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REPUBLIC OF CROATIA
Ministry of the Sea, Transport
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Maritime Safety Directorate

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Title: Summary of the requirements of the International Convention from
January 2023 to December 2024

Effective as of: As listed in Annex to this Circular

Reference: IMO resolutions as listed

Application: Recognized organizations, Ship-owners, Companies

This Circular summarizes the requirements of the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL), the International Convention on the Control of Harmful Antifouling Systems on Ships (AFS), the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM), entered into force from January 2023 to December 2024, as listed in Annex to this Circular.

HEAD OF DIRECTORATE
Cap. Siniša Orlić



ANNEX

List of SOLAS, MARPOL, BWM, and AFS requirements from January 2023 to December 2024

Below table provides reference to adopted MSC and MEPC Resolutions, dates of their entry into force with short description of the nature and scope of requirements.

Convention / Code / Resolution	Date of entry into force	Application	Short description
IMSBC Code MSC.500(105) Amendments to IMSBC Code	1 December 2023	Ships carrying cargoes subject to the requirements of IMSBC Code	AMENDMENTS TO THE INTERNATIONAL MARITIME SOLID BULK CARGOES (IMSBC) CODE Updates to the International Maritime Solid Bulk Cargoes (IMSBC) Code, to include new definitions (including an updated definition for group A cargoes), references and requirements for cargoes which may undergo dynamic separation. Section 7 will be amended to cover cargoes which may liquefy or undergo dynamic separation. The section aims to bring attention to the risks associated with liquefaction or dynamic separation and the precautions to minimize the risk. This follows research by the Global Bauxite Working Group, which identified a new phenomenon affecting some bauxite cargoes, known as dynamic separation, which can cause instability of cargo and ship. Other IMSBC Code amendments relate to updates to individual schedules and new individual schedules. The Administrations may choose to apply subject amendments on a voluntary basis from 1 January 2023.
SOLAS MSC.483(103)	1 January 2023	Existing to which ESP Code applies	AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE) In the table for "Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers", the column for "Renewal Survey No. 1" is replaced by the "1 Suspect areas"
SOLAS MSC.456(101) Amendments to Form E, Form C and Form P	1 January 2024	All ships	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974, AS AMENDED Records of equipment Form E, Form C and Form P are to be amended
SOLAS MSC.62(67)/Rev. 1	-	Tankers, including oil tankers as defined in SOLAS regulation II-1/2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2	Guidelines for safe access to tanker bows
FSS CODE MSC.457(101) Amendments to FSS Code	1 January 2024	Ships with inert gas system fitted	AMENDMENTS TO THE INTERNATIONAL CODE FOR FIRE SAFETY SYSTEMS (FSS CODE) FSS Code, Ch. 15, paras: 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 (inert gas system) The inert gas main may be divided into two or more branches downstream of the non-return devices required by paragraph 2.2.3.1 of the Code. Arrangements shall be provided to enable the inert gas main to be connected to an external supply of inert gas. The arrangements shall consist of a 250 mm nominal pipe size bolted flange, isolated from the inert gas main by a valve and located downstream of the non-return valve. The design of the flange should conform to the appropriate class in the standards adopted for the design of other external connections in the ship's cargo piping system
IGF Code MSC.458(101) Amendments to IGF Code	1 January 2024	All ships constructed or converted to use gas as a fuel	Various changes in definitions, probability index "fv", loading limit, fuel distribution, internal combustion engines of piston type, fire protection, type C tanks.
LSA Code MSC.459(101) Amendments to LSA Code	1 January 2024	Ships with the lifeboats with two independent propulsion systems	For lifeboats equipped with two independent propulsion systems no buoyant oars are required. MSC.1/Circ.1597 will be revoked. (Launching and embarkation appliances. On cargo ships on cargo ships equipped with a rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition, with engine, but without the crew, the launching appliance of the boat does not need to be fitted with stored mechanical power under specific conditions)

Convention / Code / Resolution	Date of entry into force	Application	Short description
SOLAS	MSC.474(102) Amendments to SOLAS, Reg. II-1	1 January 2024	<p>New ships having GT ≥ 3 000 to which Reg. II-3-8 applies, as follows: Ships for which the building contract is placed on or after 1 January 2024; or Ships, in the absence of a building contract, the keel of which is laid, or which are at a similar stage of construction on or after 1 July 2024; or Ships the delivery of which is on or after 1 January 2028</p> <p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED Ch. II-1 - CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS Part A - General Part A-1 - Structure of ships Design requirements for mooring arrangements for new ships introduced. New Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring under MSC.1/Circ.1619 are adopted.</p>
SOLAS	MSC.474(102) Amendments to SOLAS, Reg. II-1	1 January 2024	<p>All ships - mooring equipment, including lines, shall be inspected and maintained in a suitable condition for their intended purposes under MSC.1/Circ.1620.</p> <p>Guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175) continues to apply to ships constructed on or after 1 January 2007 but before 1 January 2024</p> <p>Guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1) applies to ships constructed on or after 1 January 2024</p> <p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED Ch. II-1 - CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS Part A - General Part A-1 - Structure of ships Requirements for development of the Towing and Mooring Arrangements Plan introduced. Requirements (retroactive) for inspection and maintenance of mooring arrangements for all ships introduced. New Guidelines for inspection and maintenance of mooring equipment including lines under MSC.1/Circ.1620 are adopted. Revised Guidance on shipboard towing and mooring equipment under MSC.1/Circ.1175/Rev.1 are adopted.</p>
SOLAS	MSC.474(102) Amendments to SOLAS, Reg. II-1	1 January 2024	<p>New ships constructed on after 1 January 2024, i.e.: Ships for which the building contract is placed on or after 1 January 2024; or Ships, in the absence of a building contract, the keel of which is laid, or which are at a similar stage of construction on or after 1 July 2024; or Ships the delivery of which is on or after 1 January 2028</p> <p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED Ch. II-1 - CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS Part B-1 - Stability Part B-2 - Subdivision, watertight and weathertight integrity Part B-4 - Stability management Subject amendments align the design criteria for watertight integrity in parts B-2 to B-4 with the probabilistic damage stability approach in parts B and B-1. Requirements on valves installed on collision bulkheads introduced. Requirements with regard to safety centre and location of the central operating console on passenger ships introduced. Various regulations regarding doors and hatches above the bulkhead deck that might be allowed to be open during navigation have been changed. Subject amendments address inter alia assumptions regarding progressive flooding, valves in the collision bulkhead and watertight doors.</p>
SOLAS	MSC.474(102) Amendments to SOLAS, Reg. II-1	1 January 2024	<p>New ships constructed on after 1 January 2024, i.e.: Ships for which the building contract is placed on or after 1 January 2024; or Ships, in the absence of a building contract, the keel of which is laid, or which are at a similar stage of construction on or after 1 July 2024; or Ships the delivery of which is on or after 1 January 2028</p> <p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED Ch. II-1 - CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS Part B-1 - Stability Part B-2 - Subdivision, watertight and weathertight integrity Part B-4 - Stability management Subject amendments align the design criteria for watertight integrity in parts B-2 to B-4 with the probabilistic damage stability approach in parts B and B-1. Requirements on valves installed on collision bulkheads introduced. Requirements with regard to safety centre and location of the central operating console on passenger ships introduced. Various regulations regarding doors and hatches above the bulkhead deck that might be allowed to be open during navigation have been changed. Subject amendments address inter alia assumptions regarding progressive flooding, valves in the collision bulkhead and watertight doors.</p>
SOLAS	MSC.474(102) Amendments to SOLAS, Reg. II-1	1 January 2024	<p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED Ch. II-1 - CONSTRUCTION - STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS Part D - Electrical installations</p>

Convention / Code / Resolution		Date of entry into force	Application	Short description
IGF Code	MSC.475(102) Amendments to IGF Code	1 January 2024	Ships to which IGF Code applies Ships constructed on or after 1 January 2024 (application of IGF Code para 11.8 only) Ships which use high manganese steel in the construction of tanks carrying low temperature cargo or fuel (application of IGF Code para. 16.3 only)	AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE) Amendments in PART A-1 SPECIFIC REQUIREMENTS FOR SHIPS USING NATURAL GAS AS FUEL, 6 – FUEL CONTAINMENT SYSTEM, 11 – FIRE SAFETY and PART B-1, 16 – MANUFACTURE, WORKMANSHIP AND TESTING
SOLAS	MSC.429(98)/Rev.2 Explanatory notes to SOLAS, Reg. II-1	1 January 2024	Ships as defined in SOLAS Reg. II-1/1.1.1.1	REVISED EXPLANATORY NOTES TO THE SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS Part A – Introduction Part B – Guidance on individual SOLAS Ch. II-1 - Subdivision and damage stability regulations Additional amendments to regulations on subdivision and damage stability have been introduced by adopting MSC.429(98)/Rev.2 as consolidated revised explanatory notes. MSC.429(98) has been revoked. MSC.429(98)/Rev.2 revokes MSC.429(98)/Rev.1 on 1 January 2024. MSC.429(98)/Rev.1 remains in effect until 1 December 2023.
IGC Code	MSC.476(102) Amendments to IGC Code	1 January 2024	Ships to which IGC Code applies and which use high manganese steel in the construction of tanks carrying low temperature cargo or fuel	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE) Amendments in Ch. 6 - Materials of construction and quality control, 6.5 Welding of metallic materials and non-destructive testing, 6.5.3 Welding procedure tests for cargo tanks and process pressure vessels
LSA Code	MSC.481(102) LSA Code, recommendations	1 January 2024	Life-saving appliances fitted with retro-reflective materials according to 1.2.2.7 of the LSA Code	REVISED RECOMMENDATION ON THE USE AND FITTING OF RETRO-REFLECTIVE MATERIALS ON LIFE-SAVING APPLIANCES (Annex 1) and TECHNICAL SPECIFICATION FOR RETRO-REFLECTIVE MATERIALS FOR USE ON LIFE-SAVING APPLIANCES (Annex 2)
SOLAS	MSC.482(103) Amendments to SOLAS, Reg. II-1	1 January 2024	New ships. Multiple hold cargo ships, other than bulk carriers and tankers constructed on or after 1 January 2024	AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974 (SOLAS 1974) Ch. II-1 CONSTRUCTION – STRUCTURE, SUBDIVISION AND STABILITY, MACHINERY AND ELECTRICAL INSTALLATIONS, Part B-4, Stability management Water level detectors required on multiple hold cargo ships, other than bulk carriers and tankers Water level detectors are not required for cargo holds located entirely above the freeboard deck
FSS Code	MSC.484(103) Amendments to FSS Code	1 January 2024	Ships the keels of which are laid, or which are at a similar stage of construction, on or after 1 January 2024	Chapter 9 of the FSS Code amended. Requirements relating to fault isolation requirements for individually identifiable fire detector systems installed, in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies are introduced. Clarification of the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems is introduced.
SOLAS	MSC.482(103) Amendments to SOLAS, Reg. II-1	1 January 2024	-	Amendments to SOLAS Regulation III/33 and para. 4.4.1.3.2 of the LSA Code, Part B Requirements for ships and life-saving appliances, Regulation 33 – Survival craft embarkation and launching arrangements, with paragraph 33.2 replaced by the following: "On cargo ships of 20,000 gross tonnage and upwards, davit-launched lifeboats shall be capable of being launched, utilizing painters where necessary, with the ship making headway at speeds up to 5 knots in calm water." The above requirement has been revised to be clearly applicable only to davit-launched lifeboats.
	MSC.485(103) Amendments to SOLAS, Reg. II-1			
LSA Code	MSC.488(103) Amendments to LSA Code	1 January 2024	-	Amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)), were made related to additional tests for inflatable liferafts, hydrostatic release units and survival crafts. With regard to survival crafts reference is also to be made to MSC.482(103) and 485(103), respectively.
LL PROTOCOL 1988	MSC.491(104) Amendments to LL Protocol 1988	1 January 2024	New and existing ships	AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION ON LOAD LINES, 1966 (1988 LOAD LINES PROTOCOL) Amendments in Annex B of the Annexes to the Convention as modified by the 1988 Protocol, Annex I - Regulations for determining load lines, Chapter II - Conditions of assignment of freeboard and Chapter III - Freeboards
IGC Code	MSC.492(104) Amendments to IGC Code	1 January 2024	New and existing ships	AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC CODE) Amendments in Ch. 2 - SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS, 2.7 Survival requirements

Convention / Code / Resolution	Date of entry into force	Application	Short description	
SOLAS	MSC.496(105) Amendments to SOLAS, Chapter II-1, Chapter III, Chapter IV and Chapter V	1 January 2024	New and existing ships	<p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, Ch. II-1 - Construction – Structure, Subdivision and Stability, Machinery and Electrical Installations, Ch. III - Life-Saving Appliances and Arrangements, Ch. IV – Radiocommunications and Ch. V - Safety of navigation</p> <p>Complete text of SOLAS Ch. IV has been replaced/re-written. Functional requirements of the GMDSS have been modified: transmitting ship-to-shore distress alerts by at least two separate and independent means, each using different radiocommunication service; receiving shore-to-ship distress alert; transmitting and receiving ship-to-ship distress alerts; transmitting and receiving search and rescue coordination communications; transmitting and receiving on-scene communications; transmitting and, as required by Reg. V/19.2.3, receiving signals for locating; receiving MSI; transmitting and receiving urgency and safety communications; transmitting and receiving bridge-to-bridge communications. For ships subject GMDSS Narrow Band Direct Printing (NBDP) is no longer a requirement.</p> <p>Definition of “Sea Area A3” has changed. Sea Area A3 now means “an area, excluding sea areas A1 and A2, within the coverage of a recognised mobile satellite service (RMSS) supported by the ship earth station (SES) carried on board, in which continuous alerting is available”, meaning that:</p> <ul style="list-style-type: none"> - for a ship without any RMSS-SES, A3 no longer exists, - for a ship equipped with RMSS-SES: <ul style="list-style-type: none"> - for a ship equipped with Inmarsat Satcom (RMSS-SES), A3 and A4 will exist as now, - for a ship equipped with Iridium Satcom (RMSS-SES), A4 ceases to exist as the coverage is described as “whole earth”. <p>The provisions related to two-way VHF radiotelephone apparatus and search and rescue locating device have been relocated under Ch. IV.</p> <p>The scope of application for the text moving from Ch. III to Ch. IV has not changed and the text of Reg. IV/1.1 remains unchanged.</p> <p>There are no changes in the application of Reg. III/6.2 which has been relocated to Ch. IV.</p> <p>Within the amended forms references to Inmarsat have been replaced with the term “a recognised mobile satellite service”.</p> <p>The Form of Passenger Ship Safety Certificate, with the Record of Equipment for Passenger Ship Safety Certificate (Form P) are amended.</p> <p>The Form of Cargo Ship Safety Equipment Certificate, with the Record of Equipment for Cargo Ship Safety Equipment Certificate (Form E) are amended.</p> <p>The Form of Cargo Ship Safety Radio Certificate, with the Record of Equipment for Cargo Ship Safety Radio Certificate (Form R) are amended.</p> <p>The Form of Nuclear Passenger Ship Safety Certificate is amended.</p> <p>The Form of Nuclear Cargo Ship Safety Certificate is amended.</p> <p>The Record of Equipment for Cargo Ship Safety Certificate (Form C) is amended.</p>
SOLAS	MSC.496(105) Amendments to SOLAS, Chapter II-1, Chapter III, Chapter IV and Chapter V	1 January 2024	New and existing ships	<p>AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, Ch. II-1 - Construction – Structure, Subdivision and Stability, Machinery and Electrical Installations, Ch. III - Life-Saving Appliances and Arrangements, Ch. IV – Radiocommunications and Ch. V - Safety of navigation</p> <p>Complete text of SOLAS Ch. IV has been replaced/re-written. Functional requirements of the GMDSS have been modified: transmitting ship-to-shore distress alerts by at least two separate and independent means, each using different radiocommunication service; receiving shore-to-ship distress alert; transmitting and receiving ship-to-ship distress alerts; transmitting and receiving search and rescue coordination communications; transmitting and receiving on-scene communications; transmitting and, as required by Reg. V/19.2.3, receiving signals for locating; receiving MSI; transmitting and receiving urgency and safety communications; transmitting and receiving bridge-to-bridge communications. For ships subject GMDSS Narrow Band Direct Printing (NBDP) is no longer a requirement.</p>
SOLAS	MSC.497(105) Amendments to SOLAS 1988 Protocol	1 January 2024	All ships	<p>AMENDMENTS TO THE PROTOCOL OF 1988 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974</p> <p>The Form of Passenger Ship Safety Certificate is amended.</p> <p>The Form of Cargo Ship Safety Equipment is amended.</p> <p>The Form of Cargo Ship Safety Radio is amended.</p> <p>The Form of Cargo Ship Safety Certificate is amended.</p>

Convention / Code / Resolution	Date of entry into force	Application	Short description
SOLAS	MSC.188(79)/Rev.1	1 January 2024	Ships subject to SOLAS, Reg. II-1/25, II-1/25-1 and XII/12 as follows, with water level detectors: .1 if installed on or after 1 January 2024, conform to performance standards not inferior to those specified in the annex to MSC.188(79)/Rev.1, .2 if installed before 1 January 2024, conform to performance standards not inferior to those specified in the annex to MSC.188(79)
			Revised Performance Standards for Water Level Detectors on Ships Subject to SOLAS Regulations II-1/25, II-1/25-1, and XII/12 were adopted under MSC.188(79)/Rev.1. Resolution MSC.188(79)/Rev.1 supersedes MSC.188(79).
1994 HSC Code	MSC.498(105) Amendments to 1994 HSC Code	1 January 2024	Existing HCS's certified under 1994 HSC Code
			AMENDMENTS TO THE INTERNATIONAL CODE FOR HIGH-SPEED CRAFT 1994 (1994 HSC CODE) Chapter 8 of 1994 HSC Code are amended in order to align with amendments to SOLAS adopted under MSC.496(105) Chapter 14 of 1994 HSC Code replaced with the requirements referencing to Chapter 14 of 2000 HSC Code The Form of High-Speed Craft Safety Certificate and the Record of Equipment of High-Speed Craft Safety Certificate of 1994 HSC Code are amended The Form of High-Speed Craft Safety Certificate and the Record of Equipment of High-Speed Craft Safety Certificate of 1994 HSC Code are amended
2000 HSC Code	MSC.499(105) Amendments to 2000 HSC Code	1 January 2024	New and existing HSC's certified under 2000 HSC Code
			AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR HIGH-SPEED CRAFT, 2000 (2000 HSC CODE) Chapter 8 and Chapter 14 are revised in order to align with the revised/re-written Chapter IV of the SOLAS. Reference is to be made to MSC.496(105) and MSC.497(105) The Form of High-Speed Craft Safety Certificate and the Record of Equipment of High-Speed Craft Safety Certificate of 2000 HSC Code are amended The Form of High-Speed Craft Safety Certificate and the Record of Equipment of High-Speed Craft Safety Certificate of 2000 HSC Code are amended
IMDG Code	MSC.501(105) Amendments to IMDG Code	1 January 2024	Ships carrying cargoes subject to the requirements of IMDG Code
			AMENDMENTS TO THE INTERNATIONAL MARITIME DANGEROUS GOODS (IMDG) CODE Updates to the International Maritime Dangerous Goods (IMDG) Code, in line with the updates to the United Nations Recommendations on the Transport of Dangerous Goods, which set the recommendations for all transport modes. The amendments (41-22) to IMDG Code is intended to align with the amendments to the UN Recommendations on the Transport of Dangerous Goods, 21st Revision Edition. In addition to the regular updates to classification, segregation, packing and marking of dangerous goods, these amendments include the following: a. Clarification on 5.1.2.1 with regard to the fact that Class 7 goods may need to be marked with different label in addition to 'OVERPACK'; b. New definition for "pressure receptacle shell" in 1.2.1 of the IMDG Code; c. The addition of a telephone number to the Lithium battery mark; d. A new chapter regarding 'Portable tanks with shells made of fibre-reinforced plastics (FRP) materials'; e. Deletion of 'special stowage' from note 1 in 7.2.7.1.4 as it is no longer applicable. Further, based on the amendments (41-22) to the IMDG Code, a revised consolidated version of the EmS Guide was approved via MSC.1/Circ.1588/Rev.2. The Administrations may choose to apply subject amendments on a voluntary basis from 1 January 2023.
1983 SPS Code	MSC.502(105) Amendments to 1983 SPS Code	1 January 2024	Existing SPS' certified under 1983 SPS Code
			AMENDMENTS TO 1983 SPS CODE In order to align with the requirements of MSC.496(105) - modernisation of GMDSS, the Form of Special Purpose Ship Safety Certificate and the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) of the 1983 SPS Code, are amended
2008 SPS Code	MSC.503(105) Amendments to 2008 SPS Code	1 January 2024	New and existing SPS' certified under 2008 SPS Code
			AMENDMENTS TO 2008 SPS CODE In order to align with the requirements of MSC.496(105) - modernisation of GMDSS, the Form of Special Purpose Ship Safety Certificate and the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) of the 2008 SPS Code, are amended
MODU Code	MSC.504(105) Amendments to 1979 MODU Code	1 January 2024	Existing MODUs certified under 1979 MODU Code
			AMENDMENTS TO 1979 MODU CODE Chapter 10 and Chapter 11 of 1979 MODU Code were amended in order to align with amendments to SOLAS adopted under MSC.496(105)

Convention / Code / Resolution		Date of entry into force	Application	Short description
MODU Code	MSC.505(105) Amendments to 1989 MODU Code	1 January 2024	Existing MODUs certified under 1989 MODU Code	AMENDMENTS TO 1989 MODU CODE Chapter 10 of 1989 MODU Code amended in order to align with amendments to SOLAS adopted under MSC.496(105) Chapter 11 of 1989 MODU Code replaced with the requirement referencing to Chapter 11 of 2009 MODU Code
MODU Code	MSC.506(105) Amendments to 2009 MODU Code	1 January 2024	New and existing MODUs certified under 2009 MODU Code	AMENDMENTS TO 2009 MODU CODE Chapter 10 of 2009 MODU Code amended. Existing text in Chapter 11 replaced with the new one in order to align with amendments to SOLAS adopted under MSC.496(105).
SOLAS	A.1185(33) 2023 Procedures for Port State Control	-	-	PROCEDURES FOR PORT STATE CONTROL, 2023
SOLAS, IEC, MARPOL	A.1186(33) HSSC Survey Guidelines 2023	-	New and existing ships to which HSSC applies	SURVEY GUIDELINES UNDER THE HARMONIZED SYSTEM OF SURVEY AND CERTIFICATION (HSSC), 2023
SOLAS	A.1188(33) 2023 Guidelines on the implementation of the ISM Code	-	New and existing ships to which ISM Code applies	2023 GUIDELINES ON IMPLEMENTATION OF THE SAFETY MANAGEMENT (ISM) CODE
ESP Code	MSC.525(106) Amendments to 2011 ESP Code	1 July 2024	Ships to which ESP Code applies	AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE) Amendments related to those addressing inconsistencies on examination of ballast tanks at periodical surveys for bulk carriers and oil tankers, followed with the amended requirements for space protection and requirements contained in the condition evaluation report.
SOLAS	MSC.521(106) Amendments to SOLAS, Chapter XV	1 January 2024	Cargo ships and high-speed cargo craft, of 500 gross tonnage and upwards, constructed on or after 1 July 2024 which carry more than 12 industrial personnel. Existing ships that have not carried industrial personnel prior to 1 July 2024, and which: are of 500 gross tonnage and above, and navigate on international voyages, and carry more than a total of 12 industrial personnel, special personnel and passengers combined. *	NEW CHAPTER XV OF SOLAS - SAFETY MEASURES FOR SHIPS CARRYING INDUSTRIAL PERSONNEL The new Chapter XV of the International Convention for the Safety of Life at Sea (SOLAS) and the associated new International Code of Safety for Ships Carrying Industrial Personnel (IP Code) were developed. The Committee agreed that the new SOLAS chapter XV proposed for adoption at this session should be deemed to have been accepted on 1 January 2024 and enter into force on 1 July 2024, as an exemption from the four-year SOLAS amendment cycle, in accordance with the Guidance (MSC.1/Circ.1481). The following transitional requirements are applicable for existing ships: - Cargo ships constructed before 1 July 2024, authorized by the Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization, shall comply with regulations III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8 of the IP Code by the first intermediate or renewal survey, whichever occurs first, after 1 July 2024. - High-speed cargo craft constructed before 1 July 2024, authorized by the Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization, shall comply with regulations III/1, III/2 (except for paragraph 2.1.7), V/7 and V/8 of the IP Code by the third periodical or first renewal survey, whichever occurs first, after 1 July 2024. - Cargo ships and high-speed cargo craft, irrespective of date of construction, which prior to the 1 July 2024 have not been authorized by the Administration to carry more than 12 industrial personnel based on the recommendations given in MSC.418(97), shall comply and be certified in accordance with this chapter and the IP Code prior to the carriage of more than 12 industrial personnel on board.

Convention / Code / Resolution	Date of entry into force	Application	Short description
<p>IP Code</p> <p>MSC.527(106) INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL (IP CODE)</p>	<p>1 July 2024</p>	<p>New ships constructed after 1 July 2024. Existing ships that have not carried industrial personnel prior to 1 July 2024, and which: are of 500 gross tonnage and above, and navigate on international voyages, and carry more than a total of 12 industrial personnel, special personnel and passengers combined. *</p>	<p>A new mandatory safety code for ships carrying industrial personnel – aimed at ensuring the safety of people transported to work on offshore facilities including windfarms has been adopted by IMO's Maritime Safety Committee (MSC 106). The aim is to provide minimum safety standards for ships that carry industrial personnel, as well as for the personnel themselves, and address specific risks of maritime operations within the offshore and energy sectors, such as personnel transfer operations. Such personnel may be engaged in the construction, maintenance, decommissioning, operation or servicing of offshore facilities, such as windfarms, as well as offshore oil and gas installations, aquaculture, ocean mining or similar activities.</p> <p>The Code applies to ships of 500 gross tonnage and upwards. However, it is recognized that ships below 500 gross tonnage may also carry an aggregated number of passengers, special personnel and industrial personnel in excess of 12. In such cases the Administration may apply the goals and functional requirements of the Code as far as practicable</p> <p>* The following transitional requirements are applicable for existing ships:</p> <ul style="list-style-type: none"> - Cargo ships constructed before 1 July 2024, authorized by the Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization, shall comply with regulations III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8 of the IP Code by the first intermediate or renewal survey, whichever occurs first, after 1 July 2024. - High-speed cargo craft constructed before 1 July 2024, authorized by the Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization, shall comply with regulations III/1, III/2 (except for paragraph 2.1.7), V/7 and V/8 of the IP Code by the third periodical or first renewal survey, whichever occurs first, after 1 July 2024. - Cargo ships and high-speed cargo craft, irrespective of date of construction, which prior to the 1 July 2024 have not been authorized by the Administration to carry more than 12 industrial personnel based on the recommendations given in MSC.418(97), shall comply and be certified in accordance with this chapter and the IP Code prior to the carriage of more than 12 industrial personnel on board.
<p>DIVING Code</p> <p>MSC.548(107) International Code of Safety for Diving Operations, 2023 (2023 Diving Code)</p>	<p>1 January 2024</p>	<p>Ships of not less than 500 gross tonnage that have a diving system installed on or after 1 January 2024 (voluntary application by the Administrations)</p>	<p>INTERNATIONAL CODE OF SAFETY FOR DIVING OPERATIONS, 2023 (2023 DIVING CODE)</p> <p>The goal of the 2023 Diving Code is, especially where diving safety issues are not adequately addressed by other instruments of the IMO to:</p> <ol style="list-style-type: none"> .1 provide a minimum international standard for the design, construction, installation and survey of diving systems integrated on ships, floating structures and MODUs (hereafter referred to as diving platforms) engaged in diving operations; .2 facilitate safe diving operations from diving platforms and achieve a level of safety equivalent to that required by SOLAS for ships engaged on international voyages; and .3 enable the international movement and safe operation of diving units. <p>The date of the completed installation should be taken as the date on which the Diving Unit Safety Certificate is issued. The Administration may also apply these provisions as far as reasonable and practicable to ships of less than 500 gross tonnes and to other objects acting as a diving unit to which SOLAS does not apply.</p> <p>Ships that have a diving system already installed prior to 1 January 2024 should be certified as a diving unit according to this Code by the due date of the next Safety Construction Renewal Survey or equivalent. Diving systems under construction at the time of this Code coming into effect, should consider the installation date as the date the building contract of the diving system was signed.</p> <p>The 2023 Diving Code does not apply to the plant and equipment required for the medical care or treatment of patients, not related to diving, in a pressure vessel for human occupancy (PVHO).</p>
<p>IP Code</p> <p>MSC.527(106) INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL (IP CODE)</p>	<p>1 July 2024</p>	<p>Ships certified according to IP Code</p>	<p>Every ship to which this Code applies shall have on board a valid Industrial Personnel Safety Certificate. This Certificate shall be supplemented by a Record of Equipment for the Industrial Personnel Safety Certificate (Form IP).</p>

Convention / Code / Resolution	Date of entry into force	Application	Short description
IBC Code	<p>MSC.526(106) Amendments to IBC Code</p>	New ships certified according to IBC Code	<p>AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE) (watertight doors)</p> <p>With regard to survivability and exclusions related to those openings fitted with watertight closures for application of the conditions concerning flooding or downflooding, para. 2.9.2.1 is replaced with the following text:</p> <p>The waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type.</p>
MARPOL	<p>MEPC.275(69) (Establishment of the date on which regulation 11.3 of MARPOL Annex IV in respect of the Baltic sea special area shall take effect)</p>	New and existing passenger ships	<p>In accordance with the requirements set out in regulation 13.2 of MARPOL Annex IV, the discharge requirements for Special Areas in regulation 11.3 of MARPOL Annex IV for the Baltic Sea Special Area shall take effect on 1 June 2023 for existing passenger ships en route directly to or from a port located outside the special area and to or from a port located east of longitude 28°10' E within the special area that do not make any other port calls within the special area</p>
MARPOL	<p>MEPC.332(76) MEPC.333(76) MEPC.334(76) Amendments to MARPOL Annex VI (EEXI index requirements)</p>	<p>New and existing ships (bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, refrigerated cargo carriers, LNG carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers having GT ≥ 400 engaged in international voyages, for which the Attained EEXI is to be calculated)</p> <p>The verification of the Attained EEXI shall take place at the first annual, intermediate or renewal survey of the IAPP Certificate or the initial survey of the IEEC Certificate, whichever is the first, on or after 1 January 2023</p>	<p>New Regulations 23 and 25 to MARPOL Annex VI, applicable to bulk carriers, combination carriers, containerships, cruise passenger ships having non-conventional propulsion, gas carriers, general cargo ships, refrigerated cargo carriers, LNG carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carrier), ro-ro passenger ships and tankers having GT ≥ 400 engaged in international voyages were adopted. For such ships types the Attained EEXI shall be calculated and this shall result equal or less than the Required EEXI calculated as $(1-Y/100) \times EEDI$ Reference line value. The reduction factors Y are specific for each ship type.</p> <p>For those ships already having a verified attained EEDI, this value may be taken as the Attained EEXI if it is equal to or less than the required EEXI. In this case, the Attained EEXI shall be verified based on the EEDI Technical File.</p> <p>Amendments to the 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships were approved under Resolution MEPC.332(76) – Amendments to the 2018 guidelines on the method of calculation of the attained energy efficiency design index (EEDI) for new ships (Resolution MEPC.308(73), as amended by resolution MEPC.322(74). The Guidelines have been amended to reflect the mandatory requirements introduced in MARPOL Annex VI in relation to the obligation of the Administration/RO to report the Required and the Attained EEDI values and relevant information via electronic communication to IMO database.</p> <p>Guidelines on the method for the calculation of the Attained EEXI for existing ships were approved under Resolution MEPC.333(76) - 2021 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI). Guidelines on survey and certification of the EEXI were approved under Resolution MEPC.334(76) - 2021 Guidelines on survey and certification of the Energy Efficiency Existing Ship Index (EEXI).</p> <p>The verification of the ship's Attained EEXI shall take place at the first annual, intermediate or renewal survey of the IAPP Certificate or the initial survey of the IEEC Certificate, whichever is the first, on or after 1 January 2023</p>

Convention / Code / Resolution	Date of entry into force	Application	Short description	
<p>MARPOL</p>	<p>MEPC.328(76) Amendments to MARPOL Annex VI (SEEMP requirements)</p>	<p>1 January 2023</p>	<p>New and existing ships having GT ≥ 5.000 engaged in international voyages</p>	<p>New Regulation 26 to MARPOL Annex VI, applicable to ships having GT ≥ 5,000 engaged in international voyages, has been adopted and shall include in the SEEMP:</p> <ul style="list-style-type: none"> - a description of the methodology that will be used to calculate the ship's Attained annual operational Carbon Intensity Indicator (CII) and the processes that will be used to report this value to the ship's flag Administration; - the Required annual operational CII for the next 3 years; - an implementation plan documenting how the Required annual operational CII will be achieved during the next 3 years; and - a procedure for self-evaluation and improvement. <p>The SEEMP of these ships shall be subject to verification and Company audits taking into account the Guidelines which are still to be developed.</p> <p>Proposals for allowing fleet averaging of the CII were not agreed but may, in principle, be considered in future as an option under mid- and long-term measures.</p> <p>MEPC 76 agreed to make the regulatory text clear in that the verification and audit requirement for the SEEMP would only apply to ships above 5,000 GT subject to the CII requirements. Confirmation of compliance shall be provided by the Administration/RO and retained onboard prior to 1 January 2023</p>
<p>MARPOL</p>	<p>MEPC.328(76) Amendments to MARPOL Annex VI (Operational carbon intensity-indicators (CII) and rating)</p>	<p>1 January 2023</p>	<p>New and existing ships having GT ≥ 5.000 engaged in international voyages</p>	<p>New Regulation 28 to MARPOL Annex VI, applicable to ships of 5.000GT and above has been adopted and shall:</p> <ul style="list-style-type: none"> - from 2023, after the end of each calendar year, calculate the Attained annual operational CII over a 12-month period from 1 January to 31 December in that calendar year and electronically report it to its Administration/RO within March of each calendar year; and - calculate the Required annual operational CII as $(1-Z/100) \times CIIR$, where the annual reduction factor Z is a flat rate for all ship types (i.e. 5% for 2023; 7% for 2024; 9% for 2025; 11% for 2026 and % still to be decided for 2027-2030) and the reference values CIIR are calculated according to the IMO implementing Guidelines (see below). <p>The Administration/RO shall verify the Attained annual operational CII against the Required annual operational CII to determine operational carbon intensity rating A, B, C, D or E. The middle point of rating level C shall be the value equivalent to the required annual operational CII.</p> <p>A ship rated D for 3 consecutive years or rated as E shall develop a corrective action plan to achieve the required annual operational CII.</p> <p>Such a plan shall be included in the SEEMP which shall be submitted to the Administration/RO for verification within 1 month after reporting the Attained annual operational CII.</p>
<p>MARPOL</p>	<p>MEPC.331(76) Amendments to AFS Convention</p>	<p>1 January 2023</p>	<p>New and existing ships to which AFS Convention applies</p>	<p>Amendments to AFS Convention introducing the ban of systems containing cybutryne has been adopted by the Resolution MEPC.331(76) - Amendments to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001 - Amendments to Annexes 1 and 4 (Controls on cybutryne and form of the International Anti-Fouling System Certificate)</p> <p>The use of Anti-Fouling Systems containing cybutryne is prohibited as follows:</p> <ul style="list-style-type: none"> - ships shall not apply or re-apply anti-fouling systems containing this substance from 1 January 2023; and - ships with an anti-fouling system that contains this substance in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall either: <ul style="list-style-type: none"> - remove the anti-fouling system; or - apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system not later than 60 months following the last application to the ship of an antifouling system containing cybutryne. <p>The requirement to remove or seal does not apply to:</p> <ul style="list-style-type: none"> - fixed and floating platforms, FSUs and FPSOs constructed prior to 1 January 2023 and not dry-docked on or after that date; - ships not engaged in international voyages; and - ships of less than 400 GT engaged in international voyages, if accepted by the coastal state.
<p>MARPOL</p>	<p>MEPC.331(76) Amendments to AFS Convention</p>	<p>1 January 2023</p>	<p>New and existing ships to which AFS Convention applies</p>	<p>The form of the International Anti-Fouling System Certificate is to be updated</p>

Convention / Code / Resolution		Date of entry into force	Application	Short description
MARPOL	MEPC.344(78) Amendments to MARPOL Annex II	1 November 2023	New and existing ships	Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto amendments to MARPOL Annex II Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure) - Appendix I - Guidelines for the categorization of noxious liquid substances added. Amendments to Appendix I of MARPOL Annex II related to the revised GESAMP Hazard Evaluation Procedure used for classification of new products carried on chemical tankers. Column E1 is reassigned for the rating of the flashpoint, and Column C3 concerning inhalation toxicity has been expanded to introduce sub-categorization with thresholds for mist and vapour concentrations.
MARPOL	MEPC.346(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 26 of MARPOL Annex VI	2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) have been adopted 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) adopted by resolution MEPC.282(70) have been revoked
MARPOL	MEPC.347(78) Guidelines under MARPOL Annex I	-	Ships subjected to the requirements of regulation 26 of MARPOL Annex VI	Guidelines for the verification and company audits by the Administration of part III of the Ship Energy Efficiency Management Plan (SEEMP) have been adopted
MARPOL	MEPC.348(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 27 of MARPOL Annex VI	2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity have been adopted 2017 Guidelines for Administration verification of ship fuel oil consumption data adopted by resolution MEPC.292(71) have been revoked
MARPOL	MEPC.349(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 27 of MARPOL Annex VI	2022 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database have been adopted 2017 Guidelines the development and management of the IMO Ship Fuel Oil Consumption Database adopted by resolution MEPC.293(71) have been revoked
MARPOL	MEPC.350(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 23 of MARPOL Annex VI	2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI) have been adopted 2021 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI) adopted by resolution MEPC.333(76) have been revoked
MARPOL	MEPC.351(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 5 of MARPOL Annex VI	2022 Guidelines on survey and certification of the attained Energy Efficiency Existing Ship Index (EEXI) have been adopted 2021 Guidelines on survey and certification of the attained Energy Efficiency Existing Ship Index (EEXI), adopted by resolution MEPC.334(76) have been revoked
MARPOL	MEPC.352(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 28.1 of MARPOL Annex VI	2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1) have been adopted 2021 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1) adopted by resolution MEPC.336(76) have been revoked
MARPOL	MEPC.353(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 28.4 of MARPOL Annex VI	2022 Guidelines on the reference lines for use with operational carbon intensity indicators (CII reference lines guidelines, G2) have been adopted 2021 Guidelines on the reference lines for use with operational carbon intensity indicators (CII Reference Lines Guidelines, G2) have been revoked
MARPOL	MEPC.354(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 28.6 of MARPOL Annex VI	2022 Guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4) have been adopted 2021 Guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4), adopted by resolution MEPC.339(76) have been revoked
MARPOL	MEPC.355(78) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 28.1 of MARPOL Annex VI	2022 Interim Guidelines on correction factors and voyage adjustments for CII calculations (CII Guidelines, G5) have been adopted
AFS Convention	MEPC.356(78) Guidelines under AFS Convention	-	New and existing ships to which AFS Convention applies	2022 Guidelines for brief sampling of anti-fouling systems on ships (2022 Guidelines) have been adopted Resolution MEPC.104(49) has been revoked
AFS Convention	MEPC.358(78) Guidelines under AFS Convention	-	New and existing ships to which AFS Convention applies	2022 Guidelines for survey and certification of anti-fouling systems on ships (2022 Guidelines) have been adopted Resolution MEPC.195(61) has been revoked
HONG KONG Convention	MEPC.379(80) Guidelines under HK Convention	-	New and existing ships to which HK Convention applies	2023 Guidelines for the development of the inventory of hazardous materials have been adopted Subject Res. MEPC.379(80) supersede Res. MEPC.269(68)

Convention / Code / Resolution	Date of entry into force	Application	Short description
<p>MARPOL</p> <p>MEPC.343(78) Amendments to MARPOL Annex I</p>	<p>1 January 2024</p>	<p>New oil tankers to which MARPOL Annex I applies</p>	<p>AMENDMENTS TO MARPOL ANNEX I (watertight doors) With regard to survivability and exclusions related to those openings fitted with watertight closures for application of the conditions concerning flooding or downflooding CHAPTER 4 – REQUIREMENTS FOR THE CARGO AREA OF OIL TANKERS, PART A – CONSTRUCTION, Regulation 28 – Subdivision and damage stability, Paragraph 3.1 is replaced by the following: "The final waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding may take place. Such openings shall include air pipes and those which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type."</p>
<p>MARPOL</p> <p>MEPC.329(76) Amendments to MARPOL, Annex I</p>	<p>1 July 2024</p>	<p>New and existing ships when using and carrying oils as fuel in Arctic waters on or after 1 July 2024 (or on after 1 July 2029 (or ships to which regulation 12A of this Annex or regulation 1.2.1 of chapter I of part II-A of the Polar Code applies)</p>	<p>Amendments to the Annex I of the International Convention for the Prevention of Pollution From Ships, 1973, as modified by the Protocol of 1978 relating thereto - Amendments to MARPOL Annex I (Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters).</p>
<p>MARPOL</p> <p>MEPC.343(78) Amendments to MARPOL Annex I</p>	<p>1 January 2024</p>	<p>New ships</p>	<p>AMENDMENTS TO MARPOL ANNEX I, Regulation 28 – Subdivision and damage stability. Paragraph 3.1 is replaced by the following: 1 The final waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding may take place. Such openings shall include air pipes and those which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type.</p>
<p>IBC Code:</p> <p>MEPC.345(78) Amendments to IBC Code</p>	<p>1 July 2024</p>	<p>New chemical tankers certified according to IBC Code</p>	<p>AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE) (watertight doors) With regard to survivability and exclusions related to those openings fitted with watertight closures for application of the conditions concerning flooding or downflooding CHAPTER 2 - SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS, 2.9 Survival requirements, para. 2.9.2.1 is replaced by the following text: The waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type.</p>
<p>MARPOL</p> <p>MEPC.359(79) Amendments to MARPOL Annex I, Annex II and Annex IV</p>	<p>1 May 2024</p>	<p>All ships operating within Arctic Waters</p>	<p>AMENDMENTS TO MARPOL ANNEX I, Regulation 38 – Requirements for the reception facilities within Arctic Waters have been amended AMENDMENTS TO MARPOL ANNEX I, Appendix II - The Form B of the Supplement to IOPP Certificate has been amended AMENDMENTS TO MARPOL, ANNEX II, Regulation 18 - Requirements for the reception facilities and cargo unloading terminal arrangements within Arctic Waters has been amended AMENMENTS TO MARPOL, ANNEX IV, Regulation 12 – Requirements for the reception facilities within Arctic Waters have been amended</p>

Convention / Code / Resolution	Date of entry into force	Application	Short description	
MARPOL	MEPC.360(79) Amendments to MARPOL Annex V	1 May 2024	Every ship of 100 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform	AMENDMENTS TO MARPOL ANNEX V, Regulation 8 - Requirements for the reception facilities within Arctic Waters have been amended Regulation 10 - Placards, garbage management plans and garbage record-keeping, has been amended, now requesting that a Garbage Record Book should be provided for every ship of 100 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform New requirement for paragraph 3.6 is now introducing an obligation that in the event of any discharge or accidental loss referred to in regulation 7 of this Annex, an entry shall be made in the Garbage Record Book, or in the case of any ship of less than 100 gross tonnage, an entry shall be made in the ship's official logbook
MARPOL	MEPC.361(79) Amendments to MARPOL Annex VI	1 May 2024	Ships operating in the Mediterranean Sea Emission Control Area	AMENDMENTS TO MARPOL ANNEX VI (Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter) In Regulation 14, a new para. 3.5 has been added listing the Mediterranean as the Mediterranean Sea Emission Control Area In Appendix VII, Emission control areas (regulations 13.6 and 14.3), a new paragraph 4 is inserted allowing the ships operating in the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter to be exempted from the requirements in paragraphs 4 and 6 of regulation 14 of MARPOL Annex VI and from the requirements of paragraph 5.5 of that regulation insofar as they relate to paragraph 4 of that regulation until 1 May 2025
MARPOL	MEPC.362(79) Amendments to MARPOL Annex VI	1 May 2024	All ships operating within Arctic Waters	AMENDMENTS TO MARPOL ANNEX VI (Regional reception facilities within Arctic waters, information to be included in the bunker delivery note (BDN) and information to be submitted to the IMO Ship Fuel Oil Consumption Database) In Regulation 17, para. 2 has been replaced in order to include reception facilities within Arctic Waters In Appendix V, Information to be included in the bunker delivery note (regulation 18.5), a new item 9 and associated footnote is added: "The flashpoint (°C) specified in accordance with standards acceptable to the Organization,* or a statement that the flashpoint has been measured at or above 70°C". * denotes ISO 2719:2016 as acceptable standard. Appendix IX, Information to be submitted to the IMO Ship Fuel Oil Consumption Database (regulation 27), has been replaced. Administrations are invited for early application of the amendments to Appendix IX with regard to information to be submitted to the IMO Ship Fuel Oil Consumption Database from 1 January 2024
MARPOL	MEPC.364(79) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 22 of MARPOL Annex VI	2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) have been adopted
MARPOL	MEPC.365(79) Guidelines under MARPOL Annex VI	-	Ships subjected to the requirements of regulation 5 of MARPOL Annex VI	2022 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI) have been adopted
MARPOL	MEPC.368(79) MARPOL Annex VI Amendments to standard specification to shipboard incinerators	-	New ships with shipboard incinerator installed	MARPOL Annex VI Amendments to 2014 Standard specification for shipboard incinerators, which superseded the Standard specification for shipboard incinerators have been adopted (discrepancies between resolution MEPC.244(66) and SOLAS Chapter II-2 on fire protection requirements for incinerators and waste stowage spaces removed)