	Fish					>500		A		1	1	2026	D	on after	1	1	1900	Description: The revised STCW-F sets certification and minimum training requirements for crews of seagoing fishing vessels over 24 meters in length or with significant engine power. This aims to enhance safety at sea and protect the marine environment. Vessel owners must ensure that their onboard personnel meet the qualifications specified in the STCW-F Convention.			
164	Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel Code (STCW-F CODE)	MSC.562(108)	O	M	S	Fish					>500		A		1	1	2026	D	on after	1	1	1900	Description: The revisions include mandatory provisions that establish minimum standards for compliance with the STCW-F Convention. It outlines the competencies required for candidates seeking to obtain or revalidate certificates of competency under the convention. As a result, owners of seagoing fishing vessels must ensure that their onboard personnel meet these qualifications to comply with the STCW-F Code.			
165	Amendments to Protocol I of MARPOL	MEPC.384(81)	O	M	M	All					>0		A		1	1	2026	D	on after	1	1	1900	Description Amendments to Article V, Reporting procedures in MARPOL Protocol I. These amendments provide that in case of the loss of freight container(s), the report required by article II(1)(b) shall be made in accordance with the requirements on danger messages as provided for in regulation V/31 and V/32 of the International Convention for the Safety of Life at Sea, 1974. Action to be taken The Master or any other person in charge of the ship shall report the loss of freight container(s) in accordance with the danger message requirements set forth in Regulations V/31 and V/32 of the International Convention for the Safety of Life at Sea, 1974.			
166	IGC CODE	MSC.566(109)	O	M	S	GasLng					>500		A		1	7	2026	D	on after	1	1	1900	If acceptable to the Administration, cargoes identified as toxic products in column "f" which are required to be carried in type 2G/2PG ships in column "c" in the table of chapter 19 may be used as fuel, provided that the same level of safety as natural gas (methane) is ensured by the relevant provisions of the IGC Code and taking into account the guidelines developed by the Organization. Action to be taken: Shipowners/Operators need to be prepared for compliance.			
167	Amendments to the NOx Technical Code 2008 (Certification of an engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation)	MEPC.398(83)	O	M	M	All					>400		R		1	9	2026	D	on after	1	1	1900	Amendments to NOx Technical Code (NTC 2008) to improve the recertification of existing diesel engines on board ships for retrofitting with modern engine technologies when improving their energy efficiency, whilst maintaining the levels for nitrogen oxide emission regulations. Action to be taken: Shipowner/operator to be aware of the amendments to the NOx Technical Code in case of substantial modification to the engine.			



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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	No of Passengers	Size Parameter				Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
168	Amendments (08-25) to the IMSBC Code	MSC.575(110)	O	M	S	Bulk					>500		A		1	1	2027	D	on after	1	1	1900	The amendments to the IMSBC Code reference the latest revisions of IMO circulars on The recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds. Additionally, alignment of the segregation tables in the IMSBC Code with the IMDG Code. Amendment to, or new schedules, as applicable, for cargoes under the IMSBC Code, including Fish Meal (Fish Scrap) (Group B and C), Direct Reduced Iron (A) Briquettes, Phosphate Rock Fines (uncalcined), Untreated Incinerator Ash (U-IBA), Asphalt Granulates (non-hazardous), Pea Protein Pellets (non-hazardous), and Crushed Granodiorite, Coarse, Tuff (Coarse), Aluminum Sulphate Granular, and Ferric Sulphate Granular. Action to be taken: Shipowners and operators should to be aware of the amended recommendations and cargoe schedules.
169	Amendments to Chapter V of SOLAS, 1974 (Regulation 23 - Pilot Transfer Arrangements)	MSC.572(110)	O	M	S	All							All		1	1	2028	D	on after	1	1	1900	Amendments to Chapter V of 1974 SOLAS, "Safety of Navigation", Regulation 23 (Pilot Transfer Arrangements). Inspection, stowage, maintenance, replacement and familiarization of all pilot transfer arrangements, regardless of the installation date, shall comply with the introduction and parts D and E of the performance standards adopted by MSC.576(110). Where a pilot or other personnel suspect the pilot transfer arrangement provided is non-compliant, they should inform the master and refuse to use the arrangement until it is made compliant. Action to be taken: Shipowners and operators should ensure compliance with the requirements of parts D and E of MSC.576(110) after the compliance date.
170	Amendments to the NOx Technical Code 2008 (Use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles)	MEPC.397(83)	O	M	M	All					>400		N		1	1	2028	D	on after	1	1	1900	Amendments to NOx Technical Code (NTC 2008) concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles. Action to be taken: Shipowners/Operators need to be prepared for compliance.
171	PERFORMANCE STANDARDS FOR A UNIVERSAL AIS	MSC.570(109)	O	M	S	All							A		1	1	2029	C	on after	1	1	2029	Establishment of performance standards for a universal shipborne Automatic Identification System (AIS). Key Points: Enhances navigation safety and environmental protection. Requires compliance for new ships and specific installations by 1 January 2029. Specifies functionality, capability, user interface, and security measures. Mandates information types (static, dynamic, voyage-related) and update rates. Emphasizes the need for a secure and efficient AIS operation.
172	PERFORMANCE STANDARDS FOR A UNIVERSAL AIS	MSC.570(109)	O	M	S	All							A		1	1	2029	KL	on after	1	1	2029	Establishment of performance standards for a universal shipborne Automatic Identification System (AIS). Key Points: Enhances navigation safety and environmental protection. Requires compliance for new ships and specific installations by 1 January 2029. Specifies functionality, capability, user interface, and security measures. Mandates information types (static, dynamic, voyage-related) and update rates. Emphasizes the need for a secure and efficient AIS operation.
173	PERFORMANCE STANDARDS FOR A UNIVERSAL AIS	MSC.570(109)	O	M	S	All							A		1	1	2029	D	on after	1	1	1900	Actually delivered of the equipment to the ship on or after 1 January 2029. Establishment of performance standards for a universal shipborne Automatic Identification System (AIS). Key Points: Enhances navigation safety and environmental protection. Requires compliance for new ships and specific installations by 1 January 2029. Specifies functionality, capability, user interface, and security measures. Mandates information types (static, dynamic, voyage-related) and update rates. Emphasizes the need for a secure and efficient AIS operation.
174	2025 Guidelines on Selective Catalytic Reduction (SCR) Systems	MEPC.399(83)	O	G	M	All					>400		New		11	4	2025	K	on after	1	11	2025	Update to the 2017 SCR Guidelines. To address feasibility concerns with the 12-month spot check requirement for auxiliary engines, the test condition has been revised from 75 percent of rated power to 50 percent of rated power. Action to be taken: Shipowners commissioning newbuildings / installing new SCR units to be aware of the updated Guidelines.
175	2025 Guidelines on Selective Catalytic Reduction (SCR) Systems	MEPC.399(83)	O	G	M	All					>400		All	INS	11	4	2025	K	before	1	11	2025	Update to the 2017 SCR Guidelines. To address feasibility concerns with the 12-month spot check requirement for auxiliary engines, the test condition has been revised from 75 percent of rated power to 50 percent of rated power. Action to be taken: Shipowners commissioning newbuildings / installing new SCR units to be aware of the updated Guidelines.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
176	Revised Recommendations for entering Enclosed Spaces aboard ships	MSC.581(110)	O	G	S	All							A		27	6	2025	D	on after	1	1	1900	Resolution MSC.581(110) recommends specific requirements for the procedures that should be followed when entering into enclosed spaces. Key items of these recommendations include safety management procedures, identification of the hazards and risk assessment, authorization of entry, atmosphere testing, precautions during entry, hazards related to specifci types of cargo and actions in case of emergency that should be followed when entering into enclosed spaces. Action to be taken: Shipowners and operators to apply the revised recommendations.
177	Amendments to MARPOL Annex VI - North-East Atlantic ECA for NOx	MEPC.407(84)	H	M	M	All					>0		N		1	9	2027	C	on after	1	1	2027	Description Establishment of North-East Atlantic Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship for which a building contract is placed on or after 1 January 2027 operating in the ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.
178	Amendments to MARPOL Annex VI - North-East Atlantic ECA for NOx	MEPC.407(84)	H	M	M	All					>0		N		1	9	2027	K	on after	1	7	2027	Description Establishment of North-East Atlantic Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship constructed (keel laying date) on or after 1 July 2027 operating in the ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.
179	Amendments to MARPOL Annex VI - North-East Atlantic ECA for NOx	MEPC.407(84)	H	M	M	All					>0		N		1	9	2027	D	on after	1	1	2031	Description Establishment of North-East Atlantic Emission Control Area (ECA) for NOx emissions under Regulation 13 of MARPOL Annex VI. Action to be taken Shipowners/Operators of a ship the delivery of which is on or after 1 January 2031 operating in the ECA should comply with the requirements of MARPOL VI, Regulation 13, paragraph 5.1.
180	Amendments to MARPOL Annex VI - North-East Atlantic ECA for SOx	MEPC.407(84)	O	M	M	All					>0		A		1	9	2028	D	on after	1	1	1900	Description Establishment of North-East Atlantic 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. A 12-month grace period for compliance is provided from the date of entry into force of this amendment (i.e. until 1 September 2028) for ships operating within this new Emissions Control Area, according to MARPOL Annex VI / Regulation 14.7. Action to be taken While a ship is operating within the ECA, the sulphur content of fuel oil used on board should not exceed 0.10% m/m.
181	Amendments to MARPOL Annex VI - Use of multiple engine operational profiles for a marine diesel engine	MEPC.408(84)	H	M	M	All					>400		A	INS	1	1	2028		on after	1	1	1900	Description: Amendments to the NOx Technical Code 2008 (NTC 2008) have been adopted through resolution MEPC.397(83) to allow for the use of multiple engine operational profiles for a marine diesel engine. Associated amendments to MARPOL Annex VI have been adopted through resolution MEPC.408(84), including: - A revision to the definition of "irrational emission control strategy" in regulation 2.1.19, for consistency with the amendment in Chapter 1 of the NTC 2008. - New rows to the Supplement to the IAPP for engines certified for multiple engine operating profiles and multiple emission Tier compliance under those profiles. - Revisions to Appendix II, reflecting the updated provisions on test cycle applications in Chapter 3.2 of the NTC 2008. For a new individual engine or a parent engine of an engine family or engine group that has not been previously certified, the amendments apply no later than 1 January 2028, based on the issue date of the EIAPP Certificate for the individual engine or parent engine. The amendments do not apply to a marine diesel engine which already has an EIAPP Certificate except except in case of substantial modification or identical replacement where the engine has multiple engine operating profiles. Action to be taken: Shipowners and engine manufacturers should prepare for compliance with these amendments.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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		
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year			
182	Amendments to MARPOL Annex VI - Use of multiple engine operational profiles for a marine diesel engine	MEPC.408(84)	H	M	M	All						>400		A	INS	1	1	2030		on after	1	1	1900	Description: Amendments to the NOx Technical Code 2008 (NTC 2008) have been adopted through resolution MEPC.397(83) to allow for the use of multiple engine operational profiles for a marine diesel engine. Associated amendments to MARPOL Annex VI have been adopted through resolution MEPC.408(84), including: - A revision to the definition of "irrational emission control strategy" in regulation 2.1.19, for consistency with the amendment in Chapter 1 of the NTC 2008. - New rows to the Supplement to the IAPP for engines certified for multiple engine operating profiles and multiple emission Tier compliance under those profiles. - Revisions to Appendix II, reflecting the updated provisions on test cycle applications in Chapter 3.2 of the NTC 2008. For a new member engine to an engine family or engine group for which the parent engine was certified before 1 January 2028, prior to the certification of that member engine it would need to be shown that the engine family or engine group complied with the said amendments no later than 1 January 2030 based on the issue date of the EIAPP Certificate for that member engine. The amendments do not apply to a marine diesel engine which already has an EIAPP Certificate except except in case of substantial modification or identical replacement where the engine has multiple engine operating profiles. Action to be taken: Shipowners and engine manufacturers should prepare for compliance with these amendments.
183	2026 Guidelines for ballast water management and development of Ballast Water Management Plans	MEPC.409(84)	O	M	B	All						>0		R	FS	1	4	2029	D	on after	1	1	1900	Description: MEPC 84 approved amendments to the Ballast Water Management (BWM) Convention strengthening, inter alia, the mandatory provisions for the Ballast Water Management Plan (BWMP) (regulation B-1). The 2026 Guidelines G4 are aligned with the updated BWM Convention and require the BWMP to include procedures for: - Contingency measures (BWM.2/Circ.62); - Management of challenging water quality conditions (MEPC.387(81)); - Temporary storage of treated sewage and/or grey water in ballast water tanks, where applicable (BWM.2/Circ.82). In addition, the BWMP should include high-level information on maintenance procedures and schedules necessary to ensure good working order of the BWM system. The 2026 Guidelines G4 will take effect upon the concurrent entry into force of the amendments to the BWM Convention and the amendments to the BWMS Code, which are pending adoption. The entry-into-force date will be decided at MEPC 85. Action to be taken: Shipowners should ensure that updated and approved BWMP is available at the first IBWMC survey (annual/intermediate/renewal) required under Regulation E-1 following the entry into force of the amendments to the BWM Convention.
184	2026 Guidelines for ballast water management and development of Ballast Water Management Plans	MEPC.409(84)	H	M	B	All						>0		N		1	4	2029	D	on after	1	4	2029	Description: MEPC 84 approved amendments to the Ballast Water Management (BWM) Convention strengthening, inter alia, the mandatory provisions for the Ballast Water Management Plan (BWMP) (regulation B-1). The 2026 Guidelines G4 are aligned with the updated BWM Convention and require the BWMP to include procedures for: - Contingency measures (BWM.2/Circ.62); - Management of challenging water quality conditions (MEPC.387(81)); - Temporary storage of treated sewage and/or grey water in ballast water tanks, where applicable (BWM.2/Circ.82). In addition, the BWMP should include high-level information on maintenance procedures and schedules necessary to ensure good working order of the BWM system. The 2026 Guidelines G4 will take effect upon the concurrent entry into force of the amendments to the BWM Convention and the amendments to the BWMS Code, which are pending adoption. The entry-into-force date will be decided at MEPC 85. Action to be taken: Shipowners should ensure that BWMP is approved and compliant at initial survey following the entry into force of the amendments to the BWM Convention.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
185	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	Bulk				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
186	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	Combo				>4000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
187	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	Cont				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
188	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	PassC				>25000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
189	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	GasNonLNG				>2000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
190	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	GenCargo				>3000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
191	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	LNG				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
192	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	Refer				>3000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
193	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	RoRoC				>1000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
194	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	RoRoV				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
195	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	RoRoP				>250	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
196	Amendments to the 2022 EEDI Calculation Guidelines	MEPC.410(84)	H	M	M	Tanker				>4000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships have been updated to address dual-fuel engines using two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The amendments also specify that the engine power and specific fuel consumption should be determined based on the maximum continuous rating (MCR), as certified in accordance with the NOx Technical Code 2008. Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI calculation Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
197	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	Bulk				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
198	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	Combo				>4000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
199	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	Cont				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
200	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	PassC				>25000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
201	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	Gas				>2000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
202	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	GenCargo				>3000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
203	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	LNG				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
204	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	Refer				>3000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
205	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	RoRoC				>1000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
206	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	RoRoV				>10000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
207	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	RoRoP				>250	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
208	2026 EEDI Survey and Certification Guidelines	MEPC.411(84)	H	M	M	Tanker				>4000	>400		N		1	5	2026	D	on after	1	1	1900	Description: The 2026 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) consolidate the previous amendments (resolutions MEPC.374(80) and MEPC.403(83)) and introduce additional provisions to address dual-fuel engines operating on two liquid fuels, such as methanol or ethanol in combination with conventional fuel oil. The 2026 Guidelines are aligned with the corresponding updates to the EEDI calculation guidelines introduced by resolution MEPC.410(84). Action to be taken: Shipyards/shipowners should take note of the updates to the EEDI survey and certification Guidelines applicable to vessels equipped with dual-fuel methanol or ethanol engines.
209	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	Bulk					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
210	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	Combo					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Notes			day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
																						(refer to actual regulation for details)	
211	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	Cont					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
212	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	PassC					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
213	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	GasNonLNG					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
214	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	GenCargo					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
215	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	LNG					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
216	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	Refer					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

Black (mandatory hardware requirements)

Green (Mandatory operational requirements)

Blue (recommended hardware guidelines)

Red (recommended operational guidelines)

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
217	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	RoRoC					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
218	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	RoRoV					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
219	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	RoRoP					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
220	Amendments to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)	MEPC.412(84)	O	M	M	Tanker					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The CII Guidelines G1 (resolution MEPC.352(78)) have been amended to clarify that the supply-based transport work (based on DWT or GT as applicable) should continue to be used as a proxy, until completion of Phase 2 of the review of the short-term GHG reduction measure. It has also been clarified that the total distance travelled comprises both “under way” and “not under way” distances. Action to be taken: Shipowners should ensure that the calculation methodology of the attained CII, as detailed in part III of the Ship Energy Efficiency Management Plan (SEEMP), is aligned with these amendments.
221	Amendments to the 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.413(84)	O	M	M	All					>5000		A		1	5	2026	D	on after	1	1	1900	Description: The 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC.395(82), as amended by resolution MEPC.401(83)) have been amended to specify that the aggregated data of total distance travelled for the calendar year should include both “under way” and “not under way” distances. In addition, Appendix 4 of the 2024 SEEMP Guidelines was updated to require separate collection and reporting of: - Distance travelled while the ship is underway; and - Distance travelled while the ship is not under way. Action to be taken: Shipowners should ensure that the required data are collected and reported in accordance with these amendments.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026																										
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					
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)					
222	2026 Guidelines for test-bed and onboard measurements of CH4 and/or N2O emissions from marine diesel engines	MEPC.414(84)	O	G	M	All					>5000	A		1	5	2026	D	on after	1	1	1900	Description: These Guidelines specify the protocol for measurements, calculation and reporting of methane (CH4) and/or nitrous oxide (N2O) emission values from marine diesel engines, together with the associated documentation and verification requirements. Measurements, calculations and reporting for CH4 and/or N2O emission values should be carried out in accordance with the NOx Technical Code 2008 (NTC 2008), as amended, other than as specifically provided for in the protocol set out in appendix 1 of these Guidelines. These Guidelines supersede the original version adopted by resolution MEPC.402(83) and are intended to be used in conjunction with the Guidelines for Engine Load Monitoring (ELM) adopted by resolution MEPC.415(84). Action for compliance: Shipowners, shipbuilders, marine diesel engine manufacturers may voluntarily undertake measurements, calculate and report CH4 and/or N2O emission values from marine diesel engines according to these Guidelines.				
223	Guidelines for engine load monitoring (ELM) and calculation of emission values	MEPC.415(84)	H	G	M	All					>5000	A		1	5	2026	D	on after	1	1	1900	Description: These Guidelines specify a method for engine load monitoring (ELM) to derive emission factors reflecting the actual operation of the engine. ELM should be combined with verified CH4 and/or N2O emission measurements, established in accordance with resolution MEPC.414(84), to derive representative emission values. Action for compliance: Shipowners, shipbuilders, marine diesel engine manufacturers may voluntarily undertake measurements, calculate and report CH4 and/or N2O emission values from marine diesel engines according to these Guidelines.				
224	Guidelines for continuous emission monitoring systems (CEMS) used to quantify CH4 and/or N2O emissions from marine diesel engines	MEPC.416(84)	H	G	M	All					>5000	A		1	5	2026	D	on after	1	1	1900	Description: These Guidelines establish a framework for the onboard measurement and mass-based quantification of CH4 and/or N2O emissions using continuous emission monitoring systems (CEMS). This approach may be implemented as an alternative to engine load monitoring for determining actual CH4 and/or N2O emission values. The Guidelines include requirements for data recording, documentation, certification of CEMS, and surveys. Action for compliance: Shipowners, shipbuilders, marine diesel engine manufacturers may voluntarily undertake measurements, calculate and report CH4 and/or N2O emission values from marine diesel engines according to these Guidelines.				
225	Provision of Radio Services for the GMDSS	MSC.509(105)/Rev.2	O	G	S	All						A		21	5	2026	D	on after	1	1	1900	Description: Adopts revised recommendations and criteria for shore-based radio services for the GMDSS (including DSC facilities, GMDSS sea areas, NAVTEX, NAVDAT, and international EGC services). Recommends Governments ensure radio services established on or after 21 May 2026 conform to these criteria. Revokes resolution MSC.509(105)/Rev.1 Action to be taken: As this is directed at Governments providing shore-based GMDSS services, no further action is needed by shipowners and operators.				
226	Amendments to SOLAS - VDES as alternative to AIS	MSC.583(111)	O	M	S	All						A		1	1	2028	D	on after	1	1	1900	Description: Amends SOLAS Chapter V to introduce VDES as a compliant alternative to AIS for carriage and monitoring requirements, updating testing requirements and LRIT exemptions for ships exclusively in sea area A1. Updates the Record of Equipment (Forms P, E, and C) to reflect "Automatic identification system (AIS) or VHF data exchange system (VDES)". If installed, then the VDES Performance Standards must be followed as set out in Resolution MSC.593(111). Action to be taken: Shipowners/Operators may wish to consider the VDES as an alternative to AIS. In this case the must follow the relevant Performance Standards.				

ABS

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year		
227	Amendments to 2011 ESP Code, Annex A	MSC.584(111)	O	M	S	Bulk					≥ 500		A		1	1	2028	D	on after	1	1	1900	Description: Incorporates provisions and requirements for the use of Remote Inspection Techniques (RIT, e.g., UAVs/drones, ROVs) to assist surveyors during close-up surveys of bulk carrier hull structures when permanent means of access are not provided. Establishes criteria/limitations (not permitted after 3rd renewal survey without flag approval, or in ballast tanks with coating in less than GOOD condition), survey planning requirements, simultaneous thickness measurements, reporting standards, and mandatory certification/audit procedures for RIT service suppliers (new Annexes 5B, 7B, 8B). Action to be taken: Shipowners/Operators need to be prepared for compliance.
228	Amendments to 2011 ESP Code, Annex B	MSC.584(111)	O	M	S	Oil					≥ 500		A		1	1	2028	D	on after	1	1	1900	Description: Incorporates provisions for Remote Inspection Techniques (RIT) during close-up surveys of oil tanker hull structures (with limitations, e.g., not permitted after 3rd renewal survey without flag approval) and updates certification/audit procedures for RIT service suppliers. Additionally, amends paragraph 2.6.1.3 to specify that tank pressure testing must be carried out within the renewal survey window and not more than three months prior to the date on which the overall or close-up survey is completed. Action to be taken: Shipowners/Operators need to be prepared for compliance.
229	Amendments to 1994 HSC Code - VDES as alternative to AIS	MSC.585(111)	O	M	S	HSC							A		1	1	2028	D	on after	1	1	1900	Description: Amends Chapter 13 and Annex 1 of the 1994 HSC Code to allow the voluntary carriage of a VHF data exchange system (VDES) as a compliant alternative to the automatic identification system (AIS). The Record of Equipment for High-Speed Craft Safety Certificate is also updated to reflect "Automatic identification system (AIS) or VHF data exchange system (VDES)" Action to be taken: Shipowners/Operators need to be prepared for compliance.
230	Amendments to 2000 HSC Code - VDES as alternative to AIS	MSC.586(111)	O	M	S	HSC							A		1	1	2028	D	on after	1	1	1900	Description: Amends Chapter 13 and Annex 1 of the 2000 HSC Code to allow the carriage of a VHF data exchange system (VDES) as a compliant alternative to the automatic identification system (AIS). The Record of Equipment for High-Speed Craft Safety Certificate is also updated to reflect "Automatic identification system (AIS) or VHF data exchange system (VDES)" Action to be taken: Shipowners/Operators need to be prepared for compliance.
231	Amendments to the IMDG Code (Amendments 43-26)	MSC.587(111)	O	M	S	All							A		1	1	2028	D	on after	1	1	1900	Description: Amendment 43-26 to the IMDG Code will introduce new and revised requirements for existing and new substances. Key changes include updated definitions for terms like "pressure volume product" and "usable water capacity," along with amendments to packaging, marking, testing, and stowage requirements. It introduces new provisions and UN entries for sodium ion batteries, lithium metal batteries, and hybrid batteries installed in cargo transport units (e.g., UN 3563, UN 3564), updated safety conditions for vehicles (SP980), and requirements for fibre-reinforced plastics (FRP) service equipment for portable tanks. These changes will apply to all ships carrying dangerous goods in packaged form. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements.
232	Amendments to IP Code - Subdivision and Stability	MSC.588(111)	O	M	S	All					≥ 500		N		1	1	2028	C	on after	1	1	2028	Description: Amends Part IV, Regulation 2 of the IP Code regarding subdivision and stability for ships certified in accordance with SOLAS Chapter I. Specifies that the mass of each industrial personnel must be assumed to be 90 kg (instead of 75 kg) in the ship stability calculation. This requirement applies to ships with a building contract placed on or after 1 January 2028, or in the absence of a contract, the keel of which is laid on or after 1 July 2028, or the delivery of which is on or after 1 January 2032. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
233	Amendments to IP Code - Subdivision and Stability	MSC.588(111)	O	M	S	All					≥ 500		N		1	1	2028	KL	on after	1	7	2028	Description: Amends Part IV, Regulation 2 of the IP Code regarding subdivision and stability for ships certified in accordance with SOLAS Chapter I. Specifies that the mass of each industrial personnel must be assumed to be 90 kg (instead of 75 kg) in the ship stability calculation. This requirement applies to ships with a building contract placed on or after 1 January 2028, or in the absence of a contract, the keel of which is laid on or after 1 July 2028, or the delivery of which is on or after 1 January 2032. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements.
234	Amendments to IP Code - Subdivision and Stability	MSC.588(111)	O	M	S	All					≥ 500		N		1	1	2028	D	on after	1	1	2032	Description: Amends Part IV, Regulation 2 of the IP Code regarding subdivision and stability for ships certified in accordance with SOLAS Chapter I. Specifies that the mass of each industrial personnel must be assumed to be 90 kg (instead of 75 kg) in the ship stability calculation. This requirement applies to ships with a building contract placed on or after 1 January 2028, or in the absence of a contract, the keel of which is laid on or after 1 July 2028, or the delivery of which is on or after 1 January 2032. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements.
235	Amendments to LSA Code	MSC.589(111)	H	M	S	All							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter II / Regulation 2.2.1/paragraph 2.2.1.6.2) - Lifejackets For adult lifejackets provided on or after 1 January 2026 , turn the body of unconscious, face-down persons in the water to a face-up position where the nose and mouth are clear of the water in an average time not exceeding that of the RTD plus 1 s. The expression "lifejackets provided on or after 1 January 2026" means lifejackets having a contractual delivery date to the ship on or after 1 January 2026 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2026. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
236	Amendments to LSA Code	MSC.589(111)	H	M	S	All							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter IV / Regulation 4.4.7) - Lifeboat fittings Amends paragraphs 4.4.7.6.8 and 4.4.7.6.17 and adds 4.4.7.6.18 for lifeboats installed on or after 1 January 2026 (contractual delivery or actual delivery to the ship). Requires that release hooks shall not support any load unless completely reset, release handles/safety pins/indicators cannot indicate reset unless fully reset, danger signs are posted at each hook station, and provides exemptions for single fall and hook systems not capable of on-load release. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
237	Amendments to LSA Code	MSC.589(111)	H	M	S	All							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter IV / Regulation 4.6) - Totally Enclosed Lifeboats Amends paragraphs 4.6.6 and 4.6.7 and adds paragraph 4.6.8 to explicitly define the application of the ventilation requirements and closing appliances of ventilation openings to totally enclosed lifeboats installed on or after 1 January 2029 (having a contractual delivery date or actually delivered to the ship on or after 1 January 2029). Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
238	Amendments to LSA Code	MSC.589(111)	H	M	S	All							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter IV / Regulation 4.7) - Free-fall lifeboats Adds new paragraph 4.7.7 for free-fall lifeboats installed on or after 1 January 2031 (contractual delivery date or actual delivery to the ship). Mandates that arrangements to test the release system under load without launching into the water must be designed with a safety factor of at least 6 based on maximum working load and ultimate strength, with exposed components constructed of corrosion-resistant materials without coatings/galvanizing. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
239	Amendments to LSA Code	MSC.589(111)	O	M	S	All							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter IV / Regulation 4.7) - Free-fall lifeboats Adds new paragraph 4.7.7 for free-fall lifeboats installed on or after 1 January 2031 (contractual delivery date or actual delivery to the ship). Mandates that arrangements to test the release system under load without launching into the water must be designed with a safety factor of at least 6 based on maximum working load and ultimate strength, with exposed components constructed of corrosion-resistant materials without coatings/galvanizing. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
240	Amendments to LSA Code	MSC.589(111)	H	M	S	RoRoC							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter VI / Regulation 6.1) - Launching and embarkation appliances Amends paragraph 6.1.1.3 and adds 6.1.1.3.1.1 for rescue boats installed on cargo ships on or after 1 January 2024 (contractual delivery or actual delivery) that are not survival craft and have a mass ≤ 700 kg fully equipped without crew. Exempts their launching appliances from requiring stored mechanical power provided manual hoisting/turning out can be performed by one person (crank force ≤ 160 N) and painter/bowsing lines are fitted. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
241	Amendments to LSA Code	MSC.589(111)	H	M	S	RoRoV							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter VI / Regulation 6.1) - Launching and embarkation appliances Amends paragraph 6.1.1.3 and adds 6.1.1.3.1.1 for rescue boats installed on cargo ships on or after 1 January 2024 (contractual delivery or actual delivery) that are not survival craft and have a mass ≤ 700 kg fully equipped without crew. Exempts their launching appliances from requiring stored mechanical power provided manual hoisting/turning out can be performed by one person (crank force ≤ 160 N) and painter/bowsing lines are fitted. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
242	Amendments to LSA Code	MSC.589(111)	H	M	S	Cargo							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter VI / Regulation 6.1) - Launching and embarkation appliances Amends paragraph 6.1.1.3 and adds 6.1.1.3.1.1 for rescue boats installed on cargo ships on or after 1 January 2024 (contractual delivery or actual delivery) that are not survival craft and have a mass ≤ 700 kg fully equipped without crew. Exempts their launching appliances from requiring stored mechanical power provided manual hoisting/turning out can be performed by one person (crank force ≤ 160 N) and painter/bowsing lines are fitted. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (AES) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Bst Cpty (m³)	Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation	
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
243	Amendments to LSA Code	MSC.589(111)	H	M	S	All							A		1	1	2028	KL	on after	1	7	1998	Description: Amendments to LSA Code (Chapter VI / Regulation 6.1.2) - Launching appliances using falls and a winch Amends paragraphs 6.1.2.8 and 6.1.2.10 and adds 6.1.2.14 for launching appliances using falls and a winch installed on or after 1 January 2026 (contractual delivery date or actual delivery to the ship). Establishes minimum lowering speed S = 0.4 + 0.02· H (or 1.0 m/s, whichever is less) and maximum lowering speed of 1.3 m/s for fully loaded survival craft or rescue boats. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment is provided on board, it must follow the new requirements.
244	Amendments to Resolution MSC.402(96) - FFLB release system	MSC.590(111)	H	M	S	All							A		1	1	2028	D	on after	1	1	1900	Description: Amends paragraphs 6.2.3 and 6.2.7 of the Requirements (Resolution MSC.402(96)) to include the arrangements for testing the release system under load without launching the free-fall lifeboat into the water. During the annual thorough examination, these arrangements shall be examined and checked for satisfactory condition and operation. The operational test of the free-fall lifeboat release function shall incorporate these test arrangements (engaging the test mechanism, operating the release, resetting, and removing the test arrangements) without launching the boat. The provisions also apply to free-fall lifeboats installed on or after 1 January 2031 , or having a contractual delivery date to the ship on or after 1 January 2031 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2031. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment (on or after 1 January 2031) is provided on board, it must follow the new requirements.
245	Amendments to Resolution MSC.402(96) - FFLB release system	MSC.590(111)	O	M	S	All							A		1	1	2028	D	on after	1	1	1900	Description: Amends paragraphs 6.2.3 and 6.2.7 of the Requirements (Resolution MSC.402(96)) to include the arrangements for testing the release system under load without launching the free-fall lifeboat into the water. During the annual thorough examination, these arrangements shall be examined and checked for satisfactory condition and operation. The operational test of the free-fall lifeboat release function shall incorporate these test arrangements (engaging the test mechanism, operating the release, resetting, and removing the test arrangements) without launching the boat. The provisions also apply to free-fall lifeboats installed on or after 1 January 2031 , or having a contractual delivery date to the ship on or after 1 January 2031 or, in the absence of a contractual delivery date to the ship, actually delivered to the ship on or after 1 January 2031. Action to be taken: Vendors, shipowners and operators shall ensure they are prepared for compliance with these requirements. Once new equipment (on or after 1 January 2031) is provided on board, it must follow the new requirements.
246	Amendments to 1988 Load Lines Protocol - Guard rails	MSC.591(111)	H	M	L	All							N		1	1	2028	KL	on after	1	1	2028	Description: Amends Regulation 25 (Protection of the crew) of the 1988 Load Lines Protocol to require guard rails or bulwarks to be fitted around all exposed decks and all exposed sea access holes (such as edges of moonpools) accessible to the crew during navigation. Mandates that all guard rails must have at least three courses, with the opening below the lowest course not exceeding 230 mm and other courses spaced no more than 380 mm apart. Specifies that when chains are accepted in lieu of guard rails, they must be detachable and tightened as much as reasonably practicable. Action to be taken: Shipyards, shipowners and operators shall ensure they are prepared for compliance with these requirements.
247	Introduction of VDES into the IMO Regulatory Framework	MSC.592(111)	O	G	S	All							A		21	5	2026	D	on after	1	1	1900	Description: Decides that, to facilitate the introduction and implementation of the VHF data exchange system (VDES) into the IMO regulatory framework, references made to the carriage and use of "automatic identification system" or "AIS" should also be understood as references to the AIS component of VDES. Clarifies that any additional functionalities provided by VDES beyond its AIS component are not to be considered equivalent to AIS nor a substitute for the required AIS equipment. Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year		
248	VDES Performance Standards	MSC.593(111)	H	M	S	All							A		21	5	2026	D	on after	1	1	1900	Description: VDES is introduced as a compliant alternative to AIS under SOLAS Chapter V. These standards must be met if VDES is installed. This resolution adopts the Performance Standards for shipborne VHF data exchange system (VDES). The standards mandate that VDES integrates four components: the AIS component, application-specific messages (ASM), terrestrial VDE (VDE-TER), and satellite VDE (VDE-SAT). VDES must give highest priority to AIS position reporting and safety-related information. Systems must also feature appropriate cybersecurity measures, integrity/authentication capabilities, and be powered by the ship's main, emergency, and reserve sources of electrical energy. Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements if VDES installed on board
249	VDES Performance Standards	MSC.593(111)	O	M	S	All							A		21	5	2026	D	on after	1	1	1900	Description: VDES is introduced as a compliant alternative to AIS under SOLAS Chapter V. These standards must be met if VDES is installed. This resolution adopts the Performance Standards for shipborne VHF data exchange system (VDES). The standards mandate that VDES integrates four components: the AIS component, application-specific messages (ASM), terrestrial VDE (VDE-TER), and satellite VDE (VDE-SAT). VDES must give highest priority to AIS position reporting and safety-related information. Systems must also feature appropriate cybersecurity measures, integrity/authentication capabilities, and be powered by the ship's main, emergency, and reserve sources of electrical energy. Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements if VDES installed on board
250	Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70))	MSC.594(111)	O	G	S	All							A		21	5	2026	D	on after	1	1	1900	Description: Amends Part 1 of the Revised Recommendation on Testing of Life-Saving Appliances regarding prototype tests for lifeboats, rescue boats, and fast rescue boats. Requires the arrangement to test the release system without launching the free-fall lifeboat into the water to be mounted on a tensile strength testing device and tested to at least six times the maximum working load without failure. Need to be ensured that arrangements to test the release system under load without launching the free-fall lifeboat installed on or after 1 January 2031, conform to the amended prototype, production and installation tests. Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements.
251	Non-Mandatory MASS Code	MSC.595(111)	O	G	S	RoRoC							A		1	7	2026	D	on after	1	1	1900	Description: It adopts the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code). It specifies the operational requirements for safety management (SMS), training and staffing, approval procedures, risk assessment, and the definition of the Concept of Operations (ConOps). It also provides for the certification of ships (MASS Safety Certificate) and Remote Operations Centers (MASS ROC Certificate). Action to be taken: In case of Maritime Autonomous Surface Ships (MASS), shipowners and operators should ensure they are prepared for compliance with these requirements.
252	Non-Mandatory MASS Code	MSC.595(111)	O	G	S	RoRoV							A		1	7	2026	D	on after	1	1	1900	Description: It adopts the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code). It specifies the operational requirements for safety management (SMS), training and staffing, approval procedures, risk assessment, and the definition of the Concept of Operations (ConOps). It also provides for the certification of ships (MASS Safety Certificate) and Remote Operations Centers (MASS ROC Certificate). Action to be taken: In case of Maritime Autonomous Surface Ships (MASS), shipowners and operators should ensure they are prepared for compliance with these requirements.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026																										
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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year						
253	Non-Mandatory MASS Code	MSC.595(111)	O	G	S	Cargo							A		1	7	2026	D	on after	1	1	1900	Description: It adopts the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code). It specifies the operational requirements for safety management (SMS), training and staffing, approval procedures, risk assessment, and the definition of the Concept of Operations (ConOps). It also provides for the certification of ships (MASS Safety Certificate) and Remote Operations Centers (MASS ROC Certificate). Action to be taken: In case of Maritime Autonomous Surface Ships (MASS), shipowners and operators should ensure they are prepared for compliance with these requirements.			
254	Non-Mandatory MASS Code	MSC.595(111)	H	G	S	RoRoC							A		1	7	2026	D	on after	1	1	1900	Description: It adopts the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code). It specifies the technical requirements and design principles for software and equipment for MASS systems and Remote Operations Centers (ROCs). Robustness, redundancy, and connectivity reliability are required, as well as technical measures for safe navigation, fire protection, communications, and cybersecurity. The systems must support electronic data logging for at least 30 days. Action to be taken: In case of Maritime Autonomous Surface Ships (MASS), shipowners and operators should ensure they are prepared for compliance with these requirements.			
255	Non-Mandatory MASS Code	MSC.595(111)	H	G	S	RoRoV							A		1	7	2026	D	on after	1	1	1900	Description: It adopts the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code). It specifies the technical requirements and design principles for software and equipment for MASS systems and Remote Operations Centers (ROCs). Robustness, redundancy, and connectivity reliability are required, as well as technical measures for safe navigation, fire protection, communications, and cybersecurity. The systems must support electronic data logging for at least 30 days. Action to be taken: In case of Maritime Autonomous Surface Ships (MASS), shipowners and operators should ensure they are prepared for compliance with these requirements.			
256	Non-Mandatory MASS Code	MSC.595(111)	H	G	S	Cargo							A		1	7	2026	D	on after	1	1	1900	Description: It adopts the non-mandatory International Code for Maritime Autonomous Surface Ships (MASS Code). It specifies the technical requirements and design principles for software and equipment for MASS systems and Remote Operations Centers (ROCs). Robustness, redundancy, and connectivity reliability are required, as well as technical measures for safe navigation, fire protection, communications, and cybersecurity. The systems must support electronic data logging for at least 30 days. Action to be taken: In case of Maritime Autonomous Surface Ships (MASS), shipowners and operators should ensure they are prepared for compliance with these requirements.			
257	Revised Guidelines on the prevention of access by Stowaways	MSC.448(99)/Rev.1	O	G	S	All							A		1	7	2026	D	on after	1	1	1900	Description: Adopts the Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases. The guidelines provide comprehensive procedures for port/terminal authorities, shipowners, and masters to prevent stowaways through adequate security arrangements and searches (aligning with ISPS Code provisions). Furthermore, they define the specific responsibilities of the master, shipowner, State of the first port of call, subsequent ports of call, State of embarkation, State of nationality, and the flag State regarding questioning, notification, care, disembarkation, and repatriation of stowaways Action to be taken: Shipowners and operators should ensure they are prepared for compliance with these requirements.			



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
258	Amendments to the 2009 MODU Code - Emergency conditions due to drilling operations	MSC.596(111)	H	M	MC	MODU							New		1	1	2027	KL	on after	1	1	2027	Description: Amends Chapter 6 (Machinery and Electrical Installations in Hazardous Areas) of the 2009 MODU Code by adding paragraphs 6.5.6, 6.5.7, and 6.5.8 regarding emergency conditions due to drilling operations. For MODUs constructed on or after 1 January 2027, equipment located in open spaces that continues to operate after each stage of an emergency shutdown (ESD) must be suitable for zone 2 locations, except for equipment that is de-energized during drilling operations. It mandates that specific facilities remain operable after an ESD, including emergency lighting (for half an hour), blow-out preventer control systems, general alarm, public address, and battery-supplied radiocommunication installations. It also allows selective disconnection based on shipboard location, system, or function, and requires appropriate mitigating measures for equipment located in enclosed spaces that continue to operate after an ESD. Action to be taken: Interested stakeholders shall ensure they are prepared for compliance with these requirements.
259	Revised Interim Recommendations for carriage of LH2 in bulk	MSC.597(111)	H	G	S	GasLNG							All		18	5	2026	D	on after	1	1	1900	Description: Revised Interim Recommendations for the transport of liquefied hydrogen in bulk (LH2) are adopted. The document establishes specific technical requirements for design and equipment by tank type, due to the particular hazards of hydrogen (extremely low temperatures of approximately -253°C, a wide flammability range, hydrogen-induced material embrittlement, extremely low density, diffusion, and leakage). Special materials resistant to cryogenic temperatures and condensed oxygen are required, as well as specialized leak/fire detection systems, special insulation (vacuum or hydrogen-filled) and pressure relief systems capable of preventing ice blockage. Furthermore, the CO2 system must be designed for at least 75% of the gross volume.The Revised Interim Recommendations are intended to facilitate the establishment of a tripartite agreement among the relevant Administrations for the carriage of liquefied hydrogen in bulk. They also revoke MSC.565(108). Action to be taken: Interested stakeholders shall ensure they are prepared for compliance with these recommendations.
260	Revised Interim Recommendations for carriage of LH2 in bulk	MSC.597(111)	O	G	S	GasLNG							All		18	5	2026	D	on after	1	1	1900	Description: Specific operational requirements for handling liquefied hydrogen are included. Load operation manuals must include restrictions related to environmental conditions, as well as procedures for inerting, purging, and pre-cooling, using an appropriate gas (helium or a mixture of 5% hydrogen and 95% nitrogen for leak tests). The filling limit for the tanks must not exceed 98% at the reference temperature. Personnel in the cargo area must wear antistatic clothing and carry portable detectors, as a hydrogen flame is nearly invisible.The Revised Interim Recommendations are intended to facilitate the establishment of a tripartite agreement among the relevant Administrations for the carriage of liquefied hydrogen in bulk. They also revoke MSC.565(108). Action to be taken: Interested stakeholders shall ensure they are prepared for compliance with these recommendations.
261	Mandatory Ship Reporting System in the Adriatic Sea (ADRIREP)	MSC.598(111)	O	M	S	Oil					≥ 150		All		1	12	2026	D	on after	1	1	1900	Description: The revised mandatory ship reporting system “In the Adriatic Sea” (ADRIREP) is hereby adopted, fully replacing Annex 2 of Resolution MSC.139(76). The system covers the Adriatic Sea north of latitude 40° 25'.00 N. It establishes the obligation to submit specific reports (Sailing Plan, Position Report, Final Report) via the SafeSeaNet system or via radio communications (VHF) to the competent coastal authorities upon entry, exit, or while sailing within the specified area. The report must include, among other things, vessel details, cargo, course, draft, as well as reports of any malfunctions, damage, shortages, or pollution incidents. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements as from 0000 hours UTC on 1 December 2026.

ABS

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026

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 (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year		
262	Mandatory Ship Reporting System in the Adriatic Sea (ADRIREP)	MSC.598(111)	O	M	S	All					≥ 10000		All		1	12	2026	D	on after	1	1	1900	Description: The revised mandatory ship reporting system "In the Adriatic Sea" (ADRIREP) is hereby adopted, fully replacing Annex 2 of Resolution MSC.139(76). The system covers the Adriatic Sea north of latitude 40° 25'.00 N. It establishes the obligation to submit specific reports (Sailing Plan, Position Report, Final Report) via the SafeSeaNet system or via radio communications (VHF) to the competent coastal authorities upon entry, exit, or while sailing within the specified area. The report must include, among other things, vessel details, cargo, course, draft, as well as reports of any malfunctions, damage, shortages, or pollution incidents. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements as from 0000 hours UTC on 1 December 2026.
263	Mandatory Ship Reporting System in the Adriatic Sea (ADRIREP)	MSC.598(111)	O	M	S	All							All		1	12	2026	D	on after	1	1	1900	Description: (Applicable to All ships, irrespective of their size, carrying on board hazardous cargo, in bulk or in package) The revised mandatory ship reporting system "In the Adriatic Sea" (ADRIREP) is hereby adopted, fully replacing Annex 2 of Resolution MSC.139(76). The system covers the Adriatic Sea north of latitude 40° 25'.00 N. It establishes the obligation to submit specific reports (Sailing Plan, Position Report, Final Report) via the SafeSeaNet system or via radio communications (VHF) to the competent coastal authorities upon entry, exit, or while sailing within the specified area. The report must include, among other things, vessel details, cargo, course, draft, as well as reports of any malfunctions, damage, shortages, or pollution incidents. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements as from 0000 hours UTC on 1 December 2026.
264	Mandatory Ship Reporting System in the sound between Denmark and Sweden (SOUNDREP)	MSC.314(88)/Rev.1	O	M	S	All					≥ 300		All		1	12	2026	D	on after	1	1	1900	Description: Adopts the revised mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP), replacing the annex to resolution MSC.314(88) entirely. Ships of 300 gross tonnage and upwards must participate when proceeding to/from ports or anchorages in the Sound or passing through the reporting area. The system allows ships to fulfill most reporting requirements via non-verbal means (AIS Class A, email, etc.) prior to entry, but mandates an initial VHF voice transmission to "Sound Traffic" communicating the ship's name and entry line. The report must include details such as ship identification, date/time, position, course, speed, destination, route information, maximum draft, cargo/dangerous goods, defects/limitations, contact details, total persons on board, bunker fuel details, and relevant civil liability certificates. Specific notifications are required for ships with an air draft exceeding 35 meters when passing through the Drogden channel. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements as from 0000 hours UTC on 1 December 2026.
265	Mandatory Ship Reporting System in the Great Belt traffic area (BELTREP)	MSC.332(90)/Rev.1	O	M	S	All					≥ 50		All		1	12	2026	D	on after	1	1	1900	Description: The revised mandatory ship reporting system "In the Storebælt (Great Belt) traffic area" (BELTREP) is hereby adopted, replacing Resolution MSC.332(90). Ships with ≥ 50 GT (exempted pleasure craft with a length less than 15) must participate in the system by reporting via VHF to the VTS (Belt Traffic), but are encouraged to fulfill part of the requirements in advance via AIS (for identification, position, course, etc.) and email (for cargo information, malfunctions, fuel, etc.). All ships with an air draught of 15 m or more must participate in the system by reporting—mandatorily via VHF upon entering the area—their height and deadweight (Designator U), even if reports have previously been made via AIS or e-mail. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these requirements as from 0000 hours UTC on 1 December 2026.

Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied within 2026 and Beyond for All Ship Types - Oct 2026																										
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					
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		Notes	day	month	year	Keel Lay , Delivery , or Contract	day	month	year						
(refer to actual regulation for details)																										
266	Amendments to the Worldwide Radionavigation System (Resolution A.1046(27))	MSC.599(111)	O	G	S	All							All	22	5	2026	D	on after	1	1	1900	Description: The revised IMO policy ("Report on the Study of a World-Wide Radionavigation System") regarding the recognition and acceptance of radionavigation systems (e.g., GNSS) and augmentation systems intended for international use by commercial vessels is adopted. It defines operational requirements for navigation in ocean waters (accuracy ≤100m at 95%) and in port approaches and coastal waters (accuracy ≤10m at 95%, position update rate of 2 sec). Guidelines are also provided for integrity warnings within 10 sec in the event of a malfunction, as well as for IMO recognition procedures, subject to the consent of the governments or organizations managing the systems. Revises in its entirety the existing text of the annex to resolution A.1046(27). Action to be taken: Interested stakeholders are kindly requested to note the resolution.				
267	BDS Receiver Equipment Performance Standards	MSC.379(93)/Rev.1	H	G	S	All							All	31	7	2028	C	on after	31	7	2028	Description: (only for ships with BDS Receiver): The revised Performance Standards for BeiDou satellite navigation system (BDS) receiver equipment on ships capable of speeds up to 70 knots are adopted. For equipment delivered (contractual or actual date) to or installed on a ship on or after 31 July 2028 (or for ships with a shipbuilding contract or keel laying on or after that date), the receiver must comply with these new standards. The BDS receiver must receive and process signals (B1I, B1C, B2a, B3I) to provide latitude/longitude, speed over ground (SOG), course over ground (COG), and time (UTC)—meeting specific dynamic and static accuracy requirements (e.g., <10m horizontal)—and must incorporate integrity monitoring (RAIM) and fault warning functions. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these performance standards if the BDS receiver equipment has been installed on board on or after 31 July 2028. If the equipment installed before 31 July 2028, then they shall conform to performance standards specified in resolution MSC.379(93).				
268	BDS Receiver Equipment Performance Standards	MSC.379(93)/Rev.1	H	G	S	All							All	31	7	2028	KL	on after	31	7	2028	Description: (only for ships with BDS Receiver): The revised Performance Standards for BeiDou satellite navigation system (BDS) receiver equipment on ships capable of speeds up to 70 knots are adopted. For equipment delivered (contractual or actual date) to or installed on a ship on or after 31 July 2028 (or for ships with a shipbuilding contract or keel laying on or after that date), the receiver must comply with these new standards. The BDS receiver must receive and process signals (B1I, B1C, B2a, B3I) to provide latitude/longitude, speed over ground (SOG), course over ground (COG), and time (UTC)—meeting specific dynamic and static accuracy requirements (e.g., <10m horizontal)—and must incorporate integrity monitoring (RAIM) and fault warning functions. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these performance standards if the BDS receiver equipment has been installed on board on or after 31 July 2028. If the equipment installed before 31 July 2028, then they shall conform to performance standards specified in resolution MSC.379(93).				
269	BDS Receiver Equipment Performance Standards	MSC.379(93)/Rev.1	H	G	S	All							All	31	7	2028	D	on after	31	7	2028	Description: (only for ships with BDS Receiver): The revised Performance Standards for BeiDou satellite navigation system (BDS) receiver equipment on ships capable of speeds up to 70 knots are adopted. For equipment delivered (contractual or actual date) to or installed on a ship on or after 31 July 2028 (or for ships with a shipbuilding contract or keel laying on or after that date), the receiver must comply with these new standards. The BDS receiver must receive and process signals (B1I, B1C, B2a, B3I) to provide latitude/longitude, speed over ground (SOG), course over ground (COG), and time (UTC)—meeting specific dynamic and static accuracy requirements (e.g., <10m horizontal)—and must incorporate integrity monitoring (RAIM) and fault warning functions. Action to be taken: Shipowners and operators shall ensure they are prepared for compliance with these performance standards if the BDS receiver equipment has been installed on board on or after 31 July 2028. If the equipment installed before 31 July 2028, then they shall conform to performance standards specified in resolution MSC.379(93).				



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.

"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

- all types of ships, barges and MODUs

All Ships - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS

Pass - a Passenger Ship is a ship which carries more than the indicated number of passengers

PassC - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage

RoRo - a ship with RoRo cargo spaces as defined in SOLAS II-2/3(41)

RoRoV - a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks

RoRoC - a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units

RoRoP - a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces

HSC - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)^{0.1667}

Cargo - is any ship type (including SP-MODUs) which is not a passenger ship

Cont - is a ship designed exclusively for the carriage of containers in holds and on deck

GenCargo - means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo

Refer means a ship designed exclusively for the carriage of refrigerated cargoes in holds.

Tanker - a "cargo ship" constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature

Oil - a tanker constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any "chemical tanker" as defined in Annex II of the present Convention when it is carrying a

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 carrying a cargo or part

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 (as per IGC Code Chapter 1 1.2.21)

LNG - means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (only LNG) (as per MARPOL Annex VI regulation 2.2.16)

GasNonLNG - a cargo ship, other than an LNG carrier as defined in paragraph 2.16 of this regulation, constructed or adapted and used for the carriage in bulk of any liquefied gas (as per MARPOL Annex VI regulation 2.2.14)

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 and combination (COMBO)

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 cargo deck in the after part

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

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