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INTLREG

# INTERNATIONAL REGISTER OF SHIPPING

## INTLREG Regulatory Bulletin
## 2025 Summer Edition, July

This bulletin is published to serve as an aide-mémoire of recent regulatory changes in the international shipping industry. This bulletin provides information on regulatory changes adopted by the International Maritime Organization (IMO) with entry into force (or action dates) from 01 July 2025 to 01 July 2026.

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.


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## 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 & property at sea, prevention of pollution in the marine environment through development and verification of standards for design, construction & 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.

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

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.

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

The Hong Kong International Convention for the Safe & Environmentally Sound Recycling of Ships (HKC, 2009) will enter into force on 26 June 2025. The Hong Kong convention has requirements for the design, construction, operation & preparation of ships to facilitate safe & environmentally sound recycling without compromising the safety & operational efficiency of ships; the operation of ship recycling facilities in a safe & environmentally sound manner; & the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification& reporting requirements. The regulatory framework establishes comprehensive standards for responsible vessel recycling practices:

i. Mandatory Inventory of Hazardous Materials (IHM) requirement for all qualifying vessels
ii. Certified recycling facilities must hold valid Documents of Authorization (DoA)
iii. Ship-specific recycling plans developed by approved facilities
iv. Enhanced worker safety protocols and environmental protections
v. Phased implementation timeline for new and existing vessels

These provisions create a globally standardized approach to ship recycling that prioritizes environmental protection and worker safety while maintaining operational feasibility.

This Convention shall apply to:

1. Ships of 500 GT and above, and
2. Ship Recycling Facilities

The Convention shall not apply to the following:

1. Ships of less than 500 GT
2. Ships operating throughout their life only in waters subject to the sovereignty or jurisdiction of the State whose flag the ship is entitled to fly.

New ships - will be required to be delivered with an approved Inventory of Hazardous Materials (IHM) (Part I)& corresponding Certificate from 26 June 2025, accordingly.

Existing Ships - No later than 25 June 2030 (or before going for recycling if this is earlier), all existing ships will be required to have an approved IHM (Part I), developed & hold a corresponding valid Certificate on board. Ships to which the Convention applies are to be recycled in a ship recycling facility holding a valid Document of Authorization to Conduct Ship Recycling (DoA-SR) from 26th June 2025 onwards

At the end of its life, the ships to which this Convention applies can only be recycled at HKC-compliant ship recycling facilities (MEPC.211(63)). Ship recycling facilities will have to prepare a Ship Recycling Plan specifying how each ship will be recycled, basis which a Ready for Recycling certificate will be issued.

## Convention / Regulation

Hong Kong International Convention for the Safe & Environmentally Sound Recycling of Ships, 2009

## Application

All ship types of 500 GT and above

## Entry into Force / Applicable From

Existing vessels from 26 June 2025 till 26 June 2030 or before going for recycling, whichever is earlier

## Reference

Hong Kong International Convention 2009, MEPC.210(63) as amended by MEPC.379(80), MEPC.211(63), MEPC.222(64)

# Implications

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|---|---|
| To Ship Owners / Ship Managers | Ship builders, Ship Owners/ Managers and Ship Recycling Companies are advised to take note of above. By 26 June 2030, existing ships must also have an approved and certified IHM Part I onboard. Shipping companies must immediately initiate hazardous material inventories for their fleets and establish procedures for maintaining accurate IHMs throughout vessel lifecycles. Operational budgets need to account for certified recycling costs and potential asset value impacts. Procurement strategies should incorporate material declarations from suppliers to facilitate future recycling compliance. Crew training programs require updating to include proper documentation of hazardous materials during operations and maintenance. |
| To Flags & RO | An initial survey will be required to verify the inventory of hazardous materials. Additional surveys will be required during the ship's operational life, as well as a final survey before recycling (MEPC.222(64)). National authorities must establish robust certification systems for IHMs and develop oversight mechanisms for approved recycling facilities. Compliance verification procedures need implementation for both vessel surveys and recycling facility audits. Technical guidance should be issued to clarify material declaration requirements and recycling plan standards. |
| To Shipbuilders / Manufacturers | Shipyards must incorporate design-for-recycling principles in new vessel construction, emphasizing material selection and accessibility. Equipment manufacturers need to provide comprehensive material declarations for all components to facilitate IHM compliance. Material suppliers should phase out hazardous substances where alternatives exist to enhance recyclability. All stakeholders in the shipbuilding supply chain must maintain detailed documentation of materials to support end-of-life recycling requirements.<br>Shipbuilders will need to ensure that they complete / compile the required Material Declarations (MD) and Supplier Declarations of Conformity (SDoC) for any items being supplied to the ship which are part of the ships structure or fitted equipment. For shipbuilders they will need to use the MD and SDoC to comply an IHM during the build process. |

## Convention / Regulation

Hong Kong International Convention for the Safe & Environmentally Sound Recycling of Ships, 2009

## Application

All ship types of 500 GT and above

## Entry into Force / Applicable From

Existing vessels from 26 June 2025 till 26 June 2030 or before going for recycling, whichever is earlier

## Reference

Hong Kong International Convention 2009, MEPC.210(63) as amended by MEPC.379(80), MEPC.211(63), MEPC.222(64)

# Summary

Amendments to MARPOL Annex VI, regulation 27, and appendix IX, adopted Resolution MEPC.385(81), – "Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)" introducing increased data granularity requirements and will enter into force on 01 August 2025.
These amendments make mandatory the reporting of the:

i. Fuel oil consumption per consumer type (Main engine(s), Auxiliary engine(s), Oil-fired boilers, and Others), both when underway and not underway
ii. Total amount of onshore power supplied expressed in kWh
iii. Total transport work

In addition, there is a new entry to report the laden distance travelled - on a voluntary basis - and the installation of any innovative technology according to the 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI (MEPC.1/Circ.896).

Ships to which Regulation 28 of MARPOL Annex VI applies, shall also report the transport work using tonne-mile, TEU-Mile and/or passenger-mile data, whereas container ships especially must report both tonne-mile and TEU-mile data.
Noting the fact that the aforementioned amendments are entering into force in the middle of a calendar year, which would result in two distinct levels of granularity for the data gathered in that calendar year, MEPC 82 approved a Unified Interpretation vide MEPC.1/Circ.913 regarding the application of these amendments.
For ships flying the flag of the Administration that implements the amendments early (01 January 2025), the SEEMP is to be revised and verified prior to 01 January 2025 and data to be collected with increased granularity throughout the entire year of 2025 and beyond. Those planning to retrofit flow meters or employ other methodologies should complete these actions within the same time frame.
For ships delivered on or after 01 August 2025 data, SEEMP is to be developed to include a description of data collection methodology and the data is to be collected at the enhanced level of granularity from the date of delivery and onwards.
The amended detail in Appendix IX applies to ships of 5,000GT and over as follows:

i. Ships already collecting data required by regulation 27 before 01 August 2025 will not be required to collect the more granular data in the amended Appendix IX until 01 January 2026.
ii. Ships that enter service on or after 01 August 2025 must collect the data in the amended Appendix IX, from the date they enter into service.

## Convention / Regulation

Amendments to MARPOL Annex VI on IMO Ship Fuel Consumption Database (IMO DCS)

## Application

All ship types of 5000 GT and above

## Entry into Force / Applicable From

01 August 2025, Administrations may apply it on a voluntary basis as from 01 January 2025

## Reference

MARPOL Annex VI, Reg. 27, Appendix IX, MEPC.395(82), MEPC.385(81), MEPC.1/Circ. 913 )

# Implications

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| To Ship Owners / Ship Managers | Based on the above interpretation, ship owners and managers are advised as follows:<br>For ships flying the flag of the Administration that implements the amendments on the entry-into-force date (01 August 2025), the SEEMP Part II shall be revised and verified prior to 01 January 2026 and data to be collected with existing level of granularity for the entire year of 2025, and with increased granularity from 01 January 2026. Those planning to retrofit flow meters or employ other methodologies should complete these actions within the same time frame. |
| To Flags & RO | SEEMP Part II shall be verified before 01 Jan 2026 and Confirmation of Compliance SEEMP Part II shall be issued in the revised format given at MEPC.1-Circ.914. Survey protocols need updating to include verification of metering installations and data recording procedures during annual surveys. |
| To Shipbuilders / Manufacturers | Fuel monitoring system providers must develop solutions capable of continuous consumer-level measurement with ±2.5% accuracy as specified in MEPC.348. Metering equipment manufacturers should incorporate standardized data outputs compatible with IMO DCS reporting formats. Vessel designers need to consider sensor placement and data acquisition architecture in newbuild specifications. All marine equipment suppliers must provide fuel consumption characteristics to support accurate consumer-level allocation in hybrid systems. |

## Convention / Regulation

Amendments to MARPOL Annex VI on IMO Ship Fuel Consumption Database (IMO DCS)

## Application

All ship types of 5 000 GT and above

## Entry into Force / Applicable From

01 August 2025, Administrations may apply it on a voluntary basis as from 01 January 2025

## Reference

MARPOL Annex VI, Reg. 27, Appendix IX, MEPC.395(82), MEPC.385(81), MEPC.1/Circ. 913 )

## Summary

The IMO adopted Resolution MEPC.385(81) - Amendments to MARPOL Annex VI concerning low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing steam system, accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS), introducing amendments to Regulations 2, 13, 14, 18, 27 and Appendix I of MARPOL Annex VI.

In Regulation 2, the definition of fuel oil is revised as "any fuel delivered to and intended for use on board a ship". Additionally, an additional paragraph 1.33 is added for the definition of gas fuel, aligned with the definition of 'gas' in IGF Code, to read "Gas fuel means a fuel oil with a vapor pressure exceeding 0.28 MPa absolute at a temperature of 37.8˚C".

Paragraph 2.2 of Regulation 13 is revised to clarify that the installation of a marine diesel engine replacing a steam system shall be also considered a replacement engine while also introducing a footnote referring to the 2024 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit (Resolution MEPC.386(81)).

Revision of Paragraph 12 in Regulation 14, states that the in-use/onboard sampling points requirements in Paragraphs 10 and 11 shall not apply to gas/low-flashpoint fuels.

Furthermore, Regulation 18 is amended, and a new paragraph 5.2 is added, to apply BDN requirements with minimum content to gas/low-flashpoint fuels. The BDN shall at least contain the information specified in items 1 to 6 of Appendix V of Annex VI, the density determined by a test method appropriate to the fuel type along with the associated temperature along and a signed and certified declaration that the fuel oil conforms with the fuel oil quality requirements of paragraph 3, Regulation 18.

Low-flashpoint/gas fuels in principle have very low sulphur content, however it was agreed that this information shall still be documented in the BDN by the supplier either in terms of actual value determined by a suitable test method or with the agreement of the appropriate authority at the port of supply that the sulphur content is less than 0.001 percent m/m.

In Regulation 27, Collection and Reporting of ship fuel oil consumption data, two new paragraphs are added. These state that the Secretary-General of the Organization, under strict confidentiality, may share data with analytical consultancies and research entities and, on the request of a company, shall grant access to the fuel oil consumption reports of the company's owned ship(s) in a non-anonymized form.

In addition, Paragraph 2.3.5, in Appendix I, Form of International Air Pollution Prevention (IAPP) Certificate (Reg. 8) is modified to provide that the requirement for fitting or designating sampling point(s) is not applicable for a fuel oil service system used for a low-flashpoint fuel or a gas fuel.

### Convention / Regulation

Amendments to MARPOL Annex VI related to low-flashpoint fuels and gas fuels

### Application

All ships for which Marpol Annex VI applies

### Entry into Force / Applicable From

01 August 2025,

### Reference

MARPOL Annex VI, Reg. 2, 14, 18, Appendix I, MEPC. 385(81), MEPC.1/Circ.878/Rev.2, MEPC.1/Circ.881

# Implications

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| To Ship Owners / Ship Managers | Ship owners are advised to take note of above requirements and are advised to ensure that the Bunker Delivery Note includes information specified in Appendix V of MARPOL Annex VI for all the fuel carried onboard including for gas fuel. Crew training programs require expansion to cover the differentiated handling procedures for conventional fuels versus gas fuels. Record-keeping systems must be adapted to maintain the extended retention period and additional data parameters required under the amended regulations. |
| To Flags & RO | Revised IAPP Certificate a/with Supplement will be issued to the ship at the first renewal IAPP survey on or after 01 August 2025. Survey guidance documents require updating to reflect the differentiated inspection criteria for conventional fuel versus gas fuel installations. |
| To Shipbuilders / Manufacturers | Fuel system designers must ensure new installations comply with the differentiated regulatory requirements for gas versus liquid fuel systems. Bunker sampling equipment manufacturers need to clarify product applicability for gas fuel installations. Gas fuel suppliers must adapt their documentation systems to provide the mandatory BDN data fields specified in the amendments. All stakeholders in the alternative fuel value chain should verify their technical documentation aligns with the revised MARPOL definitions and requirements. |

## Convention / Regulation

Amendments to MARPOL Annex VI related to low-flashpoint fuels and gas fuels

## Application

All ships for which Marpol Annex VI applies

## Entry into Force / Applicable From

01 August 2025,

## Reference

MARPOL Annex VI, Reg. 2, 14, 18, Appendix I, MEPC. 385(81), MEPC.1/Circ.878/Rev.2, MEPC.1/Circ.881

# Summary

The IMO vide MEPC Resolution MEPC.383(81), adopted Amendments to the International Convention for the Control and Management of Ship's Ballast Water and Sediments, 2004 (Use of Electronic Record Books), amending the International Convention for the Control and Ballast Water Management 2004, Appendix II (Form of Ballast Water Record Book). Regulation A-1 - Definitions is amended to insert a new paragraph 9, which defines an Electronic Record book as "a device or system, approved by the Administration, used to electronically record the entries for each ballast water operation as required under this Convention in lieu of a hard copy record book."

Further, Regulation B-2 Ballast Water Record Book is amended to allow the Ballast Water Record Book to be an electronic record book which shall at least contain the information specified in Appendix II and It also provides that in case the record book entries are in electronic form, each group of electronic entries is to be verified by the master in a timely manner.
These regulatory changes modernize documentation practices while maintaining robust environmental protections:

i. Formal recognition of electronic record books (ERBs) as equivalent to paper-based systems
ii. Standardized data fields for all mandatory ballast water operations records
iii. Cyber resilience requirements ensuring data integrity and protection
iv. Interoperability standards with shipboard monitoring equipment
v. Administrative approval process for ERB systems meeting IMO specifications

## Convention / Regulation

Amendments Ballast Water Management Convention on Electronic Record Book Format

## Application

All ships for which Ballast Water Convention 2004 applies

## Entry into Force / Applicable From

01 October 2025

## Reference

Resolution MEPC. 383(81), MEPC.372(80), MEPC.1/Circ.891,

# Implications

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|---|---|
| To Ship Owners / Ship Managers | "Declaration of BWM Convention Electronic Record Book" will be issued by the Administration / Recognized Organization which is to be kept onboard. Vessel operators must evaluate their current ballast water record-keeping systems and initiate transition plans for compliant electronic solutions. Bridge system architectures require assessment to ensure proper integration between ballast water management systems and ERB platforms. Contingency procedures must be established for system failures, including temporary reversion to paper records with subsequent digital transcription. |
| To Flags & RO | The use of electronic record keeping systems for Ballast Water Record Books is permitted subject to Administration's / Recognized Organization's approval and is based on the software confirming with IMO Resolution MEPC.372 (80). Flag authorities must establish technical approval processes for ERB systems, including verification of compliance with IMO performance standards. Survey guidance documents require updating to include ERB functionality checks during annual surveys. |
| To Shipbuilders / Manufacturers | Ballast water system manufacturers must ensure their monitoring equipment provides standardized digital outputs compatible with approved ERB formats. Bridge system designers need to incorporate ERB functionality into integrated navigation system architectures. Software developers should verify their solutions meet all data field requirements and cyber protection standards specified in MEPC.372. All stakeholders must ensure their technical documentation clearly identifies ERB compatibility and provides necessary interface specifications. |

## Convention / Regulation

Amendments Ballast Water Management Convention on Electronic Record Book Format

## Application

All ships for which Ballast Water Convention 2004 applies

## Entry into Force / Applicable From

01 October 2025

## Reference

Resolution MEPC. 383(81), MEPC.372(80), MEPC.1/Circ.891,

# Summary

The 2025 IMO Guidelines on SCR Systems provide a standardized framework for the design, installation, operation, and verification of SCR systems used to reduce nitrogen oxide (NOx) emissions from ships. These guidelines align with MARPOL Annex VI Regulation 13 and Tier III NOx emission standards for Emission Control Areas (ECAs).

Key Aspects of Resolution MEPC.399(83) relevant to SCR Systems:

1. Amendments to MARPOL Annex VI & the NOx Technical Code
- Introduces updated testing and certification procedures for NOx-reducing technologies, including SCR systems.
- Strengthens in-service compliance checks for engines fitted with SCR.
- Clarifies emission monitoring and reporting for ships operating in NOx Emission Control Areas (ECAs).

2. Enhanced NOx Tier III Enforcement
- Reinforces Tier III NOx limits (3.4 g/kWh for marine diesel engines ≥130 rpm) in ECAs.
- Requires periodic verification of SCR performance (e.g., catalyst efficiency, urea dosing accuracy).

3. Safety & Operational Guidelines
- References MSC.1/Circ.1647 (SCR safety considerations) for fire and explosion hazards.
- Recommends crew training on SCR operation and emergency shutdown procedures.

## Convention / Regulation

2025 Guidelines on Selective Catalytic Reduction (SCR) Systems

## Application

All vessels with SCR systems installed on board

## Entry into Force / Applicable From

01 November 2025

## Reference

MARPOL Annex VI, MEPC.399(83)

# Implications

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|---|---|
| To Ship Owners / Ship Managers | • Compliance Costs: Investment in SCR systems for Tier III compliance in ECAs.<br>• Operational Training: Crew must be trained in SCR operation, urea handling, and emergency procedures.<br>• Maintenance Requirements: Regular catalyst inspections and urea quality checks.<br>• Documentation & Reporting: Record-keeping for NOx reduction performance and IMO audits. |
| To Flags & RO | • Certification & Surveys: Flag states must verify SCR compliance during initial and annual surveys.<br>• Amendments to Class Rules: Recognised Organisations must align class notations with 2025 guidelines.<br>• Port State Control (PSC): Enhanced scrutiny on NOx compliance in ECAs. |
| To Shipbuilders / Manufacturers | • Design Adjustments: Engine rooms must accommodate SCR reactors and urea storage tanks.<br>• Type Approval: SCR systems must undergo IMO-approved testing (NOx Technical Code).<br>• Supply Chain Coordination: Ensure urea (AUS40) availability and proper dosing systems.<br>• Collaboration with Class: Early engagement with classification societies for design approval. |

## Convention / Regulation

2025 Guidelines on Selective Catalytic Reduction (SCR) Systems

## Application

All vessels with SCR systems installed on board

## Entry into Force / Applicable From

01 November 2025

## Reference

MARPOL Annex VI, MEPC.399(83)

# Summary

The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances. The 2026 Amendments to the International Maritime Dangerous Goods (IMDG) Code (Amendment 42-24), adopted via IMO Resolution MSC.556(108), introduce updated regulations for the safe transport of dangerous goods by sea. In addition to the regular updates to classification, segregation, packing and markings of dangerous goods, Amendment 42-24 includes:

- Segregation requirements for alcoholates.
- Amendments to SG 53 and SG 48 regarding liquid organic substances.
- Amendments to UN 1362 PG II and UN 1362 to clarify the differences between carbon-related substances particularly with regard to charcoal.
- A new special provision and handling code for medical waste.
- New definitions (e.g., "Recycled plastics material," "Degree of filling," "Metal powders").
- Revised classification rules for articles containing dangerous goods (N.O.S.).
- New entries for hazardous substances (e.g., DIBENZOYL PEROXIDE, Sodium ion batteries).
- Stricter packaging, marking, and documentation requirements for dangerous goods.
- Enhanced safety measures for organic peroxides and explosives.
- Exemptions for pharmaceutical products (e.g., vaccines) containing GMOs.
- Amendments have also been made to the footnotes in the IMDG Code. Several footnotes in the IMDG Code were found to use mandatory language. These have now been included in the main body of the Code.

The amendments are pertaining to operational requirements and are to be complied with when carrying dangerous goods.

## Convention / Regulation

2026 amendments to the IMDG Code, (Amendment 42-24 to IMDG Code)

## Application

All ships (including cargo ships <500 GT) carrying packaged dangerous goods

## Entry into Force / Applicable From

01 January 2026, Administrations may apply It on a voluntary basis as from 01 January 2025.

## Reference

IMDG Code, MSC.556(108), MSC.1/Circ.1588/Rev.3

# Implications

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|---|---|
| To Ship Owners / Ship Managers | • Training: Crew must be retrained on new IMDG Code requirements.<br>• Documentation: Updated dangerous goods declarations and shipping documents will be needed.<br>• Inspections: Ships may face stricter Port State Control (PSC) checks for compliance.<br>• Operational Adjustments: Revised stowage plans may be required for certain chemicals and batteries.<br>• Risk Management: Enhanced safety protocols for handling explosives and peroxides. |
| To Flags & RO | • Certification: Flag States must ensure ships comply with the amended IMDG Code.<br>• Surveys: will verify dangerous goods compliance during audits.<br>• Enforcement: Port State Control may detain non-compliant vessels.<br>• Guidance: Flag Administrations should issue circulars clarifying new requirements. |
| To Shipbuilders / Manufacturers | • Design Changes: Cargo holds may need modifications for new segregation rules.<br>• Labeling: Updated hazard symbols and placards must be used.<br>• Testing: Packaging and container manufacturers must meet revised safety standards.<br>• Supply Chain: Suppliers must provide updated Material Safety Data Sheets (MSDS) for new entries. |

## Convention / Regulation

2026 amendments to the IMDG Code, (Amendment 42-24 to IMDG Code)

## Application

All ships (including cargo ships <500 GT) carrying packaged dangerous goods

## Entry into Force / Applicable From

01 January 2026, Administrations may apply It on a voluntary basis as from 01 January 2025.

## Reference

IMDG Code, MSC.556(108), MSC.1/Circ.1588/Rev.3

## Summary

The 2026 Amendments to the International Convention on Standards of Training, Certification, and Watchkeeping for Fishing Vessel Personnel (STCW-F) and the STCW-F Code (adopted via MSC.561(108) and MSC.562(108)) introduce updated training and competency requirements for crews on seagoing fishing vessels. Key changes include:

- Mandatory simulator training for navigation officers to enhance safety.
- Stricter medical fitness standards for fishing vessel personnel.
- Clarification on competency equivalency between STCW (1978) and STCW-F certifications.
- Expanded seagoing service options for navigational officer candidates.
- New safety and emergency response training to address workplace harassment, bullying, and sexual assault prevention.

These amendments aim to improve safety, working conditions, and environmental protection in the fishing industry.

## Implications

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| To Ship Owners / Ship Managers | Ship owners and managers must ensure all fishing vessel crew members hold updated STCW-F certifications as per the new requirements. They will need to arrange additional training, particularly on anti-harassment policies and simulator-based navigation courses. Existing crew may need re-certification if their qualifications do not meet the revised standards. Compliance must be verified before deployment, and records must be maintained for inspections. |
| To Flags & RO | Flag States must update their national regulations to align with the amended STCW-F Convention and Code. They are responsible for issuing new certificates and ensuring training institutes meet IMO standards. Recognized Organizations (ROs) will conduct audits and inspections to verify compliance. Port State Control may detain vessels with non-compliant crew certifications. |
| To Shipbuilders / Manufacturers | While the amendments primarily affect crew training, shipbuilders and manufacturers may need to consider updated safety equipment requirements, such as improved life-saving appliances or navigation simulators for training purposes. Fishing vessel designs may also need modifications to support new safety protocols, such as better crew accommodation to prevent harassment risks. Manufacturers of training simulators may see increased demand due to mandatory navigation training updates. |

### Convention / Regulation

Amendments to STCW-F Convention and STCW-F Code

### Application

All seagoing fishing vessels flying the flag of a country that has ratified the STCW-F Convention

### Entry into Force / Applicable From

01 January 2026

### Reference

STCW-F Convention and STCW-F Code
MSC.561(108),
MSC.562(108)

## Summary

The 2026 amendments to the Standards of Training, Certification and Watchkeeping (STCW) Code adopted through MSC.560(108) introduce significant updates to maritime training and competency standards. Key changes include:

- Mandatory training on prevention of workplace violence/harassment, including sexual harassment, bullying and assault (new Table A-VI/1-4)
- Updated medical fitness requirements with stricter standards
- Enhanced emergency preparedness training, particularly for passenger ship crews
- Revised competency requirements for ECDIS and modern navigation equipment
- New training guidelines for alternative fuel technologies (LNG, hydrogen, etc.)

These changes aim to improve safety culture, address modern challenges in crew welfare, and keep pace with technological advancements in shipping.

## Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners and managers must ensure all crew complete the new violence prevention training and meet updated medical standards. They will need to update training programs, particularly for passenger ship crews and officers using modern navigation systems. Existing crew may require refresher courses, and all new hires after 2026 must meet the revised standards. Training records must be meticulously maintained for compliance verification during inspections. |
| To Flags & RO | Flag States must incorporate these amendments into national regulations and update their certification processes. They need to approve new training courses and ensure training institutions meet the revised standards. Compliance verification will be required during flag state inspections, and certificates issued must reflect the new requirements. Port State Control may detain vessels with non-compliant crew certifications. |
| To Shipbuilders / Manufacturers | Shipbuilders may need to modify crew training facilities on newbuilds to accommodate the updated training requirements. Manufacturers of simulation equipment should update their products to reflect the new competency standards, particularly for navigation and emergency preparedness training. Companies producing medical examination equipment may see increased demand due to stricter fitness standards. Manufacturers of safety equipment should consider how their products integrate with the new training protocols. |

### Convention / Regulation

Amendments to STCW Code

### Application

Applies to all seafarers serving on ships subject to STCW Convention

### Entry into Force / Applicable From

01 January 2026

### Reference

STCW Code. MSC.560(108), MSC.1/Circ.1664

## Summary

The 2026 amendments to the Standards of Training, Certification and Watchkeeping (STCW) Code adopted through MSC.560(108) introduce significant updates to maritime training and competency standards. Key changes include:

- Mandatory training on prevention of workplace violence/harassment, including sexual harassment, bullying and assault (new Table A-VI/1-4)
- Updated medical fitness requirements with stricter standards
- Enhanced emergency preparedness training, particularly for passenger ship crews
- Revised competency requirements for ECDIS and modern navigation equipment
- New training guidelines for alternative fuel technologies (LNG, hydrogen, etc.)

These changes aim to improve safety culture, address modern challenges in crew welfare, and keep pace with technological advancements in shipping.

## Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners and managers must ensure all crew complete the new violence prevention training and meet updated medical standards. They will need to update training programs, particularly for passenger ship crews and officers using modern navigation systems. Existing crew may require refresher courses, and all new hires after 2026 must meet the revised standards. Training records must be meticulously maintained for compliance verification during inspections. |
| To Flags & RO | Flag States must incorporate these amendments into national regulations and update their certification processes. They need to approve new training courses and ensure training institutions meet the revised standards. Compliance verification will be required during flag state inspections, and certificates issued must reflect the new requirements. Port State Control may detain vessels with non-compliant crew certifications. |
| To Shipbuilders / Manufacturers | Shipbuilders may need to modify crew training facilities on newbuilds to accommodate the updated training requirements. Manufacturers of simulation equipment should update their products to reflect the new competency standards, particularly for navigation and emergency preparedness training. Companies producing medical examination equipment may see increased demand due to stricter fitness standards. Manufacturers of safety equipment should consider how their products integrate with the new training protocols. |

### Convention / Regulation

Amendments to STCW Code

### Application

Applies to all seafarers serving on ships subject to STCW Convention

### Entry into Force / Applicable From

01 January 2026

### Reference

STCW Code. MSC.560(108), MSC.1/Circ.1664

## Summary

The 2026 amendments represent a significant advancement in maritime environmental protection by comprehensively prohibiting Perfluorooctane Sulfonic Acid (PFOS) in firefighting applications. These regulatory changes implement critical safety and environmental measures:

- Complete phase-out and total prohibition of PFOS-based firefighting foams in both fixed and portable systems
- System mandatory replacement of existing PFOS-based systems requiring shipowners to transition to approved alternatives
- Enhanced standards for new fire suppression agents for environmentally acceptable alternatives
- Revised testing protocols to verify compliance with updated firefighting equipment and safety requirements
- Updated testing standards for Special disposal protocols for removed PFOS substances

These provisions align with the IMO's commitment to eliminating persistent organic pollutants while maintaining vessel safety standards, implementing obligations under the Stockholm Convention on Persistent Organic Pollutants through binding maritime regulations and these changes align with global environmental protection efforts.

## Implications

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|---|---|
| To Ship Owners / Ship Managers | Ship owners must inventory all firefighting systems and identify any containing PFOS. They need to budget for and schedule replacement of prohibited systems with approved alternatives before the compliance deadline. Crew training must be updated for new firefighting procedures using alternative agents. Proper disposal of removed PFOS substances at approved facilities is required, with documentation maintained |
| To Flags & RO | Flag States must update their national regulations to enforce the PFOS prohibition and approve alternative firefighting systems. They need to establish verification procedures during surveys and issue relevant circulars to industry. Compliance checks will be required during annual safety equipment surveys, with non-compliant vessels potentially facing detention. Flag States should provide guidance on proper disposal methods for PFOS and maintain records of replacements. |
| To Shipbuilders / Manufacturers | Firefighting equipment manufacturers must phase out PFOS-containing products and develop compliant alternatives that meet updated performance standards. Shipbuilders need to specify approved firefighting systems for new constructions and may need to modify system designs to accommodate alternative agents. Chemical manufacturers should focus on developing effective, environmentally acceptable replacements that meet IMO requirements. All parties must ensure proper documentation and certification of PFOS-free systems. |

### Convention / Regulation

Amendments to SOLAS chapter II-2 on the prohibition of Perfluorooctane Sulfonic Acid (PFOS)

### Application

Existing systems in all Cargo Ships, Passenger Ships, and High-Speed Crafts must comply by first survey after 2026 and mandatory for new installations from 01 January 2026 onwards

### Entry into Force / Applicable From

01 January 2026

### Reference

SOLAS II-1, 1994/2000 HSC Code, MSC.532(107), MSC.536(107), MSC.537(107), MSC.1/Circ.1318

# Summary

The 2026 amendments to SOLAS Chapter II-1 introduce enhanced safety protocols for maritime lifting operations through comprehensive revisions to equipment standards and operational requirements. These regulatory improvements address critical safety gaps in current maritime lifting practices:

- Mandatory design certification for all lifting appliances with SWL ≥1000kg by classification societies
- Revised testing protocols incorporating dynamic load testing for anchor handling winches
- Enhanced documentation requirements including permanent marking of SWL and maintenance records
- New inspection criteria for both initial installation and periodic examinations
- Standardized safety factors for structural components of lifting equipment

These provisions establish a unified international framework for lifting operations safety while accounting for modern operational demands and technological advancements in maritime equipment.

The regulations cover cargo ships and passenger vessels with lifting appliances or anchor handling winches having a safe working load of 1000kg or more. Special application timelines are established for different vessel types, with passenger ships required to comply by their first renewal survey after 2026, and cargo ships within a defined transitional period.

## Convention / Regulation

Amendments to SOLAS Chapter II-1 on safety requirements for Lifting Appliances and Anchor Handling Winches

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS II-1, Resolution MSC.532(107), MSC.1/Circ.1662, MSC.1/Circ.1663

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners must conduct comprehensive audits of all onboard lifting equipment to verify compliance with the new standards. Existing vessels will need to implement upgraded inspection and maintenance procedures for lifting appliances, including more detailed record-keeping requirements. Operational manuals must be revised to incorporate the updated safety protocols, and crew training programs should be enhanced to address the new equipment standards. Budgetary provisions must be made for potential equipment upgrades or replacements to meet the revised certification requirements. |
| To Flags & RO | Flag administrations are required to update their national legislation to reflect these SOLAS amendments and ensure consistent enforcement across their fleets. Survey and certification procedures must be revised to incorporate the new equipment inspection requirements, with particular attention to dynamic load testing protocols. Port state control officers will need specific training on the updated standards to properly verify compliance during inspections. Flag states should develop technical guidance to assist shipowners with the transition to the new requirements. |
| To Shipbuilders / Manufacturers | Equipment manufacturers must redesign their products to meet the enhanced certification requirements and revised safety factors. Production processes will need to incorporate additional quality control measures to ensure compliance with the new dynamic testing protocols. Shipbuilders must update their specification documents to include the mandatory classification society certification for lifting equipment. Manufacturers should also develop new maintenance documentation packages that satisfy the enhanced record-keeping requirements, including digital solutions for equipment history tracking. |

## Convention / Regulation

Amendments to SOLAS Chapter II-1 on safety requirements for Lifting Appliances and Anchor Handling Winches

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS II-1, Resolution MSC.532(107), MSC.1/Circ.1662, MSC.1/Circ.1663

# Summary

The 2026 amendments to the IGF Code represent a significant evolution in the regulatory framework for alternative fuel vessels, incorporating operational experience and technological advancements. These updates establish more robust safety standards for the growing fleet of gas-fueled ships:

- Enhanced bunkering requirements introducing stricter compatibility checks between vessel systems and shore facilities
- Revised pressure relief system specifications for LNG fuel tanks with improved capacity calculations
- New ventilation standards for gas supply piping during emergency shutdown scenarios
- Updated material specifications permitting high manganese austenitic steel for fuel tanks
- Clarified fuel preparation room classification as Category A machinery spaces

These comprehensive revisions address critical safety aspects while supporting the maritime industry's transition to cleaner fuel alternatives.

The updated IGF Code provisions will apply to all new ships constructed on or after 01 January 2026 that utilize low-flashpoint fuels. Existing vessels undergoing conversion to gas fuel systems must comply with relevant sections during modification work. Specific implementation timelines vary by requirement, with some provisions allowing for early adoption with flag administration approval. The amendments cover all vessel types using gases or other low-flashpoint fuels as defined in the Code.

## Convention / Regulation

Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code)

## Application

All vessels using gases or other low-flashpoint fuels

## Entry into Force / Applicable From

01 January 2026

## Reference

IGF Code, MSC.524(106), MSC.566(109), MSC.1/Circ.1599/Rev.3,

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners operating or planning to operate gas-fueled vessels must thoroughly review the updated IGF Code requirements and assess their fleet's compliance status. Existing vessel operators need to evaluate potential modifications required for pressure relief systems and fuel preparation room classifications. Crew training programs must be updated to address the new bunkering procedures and emergency ventilation requirements. Documentation systems should be revised to incorporate the enhanced record-keeping demands for fuel system maintenance and operations. |
| To Flags & RO | Maritime administrations must incorporate the amended IGF Code provisions into their national regulatory frameworks and ensure consistent implementation across their fleets. Survey guidelines require updating to reflect the new technical standards, particularly for bunkering operations and pressure relief system validations. Flag states should develop specific guidance documents to assist industry stakeholders in interpreting and applying the revised requirements. Certification processes must be adapted to accommodate the new material specifications and system design criteria. |
| To Shipbuilders / Manufacturers | Shipbuilders specializing in gas-fueled vessels must integrate the updated design requirements into their construction specifications, particularly for fuel tank arrangements and ventilation systems. Equipment manufacturers need to review their product lines to ensure compliance with the revised pressure relief and ventilation standards. Material suppliers should prepare for increased demand for approved high manganese austenitic steel in fuel tank construction. All stakeholders must update their technical documentation and certification processes to align with the new IGF Code provisions. |

## Convention / Regulation

Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code)

## Application

All vessels using gases or other low-flashpoint fuels

## Entry into Force / Applicable From

01 January 2026

## Reference

IGF Code, MSC.524(106), MSC.566(109), MSC.1/Circ.1599/Rev.3,

# Summary

Maritime safety regulations undergo significant enhancements with the latest revisions to SOLAS Chapter II-2 and the FSS Code, specifically targeting fire risks in Ro-Ro spaces. These comprehensive updates reflect the industry's commitment to addressing evolving safety challenges through:

- Advanced detection systems incorporating individually addressable smoke/heat detectors and linear heat detection technology
- Engineered water-based protection featuring high-capacity monitor nozzles with defined coverage parameters for weather decks
- Integrated surveillance solutions mandating CCTV coverage with specific image quality and placement requireing mandatory video monitoring systems for continuous surveillance of vehicle decks and Ro-Ro spaces
- Structural fire integrity upgrades particularly for openings adjacent to safety-critical areas and upgraded fire detection requirements featuring individually identifiable smoke/heat detectors and linear heat detection systems
- Operational safety buffers establishing minimum separation between vehicle operations and sensitive spaces
- Enhanced water-based firefighting systems with specific performance standards for monitor nozzles on weather decks
- Revised structural fire protection extending to openings near survival craft and accommodation areas
- Standardized safety distances between vehicle lanes and critical spaces

The regulatory framework now provides a more systematic approach to fire risk management in these high-risk areas, balancing prevention, detection, and suppression capabilities. These provisions significantly elevate the level of fire protection while addressing operational challenges specific to Ro-Ro vessel configurations.

## Convention / Regulation

Amendments to SOLAS chapter II-2 and FSS Code on Fire Safety of Ro-Ro spaces

## Application

All Ro-Ro Passenger Ships and Cargo Ships and with Ro-Ro Spaces

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS II-2, FSS Code.
MSC.550(108),
MSC.555(108),
MSC.1/Circ.1615

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners operating Ro-Ro vessels must conduct thorough assessments of their existing fire protection systems against the new requirements. Immediate attention should be given to planning and budgeting for necessary upgrades, particularly for video monitoring and enhanced fire detection systems. Operational procedures must be revised to incorporate the new monitoring and firefighting protocols, with corresponding crew training programs developed. Maintenance schedules should be updated to account for the additional inspection and testing requirements of the upgraded systems. |
| To Flags & RO | Maritime administrations must incorporate these amendments into their national regulations and develop clear implementation guidelines. Survey procedures require updating to properly verify compliance with the new detection, monitoring, and firefighting system requirements. Technical departments should prepare to review and approve retrofit plans for existing vessels, ensuring consistent application of the standards. Port state control regimes will need to incorporate verification of these new requirements during inspections. |
| To Shipbuilders / Manufacturers | Naval architects must reconsider traditional Ro-Ro space configurations to accommodate the new safety infrastructure requirements while maintaining operational efficiency. Fire protection system manufacturers are challenged to develop next-generation detection solutions that meet the stringent identification and reliability standards. Marine CCTV providers must engineer surveillance systems capable of withstanding the harsh Ro-Ro environment while delivering the specified image quality. Water monitor producers need to innovate nozzle designs that achieve the precise flow characteristics and coverage patterns mandated by the revised FSS Code provisions. |

## Convention / Regulation

Amendments to SOLAS chapter II-2 and FSS Code on Fire Safety of Ro-Ro spaces

## Application

All Ro-Ro Passenger Ships and Cargo Ships and with Ro-Ro Spaces

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS II-2, FSS Code.
MSC.550(108),
MSC.555(108),
MSC.1/Circ.1615

# Summary

The maritime industry's evolving safety standards for gas carriers are reinforced through these significant revisions to the IGC Code, which incorporate technological advancements and operational best practices. These regulatory enhancements introduce several critical improvements to gas carrier safety:

- Material specification updates now permitting high manganese austenitic steel for cargo tanks and secondary barriers
- Revised pressure relief system requirements with enhanced capacity calculations for emergency scenarios
- Advanced cargo monitoring systems incorporating real-time temperature and pressure tracking
- Updated fire protection standards for cargo deck areas and compressor rooms
- Enhanced emergency shutdown procedures with improved fail-safe mechanisms

These comprehensive updates reflect the industry's commitment to maintaining the highest safety standards while accommodating new technologies in gas carrier design and operation.

The revised IGC Code provisions will apply to all new gas carriers constructed on or after 01 July 2026, with specific requirements for existing vessels during major conversions or renewals. The amendments cover all aspects of gas carrier operations including cargo containment systems, safety equipment, and operational procedures. Certain provisions may be applied voluntarily to existing fleets during scheduled drydock periods, subject to flag administration approval.

## Convention / Regulation

Amendments to IGC Code

## Application

All Gas carriers

## Entry into Force / Applicable From

01 January 2026

## Reference

IGC Code, MSC.523(106)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Gas carrier operators must conduct comprehensive reviews of their existing fleet specifications against the new code requirements, particularly focusing on material certifications and pressure relief systems. Operational manuals and procedures need updating to reflect the enhanced monitoring and emergency shutdown protocols. Crew training programs should be revised to incorporate the new safety standards and equipment operation procedures. Maintenance schedules must be adjusted to accommodate the additional inspection and testing requirements for upgraded systems. |
| To Flags & RO | Flag administrations are required to incorporate these amendments into their national regulatory frameworks and develop clear implementation guidelines. Survey procedures must be updated to properly verify compliance with the new material specifications and system requirements. Technical departments should prepare to review and approve conversion plans for existing vessels, ensuring consistent application of the standards across all gas carriers under their jurisdiction. |
| To Shipbuilders / Manufacturers | Shipyards specializing in gas carrier construction must integrate the updated design requirements into their technical specifications, with particular attention to material selection and pressure system design. Equipment manufacturers need to review their product lines to ensure compliance with the revised monitoring and safety system standards. Material suppliers should prepare for the expanded use of approved high manganese austenitic steel in tank construction. All stakeholders must update their certification documentation and quality control processes to align with the enhanced IGC Code provisions. |

## Convention / Regulation

Amendments to IGC Code

## Application

All Gas carriers

## Entry into Force / Applicable From

01 January 2026

## Reference

IGC Code, MSC.523(106)

# Summary

The latest revisions to SOLAS Chapter II-2 introduce stringent safety measures governing fuel oil usage aboard vessels, addressing critical risks associated with fuel quality and handling. These regulatory enhancements establish a robust framework for fuel oil management:

- Expanded fuel oil parameters beyond flashpoint, ensuring stability, compatibility, and safety
- Mandatory documentation requiring bunker delivery notes (BDNs) to confirm compliance with safety specifications
- Enhanced fuel sampling procedures for improved verification of fuel quality
- Stricter reporting obligations for non-compliant fuel oil suppliers
- Updated fire safety measures for fuel storage and handling systems

These amendments reinforce maritime safety by mitigating risks linked to substandard fuel oils while promoting transparency in fuel supply chains.

The new requirements apply to all ships subject to SOLAS, regardless of construction date, with immediate effect from 01 January 2026. The regulations cover fuel oil procurement, storage, and usage, with specific provisions for verifying compliance through BDNs and fuel sampling. Existing vessels must align with the updated standards by their next scheduled survey, while newbuilds must incorporate the requirements from the design phase.

## Convention / Regulation

Amendments to SOLAS Chapter II-2 for Safety Measures on Use of Fuel Oil

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS II-2, MSC.520(106), MEPC.1/Circ.875/Rev.2, MSC.1/Circ.1646

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners and managers must implement stricter fuel procurement policies, ensuring suppliers provide compliant fuel oils with complete documentation. Operational procedures must be updated to include enhanced fuel sampling and testing protocols, particularly for stability and compatibility checks. Crew training programs should incorporate the new safety measures, emphasizing proper fuel handling and emergency response for non-compliant fuels. Maintenance routines must be adjusted to verify fuel system integrity in line with the revised fire safety standards. |
| To Flags & RO | Regulatory authorities must integrate these amendments into national legislation, issuing clear technical guidance for industry compliance. Survey and inspection regimes require updating to include verification of fuel oil documentation and sampling procedures. Enforcement mechanisms should be strengthened to address non-compliant fuel suppliers, including potential blacklisting. Port state control officers must be trained to assess adherence to the new fuel safety requirements during inspections. |
| To Shipbuilders / Manufacturers | Shipbuilders must ensure new vessel designs incorporate fuel oil systems that meet the enhanced safety standards, including improved fire protection and sampling access points. Fuel system manufacturers need to verify their equipment complies with the updated specifications, particularly for storage and handling safety. Bunker suppliers and testing laboratories must adapt their processes to meet the stricter documentation and sampling requirements. All stakeholders must maintain thorough certification records to demonstrate compliance with the revised SOLAS provisions. |

## Convention / Regulation

Amendments to SOLAS Chapter II-2 for Safety Measures on Use of Fuel Oil

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS II-2, MSC.520(106), MEPC.1/Circ.875/Rev.2, MSC.1/Circ.1646

# Summary

The maritime industry's coating inspection standards undergo refinement through these amendments to Performance Standard for Protective Coatings (PSPC) requirements. These modifications primarily focus on professional qualification nomenclature while maintaining technical rigor:

- Revised inspector designation from "PSPC Qualified Coating Inspector" to "Marine Coating Professional (MCP)"
- Updated certification framework maintaining existing competency requirements under new nomenclature
- Standardized qualification records with new certificate formats reflecting the updated titles
- Clarified transitional provisions for currently certified inspectors
- Harmonized documentation requirements across all PSPC-related materials

The changes aim to modernize professional designations while preserving the stringent technical standards established in the original PSPC framework.

The updated naming convention takes effect on 01 July 2026, applying to all new construction projects subject to PSPC requirements. Existing qualified inspectors may continue using their current certifications until expiration, after which they must obtain the new Marine Coating Professional designation. The amendments affect all tankers and bulk carriers of 500 gross tonnage and above, as well as other vessels subject to PSPC standards.

## Convention / Regulation

Amendments to Resolution MSC.215(82) in accordance with change of name of PSPC Qualified Coating Inspectors

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

MSC.557(108), MSC.215(82), IMO MSC.1/Circ.1331

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Vessel operators must ensure all coating inspection documentation reflects the updated professional designations for contracts signed after the implementation date. Procurement specifications should be revised to reference Marine Coating Professionals rather than the previous inspector title. Quality assurance processes need updating to verify inspectors possess valid MCP certification, particularly for new construction projects. Existing inspection records remain valid but should be cross-referenced with the new certification system during vessel transfers or major surveys. |
| To Flags & RO | National maritime authorities must update their technical guidance documents to reflect the revised inspector designations while maintaining the original PSPC standards. Certification bodies should establish streamlined processes for transitioning existing qualified inspectors to the new Marine Coating Professional designation. Survey verification procedures need adjustment to confirm proper documentation of coating professionals' qualifications under the new system. The amendments require coordination between regulatory bodies and industry stakeholders to ensure consistent implementation across all jurisdictions. |
| To Shipbuilders / Manufacturers | Shipyards must update their quality control documentation and contract specifications to reference the new Marine Coating Professional designation for all applicable new construction projects. Coating manufacturers should review their technical documentation and application guidelines to align with the updated terminology. Training providers need to modify their certification programs to issue the new MCP qualifications while maintaining the existing competency requirements. All parties involved in coating application and inspection must ensure their personnel certifications reflect the current regulatory nomenclature. |

## Convention / Regulation

Amendments to Resolution MSC.215(82) in accordance with change of name of PSPC Qualified Coating Inspectors

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

MSC.557(108), MSC.215(82), IMO MSC.1/Circ.1331

# Summary

The 2026 revisions to the LSA Code introduce critical safety enhancements for life-saving equipment aboard vessels, reflecting technological advancements and operational experience. These regulatory improvements establish more robust standards for lifesaving appliances:

- Enhanced lifejacket performance requirements ensuring reliable face-up positioning for unconscious persons
- Revised lowering speed limits for survival craft on high-freeboard vessels (max 1.3 m/s)
- Upgraded ventilation standards for totally enclosed lifeboats (minimum 5m³/h per person)
- Modified hook release mechanisms preventing accidental operation during recovery
- New testing protocols for life-saving equipment under extreme weather conditions

These comprehensive updates aim to significantly improve survival chances in maritime emergencies while addressing identified equipment performance issues.

The new requirements will apply to all life-saving equipment installed on ships constructed on or after 01 January 2026. Existing vessels must comply with specific provisions (lifejacket standards and lifeboat ventilation) by their first scheduled drydock after 2026. The amendments cover all SOLAS vessels, with particular emphasis on passenger ships and high-freeboard cargo vessels.

## Convention / Regulation

Amendments to the International Life-Saving Appliance (LSA) Code – Regulatory Update

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

LSA Code, MSC.554(108)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Vessel operators must conduct thorough audits of their existing life-saving equipment against the new standards, particularly focusing on lifejacket inventories and lifeboat systems. Budgetary planning should account for potential upgrades to lifeboat release mechanisms and ventilation systems where required. Crew training programs need updating to address the modified operating procedures for new life-saving equipment. Maintenance routines must be enhanced to incorporate the additional testing requirements for lifejackets and lifeboat systems. |
| To Flags & RO | Regulatory bodies must incorporate these amendments into national legislation while developing clear implementation guidelines. Certification processes require updating to verify compliance with the enhanced life-saving equipment standards. Survey protocols should be revised to include specific checks for the new lifejacket performance criteria and lifeboat ventilation requirements. Technical departments need to establish consistent interpretation of the new standards across all vessel types and sizes. |
| To Shipbuilders / Manufacturers | Life-saving equipment manufacturers must redesign their products to meet the updated performance standards, particularly for lifejacket buoyancy and lifeboat ventilation systems. Production facilities need to implement new quality control measures to ensure compliance with the stricter testing protocols. Component suppliers should verify their materials meet the enhanced durability requirements for extreme conditions. All stakeholders must update their certification documentation and technical specifications to reflect the revised LSA Code provisions. |

## Convention / Regulation

Amendments to the International Life-Saving Appliance (LSA) Code – Regulatory Update

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

LSA Code, MSC.554(108)

# Summary

The 2026 Amendments to the Enhance Survey Programme (ESP) Code introduce significant enhancements to the survey regime for tankers and bulk carriers, strengthening structural assessment protocols and inspection methodologies. These regulatory refinements incorporate industry best practices and technological advancements:

- Enhanced thickness measurement requirements introducing more precise assessment criteria for critical structural areas
- Revised close-up survey scope expanding coverage of corrosion-prone zones
- Updated acceptance criteria for structural repairs and renewals
- Standardized reporting formats for survey findings and thickness measurement data
- New digital documentation requirements for improved record-keeping and trend analysis

These comprehensive updates aim to provide a more robust framework for identifying and addressing structural deterioration, thereby enhancing vessel longevity and operational safety.

The amendments apply to oil tankers of 15 years and older, bulk carriers of 10 years and older, and combination carriers of 10 years and older. Existing vessels must comply with the new requirements at their next scheduled renewal survey after the implementation date, while new constructions will be subject to the updated standards from delivery.

## Convention / Regulation

Amendments to 2011 ESP Code

## Application

All SOLAS applicable vessels with ESP

## Entry into Force / Applicable From

01 January 2026

## Reference

2011 ESP Code, MSC.553(108)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Ship owners and managers must prepare for more comprehensive survey procedures that will require additional drydock time and resources. Vessel operators should review their maintenance programs to align with the enhanced close-up survey requirements and thickness measurement protocols. Documentation systems need upgrading to accommodate the new digital reporting standards and more detailed structural assessment records. Budgetary planning must account for potential increases in survey costs and potential structural repairs identified through the more rigorous inspection regime. |
| To Flags & RO | Regulatory authorities must update their survey guidelines and technical instructions to reflect the amended ESP requirements. Verification procedures need strengthening to ensure proper implementation of the enhanced thickness measurement and close-up survey protocols. Surveyor training programs should be revised to incorporate the new assessment criteria and reporting standards. The amendments require coordination between various maritime authorities to maintain consistent application across different jurisdictions and vessel types. |
| To Shipbuilders / Manufacturers | Shipyards must adapt their construction specifications to meet the more stringent structural assessment criteria for newbuilds. Equipment manufacturers should review their thickness measurement technologies to ensure compliance with the enhanced precision requirements. Software developers need to update their structural assessment tools to accommodate the new reporting formats and data analysis requirements. Material suppliers may need to provide additional certification documentation to support the more rigorous survey regime. All stakeholders in the shipbuilding process must familiarize themselves with the updated ESP standards to ensure compliance from the design phase onwards. |

## Convention / Regulation

Amendments to 2011 ESP Code

## Application

All SOLAS applicable vessels with ESP

## Entry into Force / Applicable From

01 January 2026

## Reference

2011 ESP Code, MSC.553(108)

# Summary

The maritime industry's standards for grain cargo safety undergo significant refinement through these revisions to the Grain Code, addressing modern operational challenges while maintaining rigorous safety protocols. These regulatory improvements introduce several critical modifications to grain cargo management:

- Revised loading condition calculations providing more precise stability assessments for partially filled compartments
- Updated heeling moment criteria incorporating dynamic factors for improved safety margins
- Enhanced documentation requirements for grain cargo characteristics and loading plans
- Standardized trimming procedures for different grain types and compartment configurations
- New verification methods for cargo securing arrangements

These provisions establish a more scientifically robust framework for grain cargo safety while accounting for contemporary vessel designs and operational practices. The amendments apply to both new and existing vessels regardless of size, with specific transitional provisions for ships currently engaged in grain transport. Special considerations are included for vessels operating with existing approved loading manuals, allowing a phased implementation approach.

## Convention / Regulation

Amendments to the International Code for the Safe Carriage of Grain in Bulk (Grain Code)

## Application

All vessels certified for the carriage of Grain

## Entry into Force / Applicable From

01 January 2026

## Reference

Grain Code, MSC.552(108)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Vessel operators must ensure all loading manuals and stability calculations are updated to comply with the revised grain cargo requirements. Operational procedures need reviewing to incorporate the new trimming and securing standards, particularly for partially filled compartments. Crew training programs should be enhanced to cover the updated calculation methods and documentation procedures. Shipping companies may need to invest in updated loading software or calculation tools to properly implement the new stability assessment protocols. |
| To Flags & RO | National regulatory bodies must incorporate these amendments into their grain cargo safety regulations and issue appropriate guidance to industry stakeholders. Approval processes for grain loading manuals require updating to reflect the new calculation methodologies and documentation standards. Surveyor training programs should be revised to include verification of compliance with the amended stability criteria. The implementation requires close coordination between technical departments and industry representatives to ensure consistent application across different vessel types and trade routes. |
| To Shipbuilders / Manufacturers | Ship designers must consider the updated grain cargo requirements when developing new vessel configurations, particularly regarding compartment arrangements and securing points. Loading computer manufacturers need to update their software algorithms to incorporate the revised stability calculation methods. Cargo securing equipment suppliers should review their product specifications to ensure compatibility with the new grain cargo standards. All parties involved in vessel design and equipment provision must verify their solutions meet the enhanced safety requirements of the amended Grain Code. |

## Convention / Regulation

Amendments to the International Code for the Safe Carriage of Grain in Bulk (Grain Code)

## Application

All vessels certified for the carriage of Grain

## Entry into Force / Applicable From

01 January 2026

## Reference

Grain Code, MSC.552(108)

# Summary

Modernization of vessel stability monitoring takes a significant step forward with these regulatory changes to SOLAS Chapter V. The amendments establish mandatory requirements for electronic inclinometers while updating certification documentation:

- Compulsory installation of electronic inclinometers on new bulk carriers ≥ 3,000 GT and container ships
- Data recording integration with Voyage Data Recorders (VDR) for incident investigation
- Revised Safety Equipment Certificate incorporating inclinometer compliance verification
- Standardized performance criteria for inclinometer accuracy and reliability
- Updated survey procedures to verify proper installation and operation

These provisions enhance operational safety by providing real-time stability monitoring while improving post-incident analysis capabilities.

The new requirements take effect on 01 January 2026 for newbuilds meeting the following criteria:

- Bulk carriers and container ships ≥ 3,000 GT
- Keel-laid on or after 01 January 2026
- Vessels undergoing major conversions affecting stability systems
- Existing vessels are exempt unless undergoing modifications that trigger SOLAS renewal surveys

## Convention / Regulation

Amendments to SOLAS chapter V and format of SE Certificate on carriage of electronic inclinometers

## Application

All vessels Container ships and bulk carriers of 3,000 GT and upwards

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS V, MSC.532(107), MSC.533(107), MSC.534(107)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Vessel operators must budget for and schedule installation of approved inclinometer systems on newbuilds meeting the criteria. Operational procedures should be updated to incorporate inclinometer data monitoring during cargo operations. Crew training programs need expansion to cover proper use and interpretation of inclinometer data. Maintenance routines must include regular verification of inclinometer accuracy and VDR integration. |
| To Flags & RO | National authorities must update certification processes to include inclinometer compliance verification in Safety Equipment Certificates. Survey guidelines require revision to incorporate inclinometer installation checks during construction surveys and periodic inspections. Technical departments should issue implementation circulars clarifying application timelines and equipment approval procedures. Port state control regimes must train officers to verify proper inclinometer documentation during inspections. |
| To Shipbuilders / Manufacturers | Naval architects must incorporate inclinometer installation requirements into new vessel designs, ensuring proper placement and VDR integration. Equipment manufacturers need to certify their inclinometer systems meet the updated IMO performance standards. System integrators should develop solutions for seamless data transfer between inclinometers and VDR systems. All stakeholders must ensure proper documentation is provided to demonstrate compliance with the new requirements. |

## Convention / Regulation

Amendments to SOLAS chapter V and format of SE Certificate on carriage of electronic inclinometers

## Application

All vessels Container ships and bulk carriers of 3,000 GT and upwards

## Entry into Force / Applicable From

01 January 2026

## Reference

SOLAS V, MSC.532(107), MSC.533(107), MSC.534(107)

# Summary

Maritime safety standards for life-saving appliances undergo critical enhancements through these revisions to maintenance and inspection protocols. The updated requirements establish more rigorous procedures for ensuring operational reliability of essential safety equipment:

- Expanded ventilation system checks for totally enclosed lifeboats, verifying proper airflow and crew comfort
- Enhanced examination criteria for release mechanisms and hook systems
- Standardized testing protocols for lifeboat engine and propulsion systems
- Revised documentation requirements for service history and repair records
- Updated competency standards for service technicians conducting inspections

These comprehensive measures aim to address identified safety concerns while improving the overall reliability of life-saving systems during emergencies.

The updated requirements will become mandatory on 01 January 2026, applying to all ships subject to SOLAS regulations. The amendments cover all lifeboats, rescue boats, launching appliances, and release gear regardless of installation date. Existing equipment must comply with the new standards by the next scheduled servicing date after implementation.

## Convention / Regulation

Amendments to requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair Of Lifeboats and Rescue Boats, Launching Appliances and Release Gear

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

MSC.402(96), MSC.559(108), MSC.1/Circ.1206/Rev.1, MSC.1/Circ.1578

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Vessel operators must ensure their maintenance contracts with service providers are updated to include the enhanced inspection requirements. Maintenance schedules should be revised to accommodate the additional testing procedures for ventilation systems and release mechanisms. Crew training programs need updating to reflect the new operational checks and verification methods. Documentation systems must be enhanced to properly record the expanded range of inspection criteria and maintenance activities. |
| To Flags & RO | Regulatory authorities must update their technical guidance to reflect the revised maintenance standards and verification procedures. Certification processes for service providers require strengthening to ensure proper implementation of the enhanced examination protocols. Survey guidelines should be revised to include verification of compliance with the updated maintenance requirements during periodic inspections. The implementation requires coordination between various maritime safety bodies to ensure consistent application across different vessel types and flag states. |
| To Shipbuilders / Manufacturers | Life-saving appliance manufacturers must update their maintenance manuals and service instructions to align with the new requirements. Equipment designs may need modification to facilitate the enhanced inspection procedures, particularly for ventilation system checks. Component suppliers should verify their products meet the updated durability and performance standards for more rigorous testing. Training providers must revise their certification programs for service technicians to cover the expanded competency requirements. All stakeholders must ensure their documentation and support systems reflect the current regulatory standards. |

## Convention / Regulation

Amendments to requirements for Maintenance, Thorough Examination, Operational Testing, Overhaul and Repair Of Lifeboats and Rescue Boats, Launching Appliances and Release Gear

## Application

All SOLAS applicable vessels

## Entry into Force / Applicable From

01 January 2026

## Reference

MSC.402(96), MSC.559(108), MSC.1/Circ.1206/Rev.1, MSC.1/Circ.1578

# Summary

Environmental protection in sensitive Arctic regions takes a significant step forward with the formal designation of the Canadian Arctic as a NOx Emission Control Area. This regulatory expansion introduces stringent air quality standards for vessels operating in these ecologically vulnerable waters:

- Geographical boundaries encompassing Canadian Arctic waters north of 60°N latitude
- Tier III NOx standards for marine diesel engines >130kW installed on vessels constructed after 2025
- Fuel sulfur limits not exceeding 0.10% m/m effective March 2027
- Monitoring and reporting requirements for vessel operations within the ECA
- Special provisions for vessels operating under ice conditions

These measures aim to significantly reduce nitrogen oxide emissions while protecting the fragile Arctic ecosystem from marine pollution.

The NOx ECA designation takes effect on 01 March 2026, with phased implementation:

- NOx standards: Applies to vessels constructed after 01 January 2025 operating in the ECA
- Fuel standards: 0.10% sulfur limit effective 01 March 2027 for all vessels
- Coverage: All ships ≥400 GT operating in designated Canadian Arctic waters
- Exemptions: Limited provisions for vessels in distress or under force majeure

## Convention / Regulation

Designation of Canadian Arctic as NOx Emission Control Area (ECA)

## Application

All vessels entering/ operating in Canadian Arctic NOx Emission Control Areas

## Entry into Force / Applicable From

01 March 2026

## Reference

MARPOL Annex VI, NOx Technical Code 2008, MEPC.392(82), MEPC.1/Circ.878

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Shipping companies operating in Canadian Arctic waters must evaluate their fleet's compliance with Tier III NOx standards and low-sulfur fuel requirements. Vessel operators need to plan for potential engine upgrades or exhaust gas cleaning system installations for affected vessels. Voyage planning procedures should incorporate ECA boundary awareness and fuel changeover protocols. Crew training programs must be updated to cover the new operational requirements and reporting procedures specific to the Canadian Arctic ECA. |
| To Flags & RO | National authorities must incorporate the ECA designation into their environmental regulations and issue implementation guidance to industry. Certification processes require updating to verify NOx Tier III compliance for vessels constructed after 2025. Monitoring programs should be established to track compliance with both NOx and sulfur requirements in the designated area. Port state control regimes must develop specific inspection protocols for vessels operating in the Canadian Arctic ECA. |
| To Shipbuilders / Manufacturers | Engine manufacturers must ensure their products meet Tier III NOx standards for vessels destined for Arctic operations. Emission control system providers should develop solutions tailored to cold climate operations. Fuel system designers need to accommodate the requirements for low-sulfur fuel operation. All equipment suppliers must verify their products meet the enhanced environmental standards for ECA compliance. |

## Convention / Regulation

Designation of Canadian Arctic as NOx Emission Control Area (ECA)

## Application

All vessels entering/ operating in Canadian Arctic NOx Emission Control Areas

## Entry into Force / Applicable From

01 March 2026

## Reference

MARPOL Annex VI, NOx Technical Code 2008, MEPC.392(82), MEPC.1/Circ.878

# Summary

The maritime industry faces expanded environmental obligations with the formal establishment of the Norwegian Sea as a NOx Emission Control Area, representing a strategic enhancement to regional air quality protections. This regulatory development introduces comprehensive emission controls for vessels transiting these ecologically significant waters:

- Precise geographical delineation matching MARPOL Annex II Regulation 13.9.4 boundaries
- Stringent Tier III NOx standards for marine engines >130kW on vessels contracted after March 2026
- Ultra-low sulfur fuel mandate (≤0.10% m/m) effective March 2027
- Enhanced monitoring protocols for vessels operating within ECA boundaries
- Special compliance timelines accounting for newbuild delivery schedules

These measures demonstrate the maritime community's commitment to balancing commercial navigation with environmental stewardship in sensitive marine ecosystems.

The Norwegian Sea ECA provisions take effect in phases:

- NOx controls: Apply to vessels with building contracts after 01 March 2026, keel-laying after 01 September 2026, or delivery after 01 March 2030
- Fuel standards: 0.10% sulfur cap commences 01 March 2027 for all vessels
- Geographic scope: Covers Norwegian Sea waters as defined in MARPOL Annex II
- Vessel coverage: All ships ≥400GT operating in designated area

## Convention / Regulation

Designation of Norwegian Sea as NOx Emission Control Area (ECA)

## Application

All vessels entering/operating in Norwegian Sea NOx Emission Control Areas

## Entry into Force / Applicable From

01 March 2026

## Reference

MARPOL Annex VI, MEPC.392(82)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Shipping companies operating in Northern European waters must conduct fleet-wide assessments to determine NOx compliance timelines for each vessel. Operational planning systems require updating to incorporate ECA boundary awareness and fuel management protocols. Engineering teams should evaluate the cost-benefit analysis of engine upgrades versus operational restrictions for non-compliant vessels. Crew training programs need expansion to cover the specific monitoring and reporting requirements for Norwegian Sea ECA operations. |
| To Flags & RO | National regulatory bodies must formally adopt the ECA provisions into their environmental legislation and issue technical implementation circulars. Certification processes require modification to verify Tier III compliance for applicable newbuilds, including proper documentation of engine certification dates. Port state control regimes should develop targeted inspection protocols for vessels trading in the Norwegian Sea, with particular attention to fuel changeover documentation and NOx technical files. |
| To Shipbuilders / Manufacturers | Marine engine manufacturers must ensure production capacity meets anticipated demand for Tier III compliant propulsion systems. Exhaust gas treatment system providers should develop solutions optimized for North Sea operating conditions. Fuel system designers need to address the technical challenges of cold-weather operation with ultra-low sulfur fuels. Classification societies must prepare to verify and certify the new generation of emission-compliant vessel designs entering the market. All stakeholders should anticipate increased documentation requirements for equipment destined for ECA-operation vessels. |

## Convention / Regulation

Designation of Norwegian Sea as NOx Emission Control Area (ECA)

## Application

All vessels entering/operating in Norwegian Sea NOx Emission Control Areas

## Entry into Force / Applicable From

01 March 2026

## Reference

MARPOL Annex VI, MEPC.392(82)

# Summary

The maritime gas carrier sector reaches a new milestone with these comprehensive revisions to the IGC Code, enhancing safety standards while accommodating technological advancements in liquefied gas transportation. These regulatory refinements introduce several critical improvements to gas carrier operations:

- Alternative fuel utilization permitting approved toxic cargoes as fuel with flag state authorization
- Enhanced pressure relief systems with revised capacity calculations for emergency scenarios
- Updated bunkering interface standards improving ship-shore compatibility
- Advanced cargo monitoring requirements incorporating real-time tracking systems
- Revised fire protection measures for compressor rooms and cargo deck areas

These provisions maintain the IGC Code's position as the gold standard for gas carrier safety while supporting innovation in vessel design and operation.

The updated provisions will become mandatory for all gas carriers on 01 July 2026, with specific application criteria:

- New constructions contracted after implementation date
- Existing vessels during major conversions or renewal surveys
- Retroactive application for certain safety systems
- Voluntary early adoption permitted with flag administration approval

## Convention / Regulation

Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)

## Application

All Gas carriers

## Entry into Force / Applicable From

01 July 2026

## Reference

IGC Code, MSC.566(109)

# Implications

| | |
|---|---|
| To Ship Owners / Ship Managers | Gas carrier operators must conduct comprehensive technical reviews of their fleets to identify necessary modifications for compliance with the revised code. Operational procedures require updating to incorporate the new bunkering standards and alternative fuel protocols where applicable. Crew training programs need expansion to cover the enhanced safety systems and emergency response measures. Documentation systems should be revised to meet the additional reporting requirements for cargo monitoring and equipment maintenance. |
| To Flags & RO | Regulatory bodies must incorporate these amendments into national legislation and issue clear technical guidance for industry implementation. Certification processes require updating to properly assess alternative fuel system approvals and pressure relief system modifications. Surveyor training programs should be enhanced to verify compliance with the updated fire protection and monitoring requirements. The implementation necessitates close coordination between technical departments and industry stakeholders to ensure consistent interpretation across jurisdictions. |
| To Shipbuilders / Manufacturers | Shipbuilders must integrate the updated design requirements into new gas carrier plans, particularly for fuel systems and safety features. Equipment manufacturers need to verify their products meet the enhanced specifications for pressure relief and monitoring systems. Material suppliers should prepare for potential shifts in demand resulting from the alternative fuel provisions. All parties involved in gas carrier systems must ensure their technical documentation and certification processes align with the revised code requirements. |

## Convention / Regulation

Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)

## Application

All Gas carriers

## Entry into Force / Applicable From

01 July 2026

## Reference

IGC Code, MSC.566(109)

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