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# INTLREG

INTERNATIONAL REGISTER OF SHIPPING



**INTLREG**  
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This bulletin is published to serve as an *aide-mémoire* of recent regulatory changes in the international shipping industry. This bulletin provides information of regulatory changes adopted by the International Maritime Organization (IMO) with entry into force (or action dates) dates from 01 July 2023 to 01 July 2024 .

Further information on these regulations can be obtained from the resolution of the appropriate IMO body adopting the new requirements. These resolutions are available at IMO website.



## OBJECTIVE

INTLREG ESTABLISHES AND ADMINISTERS RULES AND GUIDELINES FOR THE CLASSIFICATION OF SHIPS, AND OTHER FLOATING MARINE STRUCTURES COVERING THEIR DESIGN, CONSTRUCTION, AND OPERATIONAL MAINTENANCE FOR THE PURPOSE OF DETERMINING AND MAINTAINING THE STRUCTURAL AND MECHANICAL FITNESS FOR THEIR INTENDED PURPOSE.

INTLREG OBJECTIVE IS TO SAFEGUARD LIFE, PROPERTY, & ENVIRONMENT

## VISION & MISSION

OUR VISION IS TO BECOME A LEADING CLASSIFICATION SOCIETY WITH FULL RANGE OF SUPPORTING SERVICES.

OUR MISSION IS TO CONTINUOUSLY ENSURE SAFETY OF LIFE AND PROPERTY AT SEA, PREVENTION OF POLLUTION IN THE MARINE ENVIRONMENT THROUGH DEVELOPMENT AND VERIFICATION OF STANDARDS FOR DESIGN, CONSTRUCTION AND OPERATIONAL MAINTENANCE OF MARINE-RELATED FACILITIES.

## QUALITY POLICY

IT IS THE QUALITY POLICY OF INTLREG TO PROVIDE SERVICES THAT MEET OR EXCEED THE CUSTOMER EXPECTATIONS, ALL APPLICABLE REQUIREMENTS AND THE QUALITY WHICH IS CONTINUOUSLY PERFECTED THROUGH THE DOCUMENTED QUALITY MANAGEMENT SYSTEM OF THE ORGANIZATION AND ESTABLISHMENT OF MEASURABLE QUALITY OBJECTIVES.

WE PROMOTE CONTINUAL IMPROVEMENT OF OUR QUALITY MANAGEMENT PROCESS IN THE PURSUIT OF HIGH LEVELS OF SAFETY OF LIFE, PROPERTY AND PROTECTION OF THE MARITIME ENVIRONMENT.

THE QUALITY MANAGEMENT SYSTEM, SUPPORTED BY MANAGEMENT COMMITMENT ENSURE THE CONTINUAL DELIVERY OF:

- HIGH LEVELS OF TECHNICAL EXPERTISE AND COMPETENCE;
- INTEGRITY, IMPARTIALITY AND ETHICAL PRACTICES; AND
- EXCELLENCE OF SERVICES IN ALL OF OUR PRODUCT LINES

ALL OF THE EMPLOYEES OF THE ORGANIZATION SUPPORTED BY OUR INTERNAL QUALITY SYSTEM ARE ACCOUNTABLE FOR THE IMPLEMENTATION OF OUR QUALITY POLICY, AND SHALL BE COMMITTED AT ALL TIMES TO FULFIL THE NEEDS AND MEET THE REQUIREMENTS OF OUR CUSTOMERS, OUR SUPPLIERS, OUR EMPLOYEES AND INTERESTED PARTIES.

## SUMMARY

MEPC 77 initially proposed amendments to appendix I of MARPOL Annex II with regards to the abbreviated legend to the revised GESAMP\* Hazard Evaluation Procedure. As a result, MEPC 78 replaced the tables under the title “Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure”. The amendments include a reassigned column E1 and a sub-categorisation of column C3 of the GESAMP Hazard Profile table. GESAMP updated GESAMP Reports and Studies No.64 as GESAMP Reports and Studies Guidelines No.102 (GESAMP Hazard Evaluation Procedure for Chemicals Carried by Ships, 2019). This is reflected in changes to the Guidelines for use in the categorization of Noxious Liquid Substances (MARPOL Annex II, Appendix I).

\*Joint Group of Experts on Scientific Aspects of Marine Environmental Protection (GESAMP)

## IMPLICATIONS

To Ship Owners / Ship Managers	For the carriage of liquid substances in bulk which has not been categorised under MARPOL Annex II, Regulation 6, paragraph 1, the administrations involved in the proposed operation shall establish and agree on a provisional assessment for the proposed operation based on the Guidelines for use in the categorization of Noxious Liquid Substances.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Guidelines for Categorization of Noxious Liquid Substances

### Application

All ships carrying noxious liquid substances in bulk

### Entry into Force / Applicable From

01 November 2023

### Reference

MARPOL Annex II, Appendix I;  
MEPC.344(78)

## SUMMARY

The amendments also include the addition of new cargo schedules for the following Group B cargoes:

- a) Ammonium nitrate-based fertilizer – MHB
- b) Leach residue containing lead.
- c) Superphosphate (triple, granular) (Group B)

Amendment 06-21 includes the following:

- a) A revised definition of Group A – “Group A consists of cargoes which possess a hazard due to moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit.”
- b) Reclassification of ammonium nitrate-based fertilizer (non-hazardous) and new individual schedules and clarification of the term ‘intrinsically safe’ for the same.
- c) Replacement of the text in section 7 to read “Cargoes which may liquefy or undergo dynamic separation”.
- d) New individual schedules for lead concentration and Leach Residue Containing Lead.

New draft individual schedule for nitrogen-phosphorus fertilizer with Sulphur and micronutrients (boron and zinc).

## IMPLICATIONS

To Ship Owners /  
Ship Managers

Ship owners and operators should be aware of the new requirements for new and existing substances. Certification that includes the new cargoes can be requested from Lloyd’s Register after the voluntary application date subject to the agreement of the Flag State.

To Flags & RO

Certification that includes the new cargoes shall be requested from Recognised Organisations after the voluntary application date subject to the agreement of the Flag State.

To Shipbuilders /  
Manufacturers

N/A

### Convention / Regulation

Amendments to the  
International Maritime  
Solid Bulk Cargoes (IMSBC)  
Code (06-21)

### Application

New and existing bulk  
carriers and general  
cargo ships carrying  
cargoes subject to the  
requirements of IMSBC  
Code

### Entry into Force / Applicable From

1 December 2023

### Reference

IMSBC Code;  
MSC.500(105)

## SUMMARY

Following several incidents on board ships involving the failure of mooring lines causing severe injury or death, the IMO has developed new requirements covering the provision and maintenance of mooring lines. The equipment selection and mooring arrangement design safety objectives should be to facilitate safe mooring operations and reduce the risk to shipboard personnel and mooring personnel caused by inappropriate selection and arrangement of equipment and fittings. Three new paragraphs will be added to the current regulation II-1/3-8, to address design requirements and inspection of new ships and inspection and maintenance of mooring arrangements for all ships. Three sets of supporting guidance covering the design, inspection, maintenance and the strength of mooring equipment have also been produced.

The amendments for design of mooring arrangement apply to ships of 3,000 GT and above constructed on or after 1 January 2024, also including lines as part of the mooring equipment. Ships of less than 3,000 GT constructed on or after 1 January 2024 should also comply with these requirements as far as reasonably practicable, or with applicable national standards of the Administration.

## IMPLICATIONS

To Ship Owners / Ship Managers	All SOLAS ships, regardless of size and date of construction, mooring equipment including lines will be subject to inspection and maintenance requirements. Additionally, ships shall have documented maintenance plans, procedures and records for mooring operations, inspection and maintenance of mooring equipment (including mooring lines) as per the guidance provided in the circular MSC.1/Circ.1620.
To Flags & RO	Documentation regarding maintenance plans, procedures and records for mooring operations shall be verified as per the guidance provided in the circular MSC.1/Circ.1620.
To Shipbuilders/Manufacturers	The equipment selection and mooring arrangement design safety objectives should be to facilitate safe mooring operations.

### Convention / Regulation

Amendments to SOLAS Regulation II-1/3-8 covering mooring arrangements

### Application

All ships of 3000 GT and above, constructed on or after January 2024

### Entry into Force / Applicable From

01 January 2024

### Reference

SOLAS Regulation II-1/3-8, MEPC.474 (102)

## SUMMARY

Amendments to SOLAS Chapter II-1, the following regulations have been agreed:

- a) Reg. 3.8: towing & mooring equipment
- b) Reg. 7-2.5: calculation of the factor  $S_i$ . remove the inconsistency with regulation 17 regarding the treatment of doors in watertight bulkheads.
- c) Reg. 12.6.1 - 12.6.3: peak and machinery space bulkheads (valve). The valve shall be "a remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote-control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and the freeboard deck of cargo ships."
- d) Reg. 13: opening in watertight bulkhead below the bulkhead deck in passenger ships: openings below the bulkhead deck, power-operated sliding watertight door and their power systems.
- e) Reg. 15: opening in the shell plating below the bulkhead deck for passenger ships and the freeboard deck of cargo ships (watertightness, number, integrity)
- f) Reg. 16: initial tests of watertight closures
- g) Reg. 17: internal watertight integrity of passenger ships above the bulkhead deck and considerations of hull and superstructure's integrity, on ro-ro passenger ships
- h) Reg. 19: damage control information
- i). Reg. 21: weekly tests of watertight doors (passenger ships)
- j) Reg. 22: prevention control of water ingress (closure before/during voyages).

## IMPLICATIONS

To Ship Owners / Ship Managers	Ship Owners shall be guided by these SOLAS chapter II-1 amendments
To Flags & RO	There will be more choices available for valve type at the collision bulkhead and other requirements will be clearer to allow Administrations more flexibility.
To Shipbuilders / Manufacturers	More choices available for valve type gives the designers more flexibility

## Convention / Regulation

Amendments to SOLAS Chapter II-1 with regards to doors, hatches and valves which pierce watertight boundaries

## Application

All ship types contracted on or after 1 January 2024

## Entry into Force / Applicable From

1 January 2024

## Reference

SOLAS Chapter II-1, Regulations 7, 12, 13, 15, 16, 17, 17-1, 19, 21, 22 and 23; MSC.474(102)



## SUMMARY

Amendments to the following regulations have been agreed:

Regulation 42 - Emergency source of electrical power in passenger ships

In paragraph 4.2, existing reference to "regulation 13.7.3.3" is replaced by reference to "regulation 13.6.3.3" and existing reference to "regulation 13.7.2" is replaced by reference to "regulation 13.6.2".

Para 4.2: Power to operate the watertight doors, as required by regulation 13.7.3.3 (now II-1/13), but not necessarily all of them simultaneously, unless an independent temporary source of stored energy is provided. Power to the control, indication and alarm circuits as required by regulation 13.7.2 (now II-1/13) for half an hour.

These amendments apply to all ship types contracted on or after 01 January 2024, in the absence of a building contract, keel laid on or after 01 July 2024 or delivered on or after 1 January 2028.

## IMPLICATIONS

To Ship Owners / Ship Managers	Ship owners shall be guided by the resolution MSC.474(102)
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Amendments to SOLAS Chapter II-1 with regards to electrical installations

### Application

All ship types contracted on or after 1 January 2024

### Entry into Force / Applicable From

1 January 2024

### Reference

SOLAS Chapter II-1, Regulation 42; MSC.474(102)

## SUMMARY

The amendments aim to modernize the GMDSS for a future utilization of new systems and withdraw obsolete systems. In addition to that a new definition and functional requirements were added. This new chapter IV was amended to accommodate the utilization of current and future communication systems.

New functional requirements were defined so that every ship, while at sea, shall be MSC.496 (105)

capable of performing the following GMDSS functions:

- a. Transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service
- b. Receiving shore-to-ship distress alert relays
- c. Transmitting and receiving ship-to-ship distress alerts
- d. Transmitting and receiving search and rescue coordinating communications
- e. Transmitting and receiving on-scene communications
- f. Transmitting and receiving signals for locating
- g. Receiving MSI (also necessary while at port)
- h. Transmitting and receiving urgency and safety communications

Transmitting and receiving bridge-to-bridge communications.

## IMPLICATIONS

To Ship Owners / Ship Managers	The definitions of the sea areas and functional requirements of the GMDSS have been slightly modified. Sea Area 3 is now defined by the equipment carried on board. The intention is that most equipment remains valid, in order to reduce the need for additional investment in both ship equipment and shore side services.
To Flags & RO	The functional requirements of the GMDSS as per the definition of sea areas shall be verified
To Shipbuilders / Manufacturers	N/A

## Convention / Regulation

Amendments to SOLAS Chapters II-1, III, IV and V – Modernization of GMDSS

## Application

All SOLAS applicable ships of 300GT and above, including new and existing ships

## Entry into Force / Applicable From

1 January 2024

## Reference

SOLAS Chapters II-1, III, IV and V; MSC.496 (105)



## SUMMARY

The title of item 8.1 of the details of navigational systems and equipment section is revised for the existing records of equipment for cargo ship safety (Form E and C) and passenger ship safety (Form P) as followed: "rudder, propeller, thrust, pitch and operational mode indicator". Mandatory requirements were adopted at MSC 101 as follows:

Amendments to Forms C, E and P in the appendix to SOLAS certificates. Amendments to item 8.1 "Details of navigational systems and equipment - Rudder, propeller, thrust, pitch and operational mode indicator" in the appendix to Safety Certificate for Cargo (Form C and E) or Passenger Ships (Form P) and in the appendix to Safety Equipment Certificate for Cargo Ships (Form E) were adopted, in order to uniform the indication in case the equipment is not on board.

## IMPLICATIONS

To Ship Owners / Ship Managers	Safety Certificates supplement forms C, E and P, at item 8.1 has been revised Rudder, propeller, thrust, pitch and operational mode indicator.
To Flags & RO	Guided by MSC.456 (101) while filling out Supplement Forms C, E and P
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Amendment of the existing Records of equipment (requirements of the GMDSS) for cargo ship safety (Form E and C) and passenger ship safety (Form P)

### Application

All SOLAS applicable vessels

### Entry into Force / Applicable From

1 November 2024

### Reference

SOLAS Appendix, MSC.456 (101)

## SUMMARY

A new regulation II-1/25-1 was adopted with the intent to capture all ships which are currently not required to have a water level detection alarm, with the exception of bulk carriers and tankers. The requirement applies to the ships irrespective of length, presence of wing tanks or applied damage stability standard. Current SOLAS Regulation II-1/25 requires single hold cargo ships of less than 80 metres (100 metres if constructed before 1 July 1998) to have a water level detection alarm. These ships are not required to have a damage stability assessment which means that there is no requirement to assess the effect of flooding of the cargo hold. Should damage occur and water start to enter the hold, there is a need for the crew to be aware of the situation so that appropriate mitigation actions can be taken.

## IMPLICATIONS

To Ship Owners / Ship Managers	Bilge alarms, which are commonly installed on cargo ships that do not carry bulk cargoes, will no longer exclusively fulfil the requirements of the proposed new regulation, and additional detectors will be required to do so.
To Flags & RO	The implementation of SOLAS new regulation II-1/25-1 shall be verified during inspections.
To Shipbuilders / Manufacturers	Installation of bilge alarms as per Regulation II-1/25-1 on newly constructed vessels.

### Convention / Regulation

Amendments to SOLAS chapter II-1, requirements for water level detectors on multiple hold cargo ships other than bulk carriers and tankers

### Application

All new cargo ships with more than one cargo hold (contracted on or after 1 January 2024, in the absence of a building contract, keel laid on or after 1 July 2024 or delivered on or after 1 January 2028), except tankers and bulk carriers.

### Entry into Force / Applicable From

01 January 2024

### Reference

SOLAS regulation II-1/25-1; MSC.482 (103)



## SUMMARY

The existing forms of the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Certificate contained in the appendix to the annex are replaced by the revised version.

“Sea areas in which ship is certified to operate (regulation IV/2) 3 .....

Footnote:

3 For a ship certified to operate in sea area A3, indicate the recognized mobile satellite service in brackets.”

## IMPLICATIONS

To Ship Owners / Ship Managers	Existing forms of the Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate and the Cargo Ship Safety Certificate has been revised.
To Flags & RO	Guided by the MSC.497(105) for the revision to the certificate.
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

The existing cargo ships and passenger ships certificates are replaced by a revised version.

### Application

All SOLAS applicable ships

### Entry into Force / Applicable From

1 January 2024

### Reference

MSC.497 (105)

## SUMMARY

The new version of the Explanatory notes ensures the uniform application of the regulations, including those SOLAS amendments adopted at this session. The revised version revokes resolution MSC.429(98)/Rev.1 on 01 January 2024.

- a) changes have been made to the following regulations in parts A, B, B-1, B-2, B-4, and C:
- b) Regulation 4, making the alternative compliance part of the text rather than a footnote.
- c) Regulation 5-1, requiring limiting stability information to include trim.
- d) Regulation 6, modifying the required subdivision index, R, for passenger ships.
- e) Regulation 7-2, amending the calculation for  $s_i$ .
- f) Regulation 9, providing limits on the distance from the keel line that small wells should be located unless a damage stability check is made and introducing a minimum limit for the vertical damage extent.
- g) Regulation 12, permitting a butterfly valve at the collision bulkhead on cargo ships.
- h) Regulation 16 requires testing of watertight hatches.
- i) Regulation 17, requiring air pipes which terminate in a superstructure to be considered unprotected openings unless fitted with a watertight means of closure.
- j) Regulation 22, removing the possibility of leaving watertight doors open during navigation if the maximum clear opening is more than 1.2m. Some exceptions do apply.

Regulation 35-1, Bilge pumping arrangements

## IMPLICATIONS

To Ship Owners / Ship Managers	N/A
To Flags & RO	N/A
To Shipbuilders / Manufacturers	These are significant changes to the damage stability regulations that ship designers should take into consideration at an early stage of design and development.

## Convention / Regulation

Revised Explanatory notes to the SOLAS Chapter II-1 Subdivision and damage stability regulations

## Application

All SOLAS applicable ships where the keel is laid on or after 1 July 2020, or the ship is delivered on or after 1 January 2024

## Entry into Force / Applicable From

1 January 2024

## Reference

SOLAS Chapter II-1, MSC.429 (98)/Rev.2

## SUMMARY

Amendments to the FSS Code the term 'forward of' is amended to read 'downstream of' considering that normally the inert gas generator is located in the aft part of the ship, the cargo tanks are located in the forward part of the ship, and the inert gas flows from the inert gas generator to the cargo tanks. The following paragraphs were modified:

- a) "2.2.3.2.1 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."
- b) "2.2.3.2.6 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"
- c) "2.2.4.2 Instrumentation shall be fitted for continuously indicating and permanently recording, when inert gas is being supplied:
  - the pressure of the inert gas mains downstream of the non-return devices; and

the oxygen content of the inert gas."

## IMPLICATIONS

To Ship Owners / Ship Managers	This amendment stems from the unified interpretation (MSC.1/Circ.1582/Rev.1) and has not changed the regulation but instead clarifies the text. .
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

## Convention / Regulation

Amendments to the FSS Code -Chapter 15 with regards to inert gas flow and revision of the term 'forward of' to 'downstream of'

## Application

Applicable to all ships for which FSS Code is applicable

## Entry into Force / Applicable From

1 January 2024

## Reference

FSS Code Chapter 15, Paragraphs 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2; MSC.457 (101)

## SUMMARY

The following new paragraph 2.1.8 is inserted:

"2.1.8 In cargo ships and on passenger ship cabin balconies, where an individually identifiable system is fitted, notwithstanding the provisions in paragraph 2.1.6.1, MSC.484 isolator modules need not be provided at each fire detector if the system is arranged (103) in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system, arranged in accordance with paragraph 2.4.1 ."

The two systems can be defined as:

- a) A section identifiable system – "a system with the capability of identifying the section in which a detector or manually operated call point has activated" (paragraph 1.2.2 of chapter 9 of the FSS Code);

An individually identifiable system – "a system with the capability to identify the exact location and type of detector or manually activated call point which has activated, and which can differentiate the signal of that device from all others" (paragraph 1.2.3 of chapter 9 of the FSS Code).

## IMPLICATIONS

To Ship Owners / Ship Managers	Ship builders, ship managers and owners to note that these amendments apply to all new construction cargo ships and to new construction passenger ships with cabin balconies. These amendments shall also be applicable for ships refitted on or after 1 July 2012 as per 9.1.1 of the FSS Code.
To Flags & RO	Ros shall be guided as per the amendments to FSS Code (MSC.484 (103))
To Shipbuilders / Manufacturers	The new building and existing shall be fitted with individually identifiable fire detection system.

### Convention / Regulation

Amendments to FSS Code Chapter 9 with regards to fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems

### Application

Applicable to all ships for which FSS Code is applicable

### Entry into Force / Applicable From

1 January 2024

### Reference

FSS Code Chapter 9; MSC.484 (103)



## SUMMARY

These amendments to SOLAS regulation III/33.2 and paragraph 4.4.1.3.2 of the LSA Code remove the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water on internationally trading cargo ships of 20,000GT and upwards. This amendment specifies that “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”.

## IMPLICATIONS

To Ship Owners / Ship Managers	The amendment removes the requirement to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water.
To Flags & RO	Guided by amendments to LSA Code and MSC.485(103)
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Amendments to SOLAS Chapter III, the LSA Code (paragraph 4.4.1.3.2)

### Application

Applicable to cargo ships of 20,000GT and above carrying davit-launched lifeboats

### Entry into Force / Applicable From

1 January 2024

### Reference

SOLAS Chapter III (MSC.482(103)); LSA Code (MSC.485(103))



## SUMMARY

The amendments to LSA Code stipulates that buoyant oars are no longer required for a lifeboat equipped with two independent propulsion systems, where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries.

Paragraph 4.4.8.1 is replaced by the following:

".1 except for a lifeboat equipped with two independent propulsion systems, MSC.459 (101) where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries, and for a free fall lifeboat, sufficient buoyant oars to make headway in calm seas. Thole pins, crutches or equivalent arrangements shall be provided for each oar provided. Thole pins or crutches must be attached to boat by lanyards or chains;"

This amendment incorporates MSC.1/Circ.1597 Unified Interpretation of Paragraph 4.4. 8.1 of the LSA Code into the LSA Code.

## IMPLICATIONS

To Ship Owners / Ship Managers	Lifeboat that is equipped with two independent propulsion systems, there is no longer any requirement to carry buoyant oars as it is unlikely that both propulsion systems will fail at the same time.
To Flags & RO	ROs shall be guided by MSC.459 (101) during the safety inspections.
To Shipbuilders / Manufacturers	N/A

## Convention / Regulation

Amendments to LSA Code with regards to the exemption of the requirement for buoyant oars for lifeboats with two independent propulsion systems

## Application

Applicable to lifeboats with two independent propulsion systems

## Entry into Force / Applicable From

1 January 2024

## Reference

Chapter IV Paragraphs 4.4.8; MSC.459 (101)



## SUMMARY

The amendments provides guidelines on the application of high manganese austenitic steel for cryogenic service (MSC.1/Circ.1599/Rev.2).IGF Code Paragraph 16.3.3.5.1 & IGC Code Paragraph 6.5.3.5.1 is replaced by the following:

".1 tensile tests: cross-weld tensile strength shall not be less than the specified minimum tensile strength for the appropriate parent materials. For materials such as Aluminium alloys, reference shall be made to 6.4.12.1.1.3 (for IGF Code) (102) or 4.18.1.3 (for IGC Code) with regard to the requirements for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture shall be recorded for information;"

## IMPLICATIONS

To Ship Owners / Ship Managers	N/A
To Flags & RO	N/A
To Shipbuilders / Manufacturers	Amendments enable alternative materials to be used and make it clear that the requirements for welding and non-destructive testing are to be met.

### Convention / Regulation

Amendments to IGC Code & IGF Code on the use of materials such as Aluminium alloys

### Application

All ships subject to IGF Code and IGC Code which use high manganese steel in the construction of tanks carrying low temperature cargo or fuel

### Entry into Force / Applicable From

1 January 2024

### Reference

IGF Code (Paragraph 16.3.3.5) IGC Code (Paragraph 6.5.3.5); MSC.475 (102), MSC.476 (102)

## SUMMARY

Revisions to the IGF Code to consider the use of low-flashpoint fuels other than LNG, matters related to LNG where there are opportunities to reflect lessons learned and make necessary improvements and additions have also been considered.

The new requirements amend the following:

- a) definition of the probability for the index fv
- b) loading limits for liquefied gas fuel tanks insulation and location
- c) fuel distribution outside of machinery spaces, and the need for protection by a secondary enclosure
- d) explosion relief systems and designed accommodation of overpressure for internal combustion engines

fire protection for the separation of fuel containment systems from other spaces.

## IMPLICATIONS

To Ship Owners / Ship Managers

These amendments improve the application of the IGF Code. Applicable to ships constructed or converted to use gas as fuel on or after 1 January 2024. Ship constructed on or after 1 January 2024 here means: for which the building contract is placed on or after 1 January 2024; or in the absence of a building contract, the keels of which are laid, or which are at a similar stage of construction on or after 1 July 2024; or 3. the delivery of which is on or after 1 January 2028.

To Flags & RO

N/A

To Shipbuilders / Manufacturers

Design requirements will not be applied retrospectively to existing ships.

### Convention / Regulation

Amendments to the IGF Code

### Application

Ships constructed or converted to use gas as fuel on or after 01 January 2024

### Entry into Force / Applicable From

1 January 2024

### Reference

IGF Code Parts A and A-1; MSC.458 (101)



## SUMMARY

A new amendment to the IGF Code added a requirement for fixed fire extinguishing systems in fuel preparation rooms containing pumps, compressors or other potential ignition sources.

The following new regulation 11.8 is added:

"Regulation for fuel preparation room fire-extinguishing systems.

For ships constructed on or after 1 January 2024, fuel preparation rooms containing pumps, compressors or other potential ignition sources shall be provided with a fixed fire-extinguishing system complying with the provisions of SOLAS regulation 11-2/10.4.1.1 and considering the necessary concentrations/application rate required for extinguishing gas fires."

## IMPLICATIONS

To Ship Owners / Ship Managers	Owners will be required to meet these new requirements for fuel preparation rooms containing pumps, compressors or other potential ignition sources.
To Flags & RO	Guided by MSC.475 (102)
To Shipbuilders / Manufacturers	Shipyards will be required to meet these new requirements for fuel preparation rooms containing pumps, compressors or other potential ignition sources.

### Convention / Regulation

Amendment to the IGF Code with regards to the fuel preparation room fire-extinguishing systems

### Application

Applicable to all new ships that are constructed on or after 1 January 2024 that use low-flashpoint fuels (as per SOLAS II-1 Part G) and are subject to the IGF Code

### Entry into Force / Applicable From

1 January 2024

### Reference

IGF Code Part A-1  
Regulation 11.8;  
MSC.475 (102)



## SUMMARY

IGF Code, Paragraph 6.7.1.1 requires all fuel storage tanks to be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carrier. The amended text removes tank cofferdams from the spaces required to have a pressure relief system.

Regulation 6.7.1.1 is replaced by the following:

"All fuel storage tanks shall be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carried. Fuel storage hold spaces, interbarrier spaces and tank connection spaces, which may be subject to pressures beyond their design capabilities, should also be provided with a suitable pressure relief system. Pressure control systems specified in 6.9 shall be independent of the pressure relief systems."

## IMPLICATIONS

To Ship Owners / Ship Managers	Tank cofferdams will no longer be required to be fitted with a pressure relief system.
To Flags & RO	Guided by the Resolution MSC.475 (102)
To Shipbuilders / Manufacturers	Same as above

### Convention / Regulation

Amendment to the IGF Code with regards to the pressure relief system

### Application

All ships for which IGF Code is applicable

### Entry into Force / Applicable From

1 January 2024

### Reference

IGF Code Part A-1  
Regulation 6.7.1.1;  
MSC.475 (102)



## SUMMARY

These amendments align the requirements with respect to doors in watertight bulkheads with that of the SOLAS Convention and allow for hinged watertight doors where previously the regulations only included remotely operated sliding watertight doors:

- a) Amendments to the 1988 Load Line Protocol: regulation 27 (13)(a)
- b) Amendments to MARPOL Annex I
- c) Amendments to the IBC Code: Chapter 2 paragraph 2.9.2.1

Amendments to the IGC Code: Chapter 2 paragraph 2.7.1.1

## IMPLICATIONS

To Ship Owners / Ship Managers	The amendments to the 1988 Load Lines Protocol and the IGC Code specify additional openings fitted with watertight closures, which are excluded from the requirement of being located above the final damage waterline and, therefore, will have no impact on existing ships. There is no significant impact as these amendments clarify and align the requirements of watertight doors with that of the SOLAS Convention.
To Flags & RO	Guided by the Resolutions MEPC.343 (78), MSC.491 (104) and (MSC.492 (104))
To Shipbuilders / Manufacturers	N/A

## Convention / Regulation

Amendments to MARPOL Annex I, the 1988 Load Line Convention and the IGC Code with regards to watertight doors on cargo ships

## Application

All ships both new and existing, to which the IGF, IBC Code and LL Convention applies

## Entry into Force / Applicable From

1 January 2024

## Reference

FMARPOL Annex I- (MEPC.343 (78)), Load Line Convention- (MSC.491 (104)); IGC Code - (MSC.492 (104))



## SUMMARY

Amendments to Regulation 10, MARPOL Annex V, to make the Garbage Record Book mandatory for ships of 100 GT and above. MEPC 78 approved a change in the lower gross tonnage threshold for the carriage of a Garbage Record Book from 400 GT to 100 GT. The amendments mean that vessels of 100 GT and above will now require to keep a Garbage Record book onboard.

## IMPLICATIONS

To Ship Owners / Ship Managers	All ships of 100 GT and above will need to keep a Garbage Record Book onboard and record all discharges into the sea or reception facilities or completed incineration, within it.
To Flags & RO	Guided by Resolution MEPC.360 (79) during Annex V surveys
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Mandatory garbage record book for ships of 100 GT and above and less than 400 GT

### Application

All ships for between 100 - 400 GT and all fixed and floating platforms

### Entry into Force / Applicable From

1 May 2024

### Reference

MARPOL Annex V,  
Regulation 10;  
MEPC.360 (79)

## SUMMARY

MEPC 79 adopted amendments to designate the Mediterranean Sea as an Emission Control Area for Sulphur Oxides and Particulate Matter, under MARPOL Annex V I. In such an Emission Control Area, the limit for Sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m. The adoption of the proposed 'Med SOx ECA' will result in significant reductions in ambient levels of air pollution in the Mediterranean Sea as a whole, and in the Mediterranean coastal States, which would achieve substantial benefits to human health and the environment.

## IMPLICATIONS

To Ship Owners / Ship Managers	The amendment is expected to enter into force on 1 May 2024, but taking effect from 1 May 2025.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Mediterranean Sea Emission Control Area (ECA) for Sulphur Oxides (SOx) and Particulate matter

### Application

Applicable to all ships for which MARPOL Convention is applicable

### Entry into Force / Applicable From

1 May 2024

### Reference

MARPOL Annex V, Regulation 14, Appendix VII; MEPC.361 (79)



## SUMMARY

MARPOL Annex VI, Appendix IX is updated to include information on attained EEXI and EEDI and relevant information on carbon intensity for ships required to comply with MARPOL Regulation 28. The new requirements on ships' carbon intensity (CII) entered force on 1 November 2022. As such the information required to be submitted into the IMO Ship Fuel Oil Consumption Database (DCS) has been aligned with the latest SEEMP Guidelines and Regulation 28 requirements.

## IMPLICATIONS

To Ship Owners / Ship Managers	Ensure that the ship has an approved SEEMP Part II and Part III onboard, as the latest revision of MAPROL Annex VI, Appendix IX is in line with the latest SEEMP Guidelines under Resolution MEPC. 346(78)
To Flags & RO	Review and approve SEEMP Part II and Part III as per MEPC.362 (79)
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Information to be submitted to the IMO ship fuel oil consumption database (DCS)

### Application

All ship types which are 5000GT or above, except those identified under MARPOL Regulation 19.2

### Entry into Force / Applicable From

1 May 2024

### Reference

MARPOL Annex VI Regulation 27;  
MEPC.362 (79)





## SUMMARY

As per the amendments to MARPOL Annex VI, Regulation 18.5, the flashpoint of the fuel should be included in the Bunker Delivery Note (BDN). a new item is added to the BDN – "The flashpoint (°C) specified in accordance with standards acceptable to the Organisation\* or a statement that flashpoint has been measured at or above 70°C\* " with a reference note that says " \* ISO 2719:2016, Determination of flash point – Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels)."

## IMPLICATIONS

To Ship Owners / Ship Managers	Ship operators ensure that the BDNs provided by fuel suppliers comply with the revised requirements. From 1st May 2024, BDNs from the from Fuel suppliers shall include the Flashpoint of the fuel, or a statement confirming that the fuel is above 70°C.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Information to be included in the bunker delivery note (BDN)  
Information to be included in the bunker delivery note (BDN)

### Application

Applicable to all ships for which MARPOL Convention is applicable

### Entry into Force / Applicable From

1 May 2024

### Reference

MARPOL Annex VI  
Regulation 18.5  
Appendix V; MEPC.362  
(79)

## SUMMARY

MSC 106 adopted the new SOLAS chapter XV and the associated IP Code. The amendment provides minimum safety standards for ships that carry industrial personnel, as well as for the personnel, and also addresses specific risks of maritime operations (such as personnel transfer) in the offshore and energy sectors. The new SOLAS chapter XV and the IP Code has an entry into force date of 1 July 2024 until then, Interim Recommendations on the Safe Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages as outlined in resolution MSC.418(97) may be applied.

The Industrial Personal Code covers:

- a) Industrial Personnel: crew training and medical status of IPs.
- b) Safe transfer
- c) Subdivision and stability
- d) Machinery & Electrical
- e) Fire safety
- f) LSA
- g) Dangerous goods

## IMPLICATIONS

To Ship Owners / Ship Managers	Ships that are engaged in transport or accommodating industrial personnel will need to comply with the IP Code. Every ship to which this Code applies shall have on board a valid Industrial Personnel Safety Certificate.
To Flags & RO	The IP Safety Certificate will be issued after an initial or renewal survey if the ship complies with the requirements of this Code. Existing ships certified under the Interim Recommendations (resolution MSC.418(97)) should be allowed to operate, provided that they also meet the operational and equipment requirements in the new IP Code. Flag Administrations may apply IP Code requirements to vessels engaged in the transfer of industrial personnel and special personnel below 500 GT.
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

New SOLAS Chapter XV and associated new International Code of Safety for Ships Carrying Industrial Personnel (IP Code)

### Application

All new cargo ships and high-speed cargo craft and passenger ships, of 500 GT and upwards, constructed on or after 1 July 2024 which carry more than 12 industrial personnel.

### Entry into Force / Applicable From

1 July 2024

### Reference

SOLAS Chapter XV;  
MSC.527(106),  
MSC.521(106)

## SUMMARY

The 2011 amendments to Enhanced Survey Programme will require increased survey requirements for water ballast tanks (WBT) and void spaces for bulk carriers and include:

- a) The criteria to require examination of WBTs annually is changed from “if the coating is POOR” to “if the coating is less than GOOD”.
- b) The requirements for examining ballast tanks and void spaces bounding cargo holds have been separated. More evidence on corrosion is necessary before imposing more stringent inspections for void spaces with different types of coatings.
- c) Introduction of examination requirements to double-sided void spaces on bulk carriers exceeding 20 years of age and more than 150m in length which are to be examined annually if the coating is found in “POOR” condition.

Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull.

## IMPLICATIONS

To Ship Owners / Ship Managers	Amendments 2011 ESP will apply ship owners of bulk carriers with single side and double side skin construction and to oil tanker owners from 1 July 2024 onwards.
To Flags & RO	N/A
To Shipbuilders / Manufacturers	N/A

### Convention / Regulation

Amendments to the 2011 Enhanced Survey Programme (2011 ESP)

### Application

The amendments will apply to all bulk carriers with single side and double side skin construction and to oil tankers .

### Entry into Force / Applicable From

1 July 2024

### Reference

MSC.525 (106)



## OUR SERVICES:

CLASSIFICATION  
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MARITIME ADVISORY  
TRAINING CERTIFICATION OF MATERIALS AND COMPONENTS



## TECHNICAL HEAD OFFICE

INTLREG – USA  
4770 Biscayne Blvd., Suite No. 800  
Miami, FL 33137, USA  
Phone Number: +1 (305) 576 4403  
Fax Number: +1 (305) 882 9156  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)

## REGIONAL OFFICES

### AFRICA - [africa@intlreg.org](mailto:africa@intlreg.org)

#### EGYPT

26 (B) Fawzy Moaaz St. Mefco Helwan Building,  
Office No.903; Smouha, Alexandria – Egypt  
Phone Number: +203 42 88 594  
Fax Number: +203 42 88 694

#### NIGERIA

9B, Elegba Festival Drive,  
Oniru, Victoria Island,  
Lagos, Nigeria  
Tel: +234 1277 2972  
Fax: +234 1462 7759

#### UGANDA

BMK House, 4th Floor, Suite No. 402,  
Plot 4-5 Nyabong Road, Wampewo  
Avenue, P.O. Box 27689 Kampala  
Mob: +256709282698

### ASIA - [asia@intlreg.org](mailto:asia@intlreg.org)

#### CHINA

Suite 2006, Shanghai Rui Feng Int'l Tower, #248, Yangshupu Road  
Shanghai 200082, China  
Telephone: + (86) 21 6886-0181  
Fax: + (86) 21 6886-0182

#### INDIA

SDF 17 A, 1st Floor, C-Block,  
Cochin Special Economic Zone (CSEZ),  
Kakkanad, Kochi, India 682037  
Tel: +91 484 2413411 / +91 484 2413012

#### PHILIPPINES

Jemarson Building, 1618 Pilar Hidalgo St.,  
Manila, Philippines, 1004  
Phone Number: + 63 917 980 1100

#### SINGAPORE

3 Shenton Way  
#08-03 Shenton House, Singapore 068805  
Phone Number: +65 6223 2203  
Fax Number: +65 6226 2621

## ADMINISTRATIVE OFFICE

INTLREG - PANAMA  
Global Plaza Tower, 20th Floor  
50th St. Su E  
Panama City, Panama  
Phone Number: (507) 213-2260  
Fax Number: (507) 213-2264  
E-mail: [admin@intlreg.org](mailto:admin@intlreg.org)

### EUROPE - [europe@intlreg.org](mailto:europe@intlreg.org)

#### CYPRUS

Zenas Kanther 2B, Ag. Triada 3035,  
Limassol, Cyprus  
Tel: +(357) 25 747638  
Fax: +(357) 25 747894

#### GREECE

4-6 Efplias Street,  
18537 Piraeus, Greece  
Phone Number: +302 104 293837

#### RUSSIA

Zolotorozhsky Val h.32 bld.2, 3th floor,  
office 310 111033,  
Moscow, Russia  
Tel: +(7) 495 9262357  
Fax: +(7) 495 9262358  
Mobile: +(7) 357 99 674585

#### TURKEY

Orta Mh. Marifet Sk. Burak Bora Plaza  
No: 6/33 Kartal, Istanbul/Turkey  
Tel: +905334073667

### MIDDLE EAST - [mena@intlreg.org](mailto:mena@intlreg.org)

#### BAHRAIN

Floor 11, Oce 1103, Bldg. 1260,  
Road No. 2421, Block No. 324 Business Bay,  
Juair, Manama, Kingdom of Bahrain  
Phone Number: +97335321362

#### LEBANON

New Rawda, Park St.Lazar  
Block M, Beirut-Lebanon  
Tel: +961 76723 982

#### UNITED ARAB EMIRATES

M-7 Mezzanine Floor, Wasl Al Mamzar  
Building,  
Al Mamazar Street P.O. Box 14751  
Dubai, U.A.E.  
Tel: +(971) 4 2965595  
Fax: +(971) 4 2965597

### SOUTH AMERICA - [south@intlreg.org](mailto:south@intlreg.org)

#### COLOMBIA

Carrera 10A #35-21 Office 201  
Cartagena de Indias, Bolivar,  
Colombia Tel: +57 301 377 8277

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Enquiries should be addressed to:

INTLREG – USA  
4770 Biscayne Blvd., Suite No. 800  
Miami, FL 33137, USA  
Phone Number: +1 (305) 576 4403  
Fax Number: +1 (305) 576 4438  
E-mail : [admin@intlreg.org](mailto:admin@intlreg.org)



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