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Shipping Information Notice – 114

Upcoming requirement amendments

December 2024 – January 2026

(To be read in conjunction with SIN 106)

To: Masters, Owners & Operators

Summary

The purpose of this Shipping Information Note (SIN) is to bring awareness to Masters, owners and operators of Gibraltar registered vessels on amendments expected to enter into force as from the date of publication of this SIN, up until January 2026.

Expected amendments are summarized within the annex to this notice.

Steve Gomez – Chief Surveyor

For and on behalf of the Maritime Administrator

Issue date: 02 December 2024

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Annex - Expected amendments

Entry into force date	Amendment	Summary
23 December 2024	<i>ILO0006</i> <i>Amendment to the Code relating to:</i> <i>Regulation 1.4 – Recruitment and placement</i> <i>Standard A1.4 – Recruitment and placement</i>	During the Covid-19 pandemic seafarers travelled to ships after signing the Seafarers' Employment Agreement, but the employment didn't materialise, and seafarers were left stranded with serious financial loss as they were unable to activate the insurance to receive compensation. This amendment requires the provision of additional information to seafarers and clarifies the steps necessary for the seafarer to access the means to address the compensation claim. Ship owners will need to update their procedures to ensure that the seafarer is provided with suitable information on how to make a compensation claim prior to or during the process of engagement. Application: All commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.
Entry into force date	Amendment	Summary
23 December 2024	<i>ILO0008</i> <i>Amendments to MLC, 2006, relating to:</i> <i>Regulation 3.1 – Accommodation and recreational facilities</i> <i>Standard A3.1 - Accommodation and recreational facilities</i> <i>Guideline B3.1.11 – Recreational facilities, mail and ship visit arrangements</i> <i>Guideline B4.4.2 – Welfare facilities and services in ports</i>	During the Covid-19 pandemic, many seafarers were provided with free internet access to enable them to contact their families and friends during the crew change crisis. Use of internet and social networking is far more prevalent now than it was when the Convention was drafted. The amendments provide seafarers with the right to use the internet with charges for the use of the service being reasonable in amount. Ship owners will need to ensure where practicable that seafarers on their ships are provided with internet access, with any associated charges being reasonable in amount. Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.

Entry into force date	Amendment	Summary
23 December 2024	<i>ILO0009</i> <i>Amendments to the Code relating to:</i> <i>Regulation 3.2 – Food and catering</i> <i>Standard A3.2 – Food and catering</i>	In the original MLC text the provision of food was provided for free of charge, but water was not. Most ship owners provide free water to seafarers working onboard their ships, but this makes it clear that water should be provided free of charge. In addition there was concern that meals provided were not healthy in their make up. This requires the provision of free drinking water for seafarers and balanced meals. Ship owners will be required to provide drinking water free of charge and ensure that the onboard catering departments provide balanced meals. Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.
Entry into force date	Amendment	Summary
23 December 2024	<i>ILO0011</i> <i>Amendment to the Code relating to:</i> <i>Regulation 4.3 – Health and safety protection and accident prevention</i> <i>Standard A4.3 – Health and safety protection and accident prevention</i>	There is an issue, particularly for women seafarers, that the personal protective equipment provided is too big, which makes it difficult to wear and has the potential to contribute to an increased risk hazard, particularly in enclosed spaces and near rotary machines. The amendment includes the requirement for appropriately sized personal protective equipment to be provided. This is intended to contribute to a safer environment and to provide job opportunities to a wider spectrum of people. Ship owners will have to assess the size of the seafarers on their ships and ensure that there is a range of suitably sized personal protective equipment on board. Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.

Entry into force date	Amendment	Summary
23 December 2024	<i>ILO0013</i> <i>Amendments to Appendices:</i> <i>Appendix A2-I – Evidence of financial security under Regulation 2.5, paragraph 2</i> <i>Appendix A4-I – Evidence of financial security under Regulation 4.2</i>	The definition of ‘shipowner’ works when considering the living and working conditions onboard a ship but does not work in the context of an insured person and the name of the shipowner on the financial security certificates. Port State control deficiencies have been issued because the shipowner on the financial security certificate is not the party named on the Declaration of Maritime Labour Compliance. The name of the registered owner is to be included in the evidence of financial security if it is different from the shipowner. This makes it clear to port State control officers that the ship’s financial security is compliant with the MLC, 2006, and it should also help expedite action in cases of abandonment by clarifying who is responsible. Application: Applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.
Entry into force date	Amendment	Summary
1 January 2025	<i>MSC.539(107)</i> <i>Amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) - Amendment 07- 23</i>	Background: IMO Resolution MSC.539(107) introduces amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code. These amendments include the addition of new cargo schedules for the following Materials Hazardous only in Bulk (MHB) cargoes: • DIRECT REDUCED IRON (D) (By-product fines with moisture content of at least 2%) • ELECTRIC ARC FURNACE DUST, PELLETIZED* • ‘FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated’** The following cargo schedule is removed from the code: • ‘FISH MEAL (FISH SCRAP), STABILIZED UN 2216 Anti-oxidant treated’**- Class 9 dangerous goods * This new cargo has also been included in the revised list of cargoes which may be exempted from cargo hold fixed gas fire extinguishing arrangements, see MSC.1/Circ.1395/Rev.6. ** This cargo has effectively been re-classified from a Class 9 dangerous goods cargo to a MHB cargo.

	<i>Amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) - Amendment 07- 23</i> Continued...	If requested, any of the new cargoes may be added to a vessel's Carriage of Solid Bulk Cargoes Certificate of Compliance, provided that all survey requirements have been verified. Application: The amendments to the IMSBC Code will enter into force on 1 January 2025, but can be implemented voluntarily from 1 January 2024, subject to the agreement of the flag Administration. Related Items • MSC.1/Circ.1664 - Revised form for cargo information for solid bulk cargoes • MSC.1/Circ.1453/Rev.2 - Guidelines for the submission of information and completion of the format for the properties of cargoes not listed in the International Maritime Solid Bulk Cargoes (IMSBC) Code and their conditions of carriage • MSC.1/Circ.1454/Rev.2 - Guidelines for developing and approving procedures for sampling, testing and controlling the moisture content for solid bulk cargoes which may liquefy or undergo dynamic separation • MSC.1/Circ.1395/Rev.6 – Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective
Entry into force date	Amendment	Summary
1 January 2025	<i>MSC.540(107)</i> <i>Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978</i> <i>Amendments to STCW regulations I/1 and I/2 - Electronic seafarers' certificates</i>	As part of the continuing digitization of the shipping industry it's important to move certification from paper format to electronic format. The amendment allows seafarers' certification to be in an electronic form provided minimum information is available to the Administration in accordance with the STCW Code. This allows seafarers, ship managers and ship masters to keep electronic seafarers' certificates onboard. Application: All seafarers. Related Item: • MSC.1/Circ.1665 - Guidelines on the use of electronic certificates of seafarers

Entry into force date	Amendment	Summary
1 January 2025	<i>MSC.541(107)</i> <i>Amendments to part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code - (section A-I/2) – Electronic seafarers' certificates</i>	As part of the continuing digitization of the shipping industry it's important to move certification from paper format to electronic format. This amendment provides the minimum information to be included on seafarers' certificates, and how, in any format. This allows seafarers, ship managers and ship masters to keep electronic seafarers' certificates onboard. Application: All seafarers. Related Item: • MSC.1/Circ.1665 - Guidelines on the use of electronic certificates of seafarers
Entry into force date	Amendment	Summary
1 January 2025	<i>MEPC.381(80)</i> <i>Establishment of the date on which regulations 15.3, 15.5, and 34.3 to 34.5 of MARPOL Annex I, in respect of the Red Sea and Gulf of Aden Special Areas, shall take effect</i>	The Red Sea area was recognised as a Special Area under Annex I (regulation 1.11.4) of MARPOL. However, for the Special Area status to come into effect adequate reception facilities must be provided in all relevant ports of the Red Sea coastal States Parties to MARPOL Annex I. As per MARPOL Annex I Regulation 1.11, a Special Area means a sea area where for recognised technical reasons in relation to its oceanographic and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by garbage is required. At MEPC 80, based on information provided related to the status of available necessary reception facilities for MARPOL Annexes I and V wastes and residues, covering all the ports and terminals within the areas, the Special Area status was agreed. Any ship transiting through the Red Sea area (i.e. the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12° 28.5' N, 43° 19.6' E) and Husn Murad (12° 40.4' N, 43° 30.2' E)), and the Gulf of Aden area (the Gulf of Aden area means that part of the Gulf of Aden between the Red Sea and the Arabian Sea bounded to the west by the rhumb line between Ras si Ane (12°28.5 N, 043°19.6 E) and Husn Murad (12°40.4 N, 043°30.2 E) and to the east by the rhumb line between Ras Asir (11°50 N, 051°16.9 E) and the Ras Fartak (15°35 N, 052°13.8 E)) will have to comply with the discharge requirements of MARPOL Annex I regulations 15.3, 15.5, 34.3, 34.4 and 34.5, from 1 January 2025.

	<i>Establishment of the date on which regulations 15.3, 15.5, and 34.3 to 34.5 of MARPOL Annex I, in respect of the Red Sea and Gulf of Aden Special Areas, shall take effect</i> Continued...	The previously mentioned regulations prohibit the discharging of oil or oily mixtures from ships of 400GT and above, unless all of the following conditions are satisfied: • The ship is proceeding en route; • The oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of Annex I; • The oil content of the effluent without dilution does not exceed 15 parts per million; • The oily mixture does not originate from cargo pump-room bilges on oil tankers; and • The oily mixture, in case of oil tankers, is not mixed with oil cargo residues. For oil tankers any discharge into the sea of oil or oily mixture from the cargo area shall be prohibited while in a Special Area. Application: All ships transiting through the Red Sea and Gulf of Aden Special Areas from 1 January 2025.
Entry into force date	Amendment	Summary
1 January 2025	MEPC.382(80) <i>Establishment of the date on which regulation 6 of MARPOL Annex V, in respect of the Red Sea Special Area shall take effect</i>	The Red Sea area was recognised as a Special Area under Annex V (regulation 1.14.4) of MARPOL. However, for the Special Area status to come into effect adequate reception facilities must be provided in all relevant ports of the Red Sea coastal States Parties to MARPOL. As per MARPOL Annex V Regulation 1.14, Special area means a sea area where for recognised technical reasons in relation to its oceanographic and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by garbage is required. At MEPC 80, based on information provided related to the status of available necessary reception facilities for MARPOL Annexes I and V wastes and residues, covering all the ports and terminals within the areas, the special area status was agreed. Any vessel transiting through the Red Sea area (i.e. the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12° 28.5' N, 43° 19.6' E) and Husn Murad (12° 40.4' N, 43° 30.2' E)), will have to comply with the discharge requirements of MARPOL Annex V regulation 6 from 1 January 2025. This includes requirements for the discharge of:

	<i>Establishment of the date on which regulation 6 of MARPOL Annex V, in respect of the Red Sea Special Area shall take effect</i> Continued...	• Food wastes (as far from land as practicable but not less than 12 nautical miles from nearest land, and having been ground down or comminuted). • Cargo residues that cannot be recovered using commonly available methods for unloading. • Cleaning agents or additives contained in deck and external surfaces wash water (only if not harmful to the environment). Application: All ships transiting through the Red Sea Special Area from 1 January 2025.
Entry into force date	Amendment	Summary
1 February 2025	<i>MEPC.369(80)</i> <i>Amendments to the International Ballast Water Management Convention - Amendments to Appendix II (Form of Ballast Water Record Book)</i>	The information gathered to date in the Experience-Building Phase of the BWM Convention has noted that 70% of reported deficiencies reported by port states related to incorrect entries in the Ballast Water Record Book (BWRB). It has been recognised that the current form of the BWRB does not provide sufficient clarity to meet the requirements of Appendix II of the BWM Convention. Appendix II of the BWM Convention has been updated to amend the existing version of the BWRB, to include additional information on entries to be included in the BWRB and an updated BWRB page. Ship operators will need to complete and maintain the newly agreed format of the BWRB from 1 February 2025. Application: All ships designed to carry ballast water operating between two ports of different countries. Related Items: • BWM.2/Circ.80 (2023) - Guidance on ballast water record-keeping and reporting
Entry into force date	Amendment	Summary
26 June 2025	<i>SR/CONF/45</i> <i>Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009</i>	It is known that ships may contain environmentally hazardous substances (e.g. asbestos, heavy metals, PBC's) and the recycling of a ship at the end of its life is associated with many working and environmental concerns. As such, the IMO Hong Kong Convention aims to ensure that the recycling of ships does not pose an unnecessary risk to human health, safety or the environment. The Hong Kong convention has requirements for the design, construction, operation and preparation of ships to facilitate safe and environmentally sound recycling without compromising the safety and operational efficiency of ships; the operation of ship recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

	<i>Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009</i> Continued...	Shipowners will need to ensure that they have a properly regulated method of building, operating and recycling a ship, that safeguards both crew and recycling facility workers safety, whilst minimizing the environmental impact. Key dates: • From 26 June 2025 - New ships* will have to have an approved and certified IHM onboard. • By 26 June 2030 existing ships will have to: ○ have an approved certified Inventory of Hazardous Materials (IHM) onboard; ○ have a ready for recycling certificate onboard; ○ only be recycled at a ship recycling facility which has a valid Document of Authorisation for Ship Recycling (DASR). *“New ships” means a ship: ▪ For which the building contract is placed on or after 26 June 2025; or ▪ In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 26 December 2025; or ▪ The delivery of which is on or after 26 December 2027. <u>Ship Recycling Facilities:</u> By 26 June 2025 - ship recycling facilities will have to have a valid DASR. <u>Manufacturers and Shipbuilders:</u> Will need to ensure that they complete / compile the required Material Declarations (MD) and Supplier Declarations of Conformity (SDoc) for any items being supplied to the ship which are part of the ships structure or fitted equipment. For shipbuilders they will need to use the MD and SDoC to comply an IHM during the build process.
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	<i>Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009</i> Continued...	Application: Applies to all ships over 500GT on international voyages including: ▪ Submersibles; ▪ Floating craft; ▪ Floating platforms; ▪ Self elevating platforms; ▪ Floating Storage Units (FSUs); ▪ Floating Production Storage and Offloading Units (FPSOs); and, ▪ A vessel stripped of equipment or being towed. Exceptions: Warships, naval auxiliary, ships used for government non-commercial service. Related Instruments: • Resolution MEPC.196(62) - 2011 Guidelines for the Development of the Ship Recycling Plan • Resolution MEPC.210(63) - 2012 Guidelines for Safe and Environmentally Sound Ship Recycling • Resolution MEPC.211(63) - 2012 Guidelines for the Authorization of Ship Recycling Facilities • Resolution MEPC.222(64) - 2012 Guidelines for the survey and certification of ships under the Hong Kong Convention • Resolution MEPC.223(64) - 2012 Guidelines for the inspection of ships under the Hong Kong Convention • Resolution MEPC.379(80) – 2023 Guidelines for the development of the Inventory of the Hazardous Materials, superseding MEPC.269(68)
Entry into force date	Amendment	Summary
1 August 2025	<i>MEPC.385(81)</i> <i>Amendments to regulation 13.2.2 of MARPOL Annex VI on a marine diesel engine replacing a steam system</i>	Amendments to regulation 13.2.2 of MARPOL Annex VI have been adopted to clarify that a diesel engine replacing a steam system is an engine replacement (within the context of a major conversion) and is not a minor modification. In connection to these amendments the 2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit have been replaced by the 2024 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit to support the decision of Administrations to allow a Tier II engine to

	<i>Amendments to regulation 13.2.2 of MARPOL Annex VI on a marine diesel engine replacing a steam system</i> Continued...	be installed instead of a Tier III engine. Ship owners and operators should be aware that any replacement of a steam system with a marine diesel engine after these amendments enter force will require compliance with Regulation 13 of MARPOL Annex VI, taking into account any amendments to the relevant guidelines. Application: To the replacement of an engine with power output of more than 130 kW with a non-identical replacement engine including replacement of a steam system (such that a Tier III engine shall be installed if the ship is operating in an area designated as a NOx ECA and the replacement takes place on or after the applicable date for the relevant ECA). However, the instalment of a Tier II engine will be allowed where it is demonstrated that: • A replacement engine of similar rating complying with Tier III is not commercially available; or • The replacement engine, in order to be brought into Tier III compliance, needs to be equipped with a NOx reducing device which owing to: ○ Size cannot be installed in the limited space available on board; or ○ Extensive heat release could have an adverse impact on the ships structure, sheeting, and/or equipment whilst additional ventilation and/or insulation of the engine-room/compartment will not be possible. Related Items: • MEPC.386(81) - 2024 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit • MEPC.1/Circ.795 - Will be updated at the time the amendments enter force to interpret that for the purpose of regulation 13.2.2 (where at the time of the replacement the standards in regulation 13 of Annex VI applicable at that time apply to the replacement engine), the contractual delivery date of the engine to the ship or the actual delivery date (in absence of a contractual date), or if the engine is installed and tested on or after 6 months from the date relevant to a NOx ECA this test date.
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Entry into force date	Amendment	Summary
1 August 2025	<i>MEPC.385(81)</i> <i>Amendments to MARPOL Annex VI regulation 27 and Appendix IX on IMO DCS</i> <i>Amendments to MARPOL Annex VI regulation 27 and Appendix IX on IMO DCS</i> Continued...	Amendments to MARPOL Annex VI, regulation 27, and appendix IX, have been adopted which include the ability for a company to request the non-anonymised data for its ships to be made public as well as new obligations to report the following data: Fuel consumption per consumer both when underway and not underway; Total onshore power supplied; Total transport work; Installation of innovative technology; and on a voluntary basis Laden distance travelled. From the entry into force of the amendments the requirement to collect and report the data in the amended Appendix IX will apply to ships of 5,000GT or above. This new data concerns further granularity regarding fuel consumption and voyage data. Ahead of the entry into force date, ship operators will need to ensure that the SEEMP Part II is modified as necessary to cover capture of the newly required data. The associated amendments to the 2022 SEEMP Guidelines specify that the collection of fuel oil consumption per consumer type methods may include: • flow meters; • on board bunker fuel oil tank monitoring; or • method using subtraction (from the total fuel oil consumption when data for only one consumer is not available). There is also provision for an alternative method to the satisfaction of the Administration to be used. Application: All ships of 5,000GT and over. Related Items: • Flag State Shipping Guidance Notice – 145 (as amended) • Resolution MEPC.346(78) - 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP), as amended by MEPC.388(81) • Resolution MEPC.348(78) - 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity, as amended by MEPC.389(81)

Entry into force date	Amendment	Summary
1 August 2025	MEPC.385(81) <i>Amendments to MARPOL Annex VI, regulations 2, 14, and 18 and Appendix I (Non-applicability of fuel oil sampling for low-flashpoint and gas fuels)</i>	Inconsistencies were identified with the reporting of fuel flashpoint on the bunker delivery note due to the different terminology used in SOLAS chapter II-2 and MARPOL Annex VI as they apply to low-flashpoint fuels and their sampling. Additionally, several other “fuel oil” related issues have been identified. These amendments to regulation 2 of MARPOL Annex VI update the definition of “fuel oil” and include a definition of “gas fuel”, along with amendments to regulations 14 that result in fuel sampling points not being applicable to gas fuels in addition to low-flashpoint fuels. Further, regulation 18 is amended to reflect the new definition of "fuel oil" and to provide clarity on the requirements for gas and low- flashpoint fuels. Fuel oil suppliers are expected to include information within their bunker delivery note (BDN) (as per Appendix V of MARPOL, Annex VI) for all the fuel oil delivered to and used on board a ship for MARPOL compliance. In case of a gas or low-flashpoint fuel, the BDNs need not include all the information required of marine fuel oil, but are required to provide at least the following: • Name and IMO Number of the receiving ship; • Port; • Date of commencement of delivery; • Name, address, and telephone number of fuel oil supplier; • Product name(s); • Quantity in metric; • Density as determined by a test method appropriate to the fuel type together with the associated temperature; • Declaration signed and certified by the fuel oil supplier's representative that the fuel oil meets the applicable sulphur content, does not cause an engine exceed the applicable NOx limits; does not contain inorganic acid, does not jeopardise the safety of the ship or adversely affect the performance of machinery, and is not harmful to personnel or contribute overall additional air pollution; and • Documentation of the actual sulphur content as determined by a test method appropriate to the fuel type, or with the agreement of the appropriate authority at the port of supply, a statement that the sulphur content, when tested, is less than 0.001% m/m. Ship owners must ensure that the bunker delivery note includes information for all the fuel oil that is to be carried onboard ships whether consumed or not to comply with regulation 18. Ships with gas or low-flashpoint fuels are to ensure the minimum information (as stated above) is included within the BDNs.

		Application: All ships, including offshore units.
Entry into force date	Amendment	Summary
1 October 2025	<i>MEPC.383(81) Amendments to regulations A-1 and B-2 of the BWM Convention on the use of electronic record books</i>	Regulation B-2.1 of the BWM Convention provides for the record book to be electronic. However, there is no associated guidance to support this to ensure a harmonised approach with the MARPOL Annexes and the NOx Technical Code. To assist in harmonising the approach to electronic record keeping, MEPC 80 adopted Guidelines for the use of electronic record books under the Ballast Water Management Convention (MEPC.372(80)). MEPC 81 adopted amendments to the BWM Convention to mandate the harmonising the approach to electronic record keeping, The amendments include: • A definition for the “Electronic Record Book” under Regulation A-1 • Reference to the requirements for an electronic record book to be approved by the Administration, taking into account the necessary guidelines developed by the IMO, under regulation B-2. Shipowners: choosing to use electronic record books for compliance with the ballast water management convention, are to follow the Guidelines for the use of electronic record books under the BWM Convention. Related Items: MEPC.372(80) - Guidelines for the use of electronic record books under the BWM Convention

Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.532(107)</i> <i>Amendments to the International Convention for the Safety Of Life At Sea, 1974</i> - Amendments to SOLAS II-1, Part A, Part A-1 (lifting appliances and anchor winches)	The IMO has developed new mandatory requirements to cover lifting appliances and anchor handling winches. These consist of amendments to SOLAS and supporting guidelines. Lifting appliances that are installed on or after 1 January 2026 will need to: • Be designed, constructed and installed in accordance with requirements of approved recognised organisations. • Load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations. • Be permanently marked and provided with documentary evidence for the safe working load (SWL). Lifting appliances that are installed before 1 January 2026 will need to: • Be tested and thoroughly examined, based on MSC.1/Circ.1663 - Guidelines for Lifting Appliances and be permanently marked and provided with documentary evidence for the safe working load (SWL) no later than the date of the first renewal survey on or after 1 January 2026. Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on MSC.1/Circ.1662 - Guidelines for Anchor Handling Winches Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on MSC.1/Circ.1662 - Guidelines for Anchor Handling Winches no later than the date of the first renewal survey on or after 1 January 2026. *The expression “installed on or after 1 Jan. 2026” means: 1. for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or 2. for ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 Jan. 2026. All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilised with any lifting appliances and anchor handling winches, are to be operationally tested, thoroughly examined,

	<i>Amendments to the International Convention for the Safety Of Life At Sea, 1974</i> <i>- Amendments to SOLAS II-1, Part A, Part A-1 (lifting appliances and anchor winches)</i> Continued...	inspected, operated and maintained, based on the Guidelines developed by the IMO (MSC.1/Circ.1662 and MSC.1/Circ.1663) Application: This regulation applies to all lifting appliances, anchor handling winches and loose gear which have a safe working load (SWL) of 1000kg and above. For those lifting appliances with a lower SWL, the Administration is to determine to which extent the lifting appliance should comply with the regulation. This regulation does not apply to: • Lifting appliances on ships certified as MODUs; • Lifting appliances used on offshore construction ships (pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work); • Integrated mechanical equipment for opening and closing hold hatch covers; and • Life-saving launching appliances complying with the International Life-Saving Appliance (LSA) Code. Related Items: • MSC.1/Circ.1663 - Guidelines for Lifting Appliances • MSC.1/Circ.1662 - Guidelines for Anchor Handling Winches
Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.535(107)</i> <i>Amendments to the International Life-Saving Appliance Code - Ventilation of totally enclosed lifeboats</i>	The report of the investigation into the sinking of the MOL Comfort in the Indian Ocean refers to the discomfort experienced by many crew members in totally enclosed lifeboats and recommended that further investigation into the issue of the ventilation of totally enclosed lifeboats should be carried out with a view to improving the thermal loading of occupants in emergency situations. Totally enclosed lifeboats will need to be designed and fitted with a means of ventilation to achieve a ventilation rate of at least 5m³/h per person for the number of persons which the lifeboat is permitted to accommodate and for a period of not less than 24 hours. Application: This applies to all totally enclosed lifeboats installed on ships on or after 1 January 2029.*

	<i>Amendments to the International Life-Saving Appliance Code - Ventilation of totally enclosed lifeboats</i> Continued...	*The expression installed on or after 1 January 2029 means: (a) for ships for which the building contract is placed on or after 1 January 2029, or in the absence of the contract, constructed on or after 1 January 2029, any installation date on the ship; or (b) for ships other than those ships prescribed in (a) above, a contractual delivery date for the equipment or, in the absence of a contractual delivery date, the actual delivery date of the equipment to the ship on or after 1 January 2029. Related Items: MSC.544(107)- Amendments to the Revised recommendation on testing of life-saving appliances (Resolution MSC.81(70))
Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.532(107)</i> <i>Amendments to SOLAS chapter II-2 – Provisions to prohibit the use of fire-fighting foams containing PFOS</i>	The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire- fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to the 1994 (MSC.536(107)) and 2000 (MSC.537(107)) HSC Codes. Fire fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities. Suppliers are to take note and change the chemical make up of extinguishing media. Ship owners/operators are to comply with carriage ban and remove the PFOS containing extinguishing media from vessel to reception facilities ashore. Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after the date of entry into force. Enters into force 1 January 2026.

	<i>Amendments to SOLAS chapter II-2 – Provisions to prohibit the use of fire-fighting foams containing PFOS</i> Continued...	Related Items: • MSC.536(107) - Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7 • MSC.537(107) - Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7
Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.520(106)</i> <i>Amendments to SOLAS Chapter II-2 on the reporting of confirmed cases where oil fuel suppliers have failed to meet the flashpoint requirements specified in SOLAS regulation II-2/4.2.1</i>	The IMO has agreed that the Marine Safety Committee should take a more robust stance on the safety issues related to fuel oil characteristics and incorporate amendments into SOLAS to address these concerns. The SOLAS amendments to Chapter II-2 regulation 4.2.1 have been developed to incorporate the safety requirements for fuel. The proposed amendments to the Definitions (Chapter II-2 Regulation 3) do not include reference to the operational processes. Oil fuel suppliers will have to update the Bunker Delivery Notes (BDNs) in accordance with the amended requirements of SOLAS Ch II-2/4.2.1. Ship operators should be aware of the requirements placed on oil fuel suppliers to supply BDNs in accordance with the amended requirements of SOLAS Ch II-2/4.2.1. Contracting Governments should be aware of the requirements placed on them, or their designated authorities, to inform the relevant organisations and take action, as appropriate, against oil fuel suppliers that have been found to deliver oil fuel that does not comply with the amended requirements of SOLAS Ch II-2/4.2.1. Application: The SOLAS amendments will enter into force on 1 January 2026 and apply to all ships using oil fuel which are subject to SOLAS, regardless of the date of construction.
Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.532(107)</i> <i>MSC.538(107)</i> <i>Amendments to SOLAS chapter XIV and Related Amendments to the Polar Code</i>	After reviewing the technical analysis of the feasibility and consequences of applying chapters 9 and 11 of the Polar Code to non-SOLAS ships, the IMO has published amendments to SOLAS Chapter XIV together with amendments to the Polar Code. MSC.532(107) amends regulation 2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and MSC.538(107) adds new chapters 9-1 (Safety of Navigation for Non-SOLAS ships) and 11-1 (Voyage Planning for Non-SOLAS ships) to the Polar Code.

	<i>Amendments to SOLAS chapter XIV and Related Amendments to the Polar Code</i> Continued...	Designers, builders, equipment manufacturers, owners and operators of fishing vessels, pleasure yachts and cargo ships of 300GT and upwards but below 500GT operating in polar waters will need to take note of, and comply with, the new requirements from chapters 9-1 (Safety of Navigation for Non-SOLAS ships) and 11-1 (Voyage Planning for Non-SOLAS ships). Application: The amendments to SOLAS Ch XIV will apply to all ships as well as: • Fishing vessels of 24 metres of length overall and above; • Pleasure yachts of 300GT and upwards not engaged in trade; and • Cargo ships of 300GT and upwards but below 500 GT Fishing vessels, pleasure yachts and cargo ships, as defined above, which are constructed before 1 January 2026, are to meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2027. Fishing vessels, pleasure yachts and cargo ships, as defined above, constructed on or after 1 January 2026, are to meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2026 For the purpose of this requirement, constructed means a ship the keel of which is laid or which is at a similar stage of construction. At a similar stage of construction means the stage at which: .1 construction identifiable with a specific ship begins; and .2 assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less. Related Items • A.1137(31) - Interim safety measures for ships not certified under the SOLAS Convention operating in polar waters • MSC.385(94) - International Code for Ships Operating in Polar Waters (Polar Code) • MSC.538(107) - Amendments to the International Code for Ships Operating in Polar Waters (Polar Code)
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Entry into force date	Amendment	Summary
1 January 2026	<i>Adopted by</i> <i>MSC.532(107)</i> <i>MSC.533(107)</i> <i>MSC.534(107)</i> <i>Amendments to SOLAS Chapter V and associated certificates - Mandatory carriage of electronic inclinometers on container ships and bulk carriers</i>	The loss of containers due to the heavy movement of container vessels at sea or the movement of bulk cargoes liable to liquefaction or dynamic separation, have caused incidents in recent years that have resulted in many seamen losing their lives and the loss at sea of containers with high value contents (notably the loss of over 300 containers from the MSC Zoe in January 2019). Electronic inclinometers help with the operational assessment of ship stability, and they are not considered as critical equipment for the safety of navigation. However, the data they measure, if recorded in the Voyage Data Recorder (VDR), will be helpful in accident investigations. So, MSC 107 adopted amendments to SOLAS Chapter V and associated certificates for mandatory carriage of electronic inclinometers which are linked to the VDR. Shipyards, designers, and owners will need to comply with the new requirements, which apply to the new bulk carriers and container ships. The new requirements will not apply to: • Cargo ships occasionally carrying cargoes in bulk. • General cargo ships carrying containers on deck. Application: The new regulations will enter into force 1 January 2026 and will be applicable to new bulk carriers and container ships of 3,000GT and upwards, constructed on or after this date. The requirements will not apply retroactively to existing container ships and bulk carriers. In the context of SOLAS V/2.1, "constructed" means a stage of construction where: • the keel is laid; or construction identifiable with a specific ship begins; or • assembly of the ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less. Related Items: • MSC.363(92) - Performance standards for electronic inclinometers

Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.523(106) Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code 2016 Edition) - High manganese austenitic steel</i>	Following the adoption of MSC.475(102) & MSC.476(102), high manganese austenitic steel is now introduced in the IGC code (Table 6.3 of chapter 6) as a new material for construction. High manganese austenitic steel can now be used – subject to the required conditions specified in MSC.1/Circ.1599/Rev.2 – for the manufacturing of plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels on ships that comply with the IGC Code. Application: The amendments apply from 1 January 2026 regardless of their size, including those of less than 500GT, engaged in the carriage of liquefied gases having a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C and other products, as shown in IGC Code Chapter 19 - Summary of minimum requirements, when carried in bulk. Related Items: • MSC.1/Circ.1599/Rev.2 - Revised guidelines on the application of high manganese austenitic steel for cryogenic service
Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.524(106) Amendments to the International Code of Safety for ships using gases or other low- flashpoint fuels (IGF Code) - High manganese austenitic steel</i>	Following the adoption of MSC.475(102) & MSC.476(102), high manganese austenitic steel is now introduced in the IGF code (Table 7.3 of chapter 7) as a new material for construction. High manganese austenitic steel can now be used – subject to the required conditions specified in MSC.1/Circ.1599/Rev.2 – for the manufacturing of plates, sections and forgings for cargo tanks, secondary barriers and process pressure vessels on ships that comply with the IGF Code. Application: These amendments apply from 1 January 2026 to ships which use low-flashpoint fuel, other than ships covered by the IGC Code. Related Items: • MSC.1/Circ.1599/Rev.2 - Revised guidelines on the application of high manganese austenitic steel for cryogenic service

Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.536(107) Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7 – Provisions to prohibit the use of fire-fighting foams containing PFOS</i>	The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire- fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to SOLAS chapter II-2 (MSC.532(107)) and 2000 HSC Code (MSC.537(107)). Fire fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities. Suppliers to take note and change the chemical make up of extinguishing media, ship owners to comply with carriage ban and remove the PFOS containing extinguishing media from vessel to reception facilities ashore. Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after 1 January 2026. Related Items: • MSC.532(107) - Amendments to SOLAS chapter II-2 • MSC.537(107) - Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7
Entry into force date	Amendment	Summary
1 January 2026	<i>MSC.537(107) Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7 – Provisions to prohibit the use of fire-fighting foams containing PFOS</i>	Background: The IMO developed amendments to SOLAS chapter II-2 and consequential amendments to other instruments to prohibit the use of fire- fighting foams containing perfluorooctane sulfonic acid (PFOS) due to its toxic nature. The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment. Amendments are also applied to SOLAS chapter II-2 (MSC.532(107)) and 1994 HSC Code (MSC.536(107)). Fire fighting foams containing PFOS will be banned, and any substances containing PFOS will need to go to appropriate shore reception facilities. Suppliers to take note and change the chemical make up of extinguishing media, ship owners are to comply with carriage ban and remove the PFOS containing extinguishing media from

	<i>Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) Chapter 7 – Provisions to prohibit the use of fire-fighting foams containing PFOS</i> Continued...	vessel to reception facilities ashore Application: Applies to new and existing ships not later than the date of the first initial, annual, periodical or renewal survey (for passenger ship safety certificate, cargo ship safety equipment certificate, cargo ship safety certificate and high speed craft safety certificate), whichever occurs first, after 1 January 2026. Related Items • MSC.532(107) - Amendments to SOLAS chapter II-2 • MSC.536(107) - Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) Chapter 7
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