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INTERNATIONAL REGISTER OF SHIPPING

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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) **from 01 July 2026 to 01 July 2027.**

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.		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.

Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), adopted by resolution MSC.566(109), introduce revisions to paragraph 16.9.2 of chapter 16 concerning the use of cargo as fuel.

The amendments clarify the conditions under which cargoes carried on gas carriers may be used as fuel. In particular, the revised provisions establish the following:

- Cargoes requiring carriage in type 1G ships, as identified in column “c” of the table in chapter 19 of the IGC Code, shall not be permitted for use as fuel.
- Cargoes identified as toxic products in column “f” of the table in chapter 19 and required to be carried in type 2G or 2PG ships may be used as fuel, subject to acceptance by the Administration.
- The use of such cargoes as fuel is permitted only where the same level of safety as natural gas (methane) is ensured, in accordance with the relevant provisions of the IGC Code, including the general provisions of paragraph 1.3.
- The design, installation and operation of such systems should also take into account guidelines to be developed by the Organization.

The amendment therefore provides a regulatory framework enabling the potential use of certain toxic cargoes as fuel, subject to Administration approval and demonstration that an equivalent level of safety is achieved.

Flag Administrations may voluntarily early-implement the amendments before 1 July 2026, in accordance with MSC.1/Circ.1681.

Convention / Regulation



Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) – Chapter 16, paragraph 16.9 (Use of cargo as fuel)

Entry into Force / Applicable From



01 July 2026

Application



Ships carrying liquefied gases in bulk to which the IGC Code applies

Reference



IGC Code Chapter 16, paragraph 16.9; Resolution MSC.566(109); MSC.1/Circ.1681

To Ship Owners
/ Ship
Managers:

Owners and operators of gas carriers intending to utilize cargo as fuel should evaluate whether the cargo falls within the categories permitted by the amended paragraph 16.9.2. The use of toxic cargoes as fuel will require acceptance by the Administration and demonstration that the fuel system design and operational arrangements provide a level of safety equivalent to that of natural gas fuel systems. Operational procedures, risk assessments and safety management documentation may need to be updated accordingly.

To Flags & RO

Administrations and Recognized Organizations should review proposals for the use of toxic cargoes as fuel on a case-by-case basis, ensuring compliance with the amended provisions of the IGC Code and verifying that the required safety equivalence with natural gas systems is demonstrated. Additional guidance to be developed by IMO should be taken into account during approval and verification processes.

To Shipbuilders
/
Manufacturers

Ship designers and equipment manufacturers involved in the development of cargo-fuel systems should ensure that system design, materials, and safety arrangements meet the safety objectives of the IGC Code and provide an equivalent level of safety to conventional natural gas fuel systems. Consideration should also be given to system containment, gas detection, ventilation, and control arrangements when toxic cargoes are proposed for use as fuel.

Convention / Regulation



Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) – Chapter 16, paragraph 16.9 (Use of cargo as fuel)

Entry into Force / Applicable From



01 July 2026

Application



Ships carrying liquefied gases in bulk to which the IGC Code applies

Reference



IGC Code Chapter 16, paragraph 16.9; Resolution MSC.566(109); MSC.1/Circ.1681

Summary

Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), adopted by resolution MSC.551(108) introduce updates to the design, construction and operation requirements for ships using natural gas or other low-flashpoint fuels.

The amendments include revisions to definitions, design requirements for fuel containment systems, bunkering arrangements, piping systems, safety functions of gas fuel supply systems and operational procedures. These changes aim to enhance the safety of ships using low-flashpoint fuels and address developments in alternative fuel technologies.

Key amendments include:

- Introduction of a new definition clarifying that “ship constructed on or after 1 January 2026” means a ship:
 - for which the building contract is placed on or after 1 January 2026;
 - or, in the absence of a building contract, the keel is laid or which are at a similar stage of construction on or after 1 July 2026;
 - or the ship is delivered on or after 1 January 2030.
- Updated provisions for risk assessments, clarifying when risk assessments are required for ships using natural gas as fuel.
- Revised requirements for fuel containment systems, including updated design criteria for independent Type C fuel tanks and pressure relief systems.
- Amendments to requirements for airlocks, hazardous areas and fire protection, including updated safety provisions for fuel preparation rooms and hazardous area classification.
- Updated provisions for fuel piping systems, including revised formulae for determining minimum pipe wall thickness and requirements for pressure testing of outer pipes and ducts.
- Introduction of enhanced requirements for bunkering systems and connections, including provisions for dry-disconnect arrangements and emergency release systems for bunkering operations.
- Updated safety requirements for gas fuel supply systems, including redundancy of fuel supply systems and automatic venting arrangements when safety shutdown systems are activated.
- Amendments to provisions related to monitoring and control systems, including requirements for level indicators for liquefied gas fuel tanks.
- Revisions to operational procedures for bunkering operations, including requirements for written agreement between the ship and bunkering source on transfer procedures and operational parameters prior to bunkering.
- Amendments to material requirements for fuel tanks, secondary barriers and pressure vessels, including updates to Table 7.3 specifying approved materials and testing requirements for low-temperature applications.
- These amendments aim to enhance safety for ships using alternative fuels by clarifying design requirements, strengthening safety systems and improving operational procedures related to gas fuel systems.

Convention / Regulation



Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)

Entry into Force / Applicable From



01 January 2026; in the absence of a building contract, the ship keel is laid on or after 1 July 2026

Application



Ships using gases or other low-flashpoint fuels to which the IGF Code applies

Reference



SOLAS Chapter II-1; SOLAS Chapter II-2; IGF Code; Resolution MSC.551 (108)

To Ship Owners
/ Ship
Managers:

Shipowners and operators should ensure that ships using gases or other low-flashpoint fuels comply with the updated IGF Code requirements, including revised provisions related to fuel containment systems, bunkering arrangements and gas fuel supply systems. Operational procedures and fuel handling manuals should be updated accordingly.

To Flags & RO

Administrations and Recognized Organizations should consider the amended IGF Code provisions during plan approval, certification and survey activities for ships using low-flashpoint fuels, including verification of fuel containment systems, piping arrangements and bunkering safety systems.

To Shipbuilders
/
Manufacturers

Shipbuilders and equipment manufacturers should ensure that the design and installation of fuel systems, bunkering arrangements, piping systems and monitoring equipment comply with the revised IGF Code requirements for ships constructed on or after the applicable date.

Convention
/ Regulation



Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)

Entry into Force
/ Applicable From



01 January 2026; in the absence of a building contract, the ship keel is laid on or after 1 July 2026

Application



Ships using gases or other low-flashpoint fuels to which the IGF Code applies

Reference



SOLAS Chapter II-1; SOLAS Chapter II-2; IGF Code; Resolution MSC.551 (108)

Amendments to MARPOL Annex VI, adopted by resolution MEPC.392(82), designate the Norwegian Sea as a Nitrogen Oxides (NOx) Emission Control Area.

The amendments introduce the following provisions:

- The Norwegian Sea ECA is designated under regulation 13.6 for the control of nitrogen oxide emissions from marine diesel engines.
- Ships operating in this area and constructed on or after 01 March 2026 are required to comply with the NOx Tier III emission standards specified in regulation 13.5.
- For the purpose of the Norwegian Sea ECA, the term “ship constructed on or after 1 March 2026” means a ship:
 - (i) for which the building contract is placed on or after 1 March 2026, or
 - (ii) in the absence of a building contract, the keel is laid on or after 1 September 2026, or
 - (iii) the delivery is on or after 1 March 2030.
- Appendix VII of MARPOL Annex VI is amended to include the geographical coordinates defining the boundaries of the Norwegian Sea ECA.
- Consequential amendments are introduced to the Supplement to the International Air Pollution Prevention (IAPP) Certificate, updating the Record of Construction and Equipment section to reflect the ship’s construction dates relevant for ECA applicability.
- These requirements introduce stricter controls on NOx emissions for ships operating in the Norwegian Sea region in order to improve air quality and reduce environmental impacts.

Convention / Regulation



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

Entry into Force / Applicable From



01 March 2026; in the absence of a building contract, the ship keel is laid on or after 1 September 2026

Application



Ships operating in the Norwegian Sea ECA with marine diesel engines installed on ships constructed on or after 01 March 2026

Reference



MARPOL Annex VI, Regulation 13; MARPOL Annex VI Appendix VII; Resolution MEPC.392(82)

To Ship Owners
/ Ship
Managers:

Shipowners and operators should ensure that ships constructed on or after 01 March 2026, and particularly those whose keel is laid on or after 01 September 2026, comply with the NOx Tier III emission requirements when operating in the Norwegian Sea ECA. Consideration should be given during the design and construction stage to the installation of compliant emission control technologies, such as selective catalytic reduction (SCR) or exhaust gas recirculation (EGR), in order to meet the applicable emission limits.

To Flags & RO

Administrations and Recognized Organizations should verify compliance with the NOx Tier III requirements for ships constructed on or after the applicable dates and operating in the Norwegian Sea ECA. This includes verification of engine certification, EIAPP documentation and onboard compliance with MARPOL Annex VI requirements during surveys and certification activities. Ensure supplement to the International Air Pollution Prevention (IAPP) Certificate amended.

To Shipbuilders
/
Manufacturers

Shipbuilders and engine manufacturers should ensure that marine diesel engines installed on ships intended to operate in the Norwegian Sea ECA meet the Tier III NOx emission standards where applicable. Engine certification, design considerations and emission control systems should be incorporated at the design and construction stage to ensure compliance with the amended MARPOL Annex VI provisions.

Convention
/ Regulation



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

Entry into Force
/ Applicable From



01 March 2026; in the absence of a building contract, the ship keel is laid on or after 1 September 2026

Application



Ships operating in the Norwegian Sea ECA with marine diesel engines installed on ships constructed on or after 01 March 2026

Reference



MARPOL Annex VI, Regulation 13; MARPOL Annex VI Appendix VII; Resolution MEPC.392(82)

Summary

Amendments to the NOx Technical Code 2008, adopted by resolution MEPC.398(83), introduce new provisions concerning the certification of marine diesel engines that are subject to substantial modification or are to be certified to a Tier standard to which the engine was not certified at the time of its installation.

Chapter 7 of the NOx Technical Code is restructured into two sections:

- Section 7.1 – Certification of an existing engine under regulation 13.7 of MARPOL Annex VI.
- New Section 7.2 – Certification procedures for engines:
 - i. subject to substantial modification, or
 - ii. intended to be certified to a different NOx Tier standard than that originally certified at the time of installation.

Certification Procedures

- The new provisions establish certification procedures applicable to:
 - i. Individual engines, or
 - ii. Engine groups represented by a parent engine.
- The procedures introduced under section 7.2 do not apply to engine family certification.

Emission Testing Requirements

- Additional requirements are introduced for engine emission testing, including:
 - i. determination of test cycle load points;
 - ii. monitoring of engine performance and ambient conditions during testing; and
 - iii. preparation of an Engine Emission Test Plan, which is required to be agreed with the Administration prior to testing.

Changes to Engine Identification

- Where a substantial modification results in changes to rated power and/or rated speed, the engine nameplate is required to be updated accordingly.

Additional Guidance

- Appendix II of the NOx Technical Code is amended to include additional guidance through a new flow chart illustrating the certification process for:
 - i. engines subject to substantial modification, or
 - ii. engines seeking Tier re-certification.

Convention / Regulation



Amendments to the NOx Technical Code 2008 concerning certification of an engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation

Entry into Force / Applicable From



01 September 2026

Application



Marine diesel engines installed on ships to which MARPOL Annex VI regulation 13 applies

Reference



NOx Technical Code 2008, Chapter 7; MARPOL Annex VI, Regulation 13; Resolution MEPC.398(83)

To Ship Owners
/ Ship
Managers:

Owners and operators planning modifications to installed marine diesel engines should consider the revised certification procedures introduced in chapter 7.2 of the NOx Technical Code. Where substantial modifications are carried out or where an engine is intended to comply with a different NOx Tier standard, emission testing and certification procedures in accordance with the amended Code will be required. Owners should ensure that the Engine Emission Test Plan is prepared and agreed with the Administration prior to testing.

To Flags & RO

Administrations and Recognized Organizations should apply the revised certification procedures when evaluating engines that have undergone substantial modification or are seeking certification to a different Tier standard after installation. Survey and certification processes should follow the procedures outlined in the new section 7.2 and the guidance provided in the updated appendix II flow charts.

To Shipbuilders
/
Manufacturers

Engine manufacturers and system integrators involved in modification or upgrade of marine diesel engines should ensure that engine modifications and associated emission testing procedures comply with the amended requirements of the NOx Technical Code. Particular attention should be given to the preparation of emission test documentation, monitoring equipment requirements, and verification of engine parameters such as rated power and rated speed where modifications are undertaken.

Convention / Regulation



Amendments to the NOx Technical Code 2008 concerning certification of an engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation

Entry into Force / Applicable From



01 September 2026

Application



Marine diesel engines installed on ships to which MARPOL Annex VI regulation 13 applies

Reference



NOx Technical Code 2008, Chapter 7; MARPOL Annex VI, Regulation 13; Resolution MEPC.398(83)

Amendments to the International Convention for the Safety of Life at Sea (SOLAS), adopted by resolution MSC.474(102), revise regulation II-1/3-8 concerning towing and mooring equipment design in order to enhance safety during mooring and towing operations.

The amendments introduce updated requirements relating to the design, selection, marking and maintenance of towing and mooring equipment installed on board ships.

The key provisions introduced by the amendments include the following:

- General Requirements for Mooring and Towing Equipment
 - Ships shall be provided with arrangements, equipment and fittings of sufficient safe working load (SWL) to enable the safe conduct of towing and mooring operations associated with the normal operation of the ship.
 - Such arrangements, equipment and fittings shall meet the requirements of the Administration or an organization recognized by the Administration.
- Marking and Identification of Equipment
 - Each fitting or item of equipment used in mooring and towing operations shall be clearly marked with any operational limitations, taking into account:
 - i. the strength of the supporting ship structure, and
 - ii. the attachment of the fitting to the hull structure.

Convention / Regulation



Amendments to SOLAS Chapter II-1 – Regulation 3-8 (Mooring and Towing Equipment)

Entry into Force / Applicable From



01 January 2024; Applicable to certain ships delivered on or after 01 January 2027

Application



Ships of 3,000 GT and above constructed on or after 1 January 2024, including ships delivered on or after 01 January 2027. Ships of less than 3,000 GT should comply as far as reasonably practicable or with national standards of the Administration.

Reference



SOLAS Chapter II-1 Regulation 3-8;
Resolution MSC.474(102);
MSC.1/Circ.1619;
MSC.1/Circ.1175/Rev.1;
MSC.1/Circ.1620;
MSC.1/Circ.1362/Rev.2

- Design of Mooring Arrangements (Ships $\geq 3,000$ GT)
 - For ships of 3,000 gross tonnage and above:
 - i. the mooring arrangement shall be designed, and
 - ii. the mooring equipment, including mooring lines, shall be selected, in accordance with guidelines developed by the Organization.
 - These guidelines provide recommendations on:
 - i. determination of mooring loads;
 - ii. design of mooring fittings; and
 - iii. selection of appropriate mooring equipment & lines
- Ship-Specific Mooring Information
 - Ships are required to have ship-specific information on mooring arrangements available on board.
 - This information should include details relating to:
 - i. the design of the mooring arrangement
 - ii. the selection of mooring equipment; and
 - iii. operational limitations and safe use of the mooring system.
- Application to Smaller Ships
 - Ships of less than 3,000 gross tonnage are encouraged to comply with the design principles of the regulation as far as reasonably practicable or in accordance with applicable national standards of the Administration.
- Inspection and Maintenance
 - Mooring equipment, including mooring lines, shall be regularly inspected and maintained in a suitable condition to ensure that they remain fit for their intended purpose and support continued operational safety. The maintenance and inspection procedures above are required to be confirmed on board at the time of Initial surveys completed on or after 1 January 2024 for new ships.

Convention / Regulation



Amendments to SOLAS Chapter II-1 – Regulation 3-8 (Mooring and Towing Equipment)

Entry into Force / Applicable From



01 January 2024; Applicable to certain ships delivered on or after 01 January 2027

Application



Ships of 3,000 GT and above constructed on or after 1 January 2024, including ships delivered on or after 01 January 2027. Ships of less than 3,000 GT should comply as far as reasonably practicable or with national standards of the Administration.

Reference



SOLAS Chapter II-1 Regulation 3-8;
Resolution MSC.474(102);
MSC.1/Circ.1619;
MSC.1/Circ.1175/Rev.1;
MSC.1/Circ.1620;
MSC.1/Circ.1362/Rev.2

Owners and operators should ensure that mooring arrangements and equipment installed on applicable ships comply with the revised SOLAS requirements and associated IMO guidelines. Ship-specific mooring information should be developed and maintained on board to support safe mooring operations. Operators should also ensure that appropriate inspection, maintenance and replacement procedures for mooring equipment and lines are incorporated into the ship's maintenance and safety management systems.

To Ship Owners
/ Ship
Managers:

Administrations and Recognized Organizations should verify compliance with the revised SOLAS regulation during plan approval and survey activities. This includes confirming that mooring arrangements and equipment are designed and selected in accordance with applicable IMO guidelines and that ship-specific mooring information is available on board. Ensure the maintenance and inspection procedures above are confirmed on board at the time of Initial surveys completed on or after 1 January 2024 for new ships.

To Flags & RO

Ship designers and equipment manufacturers should ensure that the design of mooring arrangements and the specification of mooring fittings, equipment and lines are consistent with the IMO guidelines referenced by the regulation. Particular consideration should be given to safe working load, structural support arrangements and the operational safety of mooring systems. Ensure the supplied documentation provides sufficient information (e.g. technical data, maintenance manuals, mooring rope specification and certificates) to support owners in developing their maintenance and inspection procedures.

To Shipbuilders
/ Manufacturers

Convention
/ Regulation



Amendments to SOLAS Chapter II-1 – Regulation 3-8 (Mooring and Towing Equipment)

Entry into Force
/ Applicable From



01 January 2024; Applicable to certain ships delivered on or after 01 January 2027

Application



Ships of 3,000 GT and above constructed on or after 1 January 2024, including ships delivered on or after 01 January 2027. Ships of less than 3,000 GT should comply as far as reasonably practicable or with national standards of the Administration.

Reference



SOLAS Chapter II-1 Regulation 3-8;
Resolution MSC.474(102);
MSC.1/Circ.1619;
MSC.1/Circ.1175/Rev.1;
MSC.1/Circ.1620;
MSC.1/Circ.1362/Rev.2

Amendments to the International Code for Ships Operating in Polar Waters (Polar Code), adopted by resolution MSC.538(107), introduce new provisions addressing navigation safety and voyage planning requirements for certain non-SOLAS vessels operating in polar waters.

The amendments introduce new chapter 9-1 (Safety of navigation) and chapter 11-1 (Voyage planning) in Part I-A of the Polar Code.

These provisions aim to enhance navigational safety and ensure that such vessels operate with appropriate consideration of polar operational risks.

Safety of Navigation (Chapter 9-1)

The amendments introduce requirements to ensure that ships operating in polar waters have adequate navigational capability under polar environmental conditions. Key provisions include:

- Ships shall have the capability to receive and display up-to-date nautical and ice information relevant to their area of operation.
- Navigational equipment and systems shall be designed, constructed and installed to retain their functionality under the environmental conditions expected in polar regions.
- Ships shall be provided with depth-sounding capability, suitable heading and position-fixing equipment, and means for visually detecting ice when operating in darkness.
- Ships of 500 GT and above shall be provided with two independent non-magnetic means for determining and displaying heading.
- Ships operating in latitudes above 80 degrees shall be fitted with a GNSS compass or equivalent system.
- Where navigational equipment sensors project below the hull, they shall be protected against ice.
- For ice-strengthened ships constructed on or after 1 January 2026, additional measures are required, including:
 - i. installation of echo-sounding equipment arrangements; and
 - ii. protective design measures for bridge wings and navigational equipment.

Convention / Regulation



Amendments to the International Code for Ships Operating in Polar Waters (Polar Code) – Parts I-A and I-B (Navigation and Voyage Planning for non-SOLAS vessels)

Entry into Force / Applicable From



01 January 2026; For applicable ships constructed before 01 January 2026, the relevant requirements to be met by 01 January 2027

Application



Fishing vessels of 24 m in length overall and above, pleasure yachts of 300 GT and upwards not engaged in trade, and cargo ships of 300 GT and upwards but below 500 GT operating in polar waters.

Reference



Polar Code Parts I-A and I-B; SOLAS Chapter XIV; Resolution MSC.538(107); Resolution A.1137(31)

Voyage planning shall take into account, including:

- procedures required by the ship's Safety Management System, or documented procedures where no SMS is implemented;
- limitations of hydrographic information and navigational aids
- current and historical ice conditions, including icebergs
- availability of places of refuge
- information related to marine mammal protection measures and migration areas
- ships' routing systems, speed recommendations and vessel traffic services
- national and international designated protected areas along the route; and
- operations in areas remote from search and rescue (SAR) capabilities

Additional Guidance

Consequential amendments are also introduced in Part I-B of the Polar Code to provide additional guidance supporting the newly introduced chapters on navigation safety and voyage planning.

Convention / Regulation



Amendments to the International Code for Ships Operating in Polar Waters (Polar Code) – Parts I-A and I-B (Navigation and Voyage Planning for non-SOLAS vessels)

Entry into Force / Applicable From



01 January 2026; For applicable ships constructed before 01 January 2026, the relevant requirements to be met by 01 January 2027

Application



Fishing vessels of 24 m in length overall and above, pleasure yachts of 300 GT and upwards not engaged in trade, and cargo ships of 300 GT and upwards but below 500 GT operating in polar waters .

Reference



Polar Code Parts I-A and I-B; SOLAS Chapter XIV; Resolution MSC.538(107); Resolution A.1137(31)

To Ship Owners / Ship Managers:	Owners and operators of non-SOLAS vessels operating in polar waters should ensure that navigation systems, operational procedures and voyage planning practices comply with the newly introduced Polar Code requirements. Operational documentation and voyage planning procedures may require updates to reflect the additional information and risk considerations applicable to polar navigation.
To Flags & RO	Administrations and Recognized Organizations should consider the amended Polar Code provisions when developing or applying safety requirements for non-SOLAS vessels operating in polar waters. Verification of navigational capabilities, operational procedures and voyage planning arrangements should take into account the requirements introduced in chapters 9-1 and 11-1 of the Polar Code.
To Shipbuilders / Manufacturers	Designers and equipment manufacturers should ensure that navigational equipment installed on applicable vessels is suitable for operation in polar environmental conditions. Particular attention should be given to the functionality and protection of sensors, heading determination systems, depth-sounding equipment and bridge arrangements in ice conditions.

Convention / Regulation



Amendments to the International Code for Ships Operating in Polar Waters (Polar Code) – Parts I-A and I-B (Navigation and Voyage Planning for non-SOLAS vessels)

Entry into Force / Applicable From



01 January 2026; For applicable ships constructed before 01 January 2026, the relevant requirements to be met by 01 January 2027

Application



Fishing vessels of 24 m in length overall and above, pleasure yachts of 300 GT and upwards not engaged in trade, and cargo ships of 300 GT and upwards but below 500 GT operating in polar waters .

Reference



Polar Code Parts I-A and I-B; SOLAS Chapter XIV; Resolution MSC.538(107); Resolution A.1137(31)

Amendments to the International Convention for the Safety of Life at Sea (SOLAS), adopted by resolution MSC.532(107), introduce revisions to SOLAS Chapter XIV concerning ships operating in polar waters, including expanded applicability of the Polar Code to additional categories of ships.

The amendments introduce the following provisions:

- The application of SOLAS Chapter XIV is expanded to include additional ship types operating in polar waters, including:
 - fishing vessels of 24 m length overall and above
 - pleasure yachts of 300 gross tonnage and above not engaged in trade
 - cargo ships of 300 gross tonnage and above but below 500 gross tonnage
- These vessels are required to comply with the relevant requirements of chapters 9-1 (Safety of Navigation) and 11-1 (Voyage Planning) of Part I-A of the Polar Code when operating in polar waters.
- For vessels constructed before 1 January 2026 and falling within the above categories, compliance with the relevant Polar Code provisions is required by 01 January 2027.
- The amendments introduce a new regulation XIV/3-1, specifying the requirements applicable to these vessels when operating in polar waters, including navigation safety and voyage planning provisions.
- These amendments extend the safety framework of the Polar Code to additional ship categories operating in polar waters, thereby enhancing navigational safety and operational preparedness in Arctic and Antarctic environments.

Convention / Regulation



Amendments to SOLAS Chapter XIV and the Polar Code

Entry into Force / Applicable From



01 January 2026; For applicable ships below constructed before 01 January 2026, the relevant requirements to be met by 01 January 2027

Application



Ships operating in polar waters to which SOLAS Chapter XIV and the Polar Code apply

Reference



SOLAS Chapter XIV; Polar Code;
MSC.532(107); Resolution A.1137(31)
Resolution

To Ship Owners
/ Ship
Managers:

Owners and operators of fishing vessels, pleasure yachts and cargo ships within the specified tonnage range operating in polar waters should ensure compliance with the relevant provisions of chapters 9-1 and 11-1 of the Polar Code by 01 January 2027, including requirements related to navigation safety and voyage planning.

To Flags & RO

Administrations and Recognized Organizations should consider the amended SOLAS Chapter XIV provisions when verifying compliance of ships operating in polar waters and ensure that the relevant Polar Code requirements are implemented within the applicable timeframe.

To Shipbuilders
/
Manufacturers

Manufacturers and shipbuilders involved with vessels intended to operate in polar waters should ensure that navigational equipment and operational procedures comply with the applicable Polar Code provisions introduced through these amendments.

Convention
/ Regulation



Amendments to SOLAS Chapter XIV and the Polar Code

Entry into Force
/ Applicable From



01 January 2026; For applicable ships below constructed before 01 January 2026, the relevant requirements to be met by 01 January 2027

Application



Ships operating in polar waters to which SOLAS Chapter XIV and the Polar Code apply

Reference



SOLAS Chapter XIV; Polar Code;
MSC.532(107); Resolution A.1137(31)
Resolution

Amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code, adopted by resolution MSC.575(110), introduce updates to several sections of the Code, amendments to existing individual cargo schedules and the inclusion of new cargo schedules in order to enhance the safe carriage of solid bulk cargoes.

These amendments update references, cargo characteristics and operational precautions within the Code and introduce new schedules for additional cargoes.

Key amendments include:

- Updates to Section 3 – Safety of personnel and ship, including revised references related to cargo under in-transit fumigation and updated references to IMO recommendations on the safe use of pesticides in ships.
- Amendments to Section 9 – Materials possessing chemical hazards, including revisions to the segregation table for bulk materials possessing chemical hazards and dangerous goods in packaged form.
- Updates to Section 13 – References to related information and recommendations, including revisions to referenced IMO circulars and guidance documents.
- Amendments to several existing individual cargo schedules in Appendix 1, including updates to cargo descriptions, hazard information and loading requirements. These include revisions to schedules for cargoes such as DIRECT REDUCED IRON (DRI), FERROSILICON, FISH MEAL (FISH SCRAP), STABILIZED and IRON ORE PELLETS.

Convention / Regulation



Amendments (08-25) to the International Maritime Solid Bulk Cargoes Code (IMSBC Code)

Entry into Force / Applicable From



01 January 2027

Application



Ships carrying solid bulk cargoes to which the IMSBC Code applies

Reference



SOLAS Chapter VI, Regulation 1-1; IMSBC Code; Resolution MSC.575(110);
MSC.1/Circ.1264/Rev.1;
MSC.1/Circ.1395/Rev.7

- Introduction of new individual cargo schedules for several solid bulk cargoes including:
 - ALUMINIUM SULPHATE GRANULAR
 - ASPHALT GRANULATES
 - CRUSHED GRANODIORITE, COARSE
 - FERRIC SULPHATE GRANULAR
 - IRON ORE BRIQUETTES
 - PEA PROTEIN CONCENTRATE PELLETS
 - PHOSPHATE ROCK FINES (uncalcined)
 - TUFF, COARSE
 - ZINC SLAG (coarse)
- Updates to Appendices and Index of the Code, including the addition of new cargo entries and removal or revision of certain existing entries.

These amendments aim to ensure that the IMSBC Code continues to reflect current industry practices and provides updated safety guidance for the carriage of solid bulk cargoes.

MSC.1/Circ.1395/Rev.7 was adopted – Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective. Following new cargo is added in MSC.1/Circ.1395/Rev.7

- i. Aluminium Sulphate Granular
- ii. Castor Beans UN 2969

Where a vessel intends to carry any of above cargo(es) listed in IMO Circular MSC.1/Circ.1395/Rev.7 and seeks exemption from a fixed gas fire extinguishing system, INTLREG may be contacted for issuance of necessary exemption certificate in concurrence with the Flag Administration.

Administrations may apply the amendments on a voluntary basis as from 01 January 2026.

Convention / Regulation



Amendments (08-25) to the International Maritime Solid Bulk Cargoes Code (IMSBC Code)

Entry into Force / Applicable From



01 January 2027

Application



Ships carrying solid bulk cargoes to which the IMSBC Code applies

Reference



SOLAS Chapter VI, Regulation 1-1; IMSBC Code; Resolution MSC.575(110);
MSC.1/Circ.1264/Rev.1;
MSC.1/Circ.1395/Rev.7

To Ship Owners / Ship Managers:	Shipowners and operators should familiarize themselves with the revised provisions of the IMSBC Code and ensure that cargo documentation, loading procedures and operational practices are aligned with the updated cargo schedules and safety requirements prior to carriage of the affected bulk cargoes. Where a vessel seeks exemption from a fixed gas fire extinguishing system, RO may be contacted for issuance of necessary exemption certificate in concurrence with the Flag Administration
To Flags & RO	Administrations and Recognized Organizations should consider the revised provisions during plan approval, certification and survey activities and ensure that ships carrying solid bulk cargoes comply with the updated IMSBC Code requirements. May issue necessary exemption certificate in concurrence with the Flag Administration if the vessel intends to carry any of cargo(es) listed in mentioned IMO Circular.
To Shipbuilders / Manufacturers	No direct design implications are introduced by these amendments; however, equipment manufacturers and ship operators should ensure that cargo handling and safety equipment remain suitable for the revised operational requirements and hazard characteristics of the affected cargoes.

Convention / Regulation



Amendments (08-25) to the International Maritime Solid Bulk Cargoes Code (IMSBC Code)

Entry into Force / Applicable From



01 January 2027

Application



Ships carrying solid bulk cargoes to which the IMSBC Code applies

Reference



SOLAS Chapter VI, Regulation 1-1; IMSBC Code; Resolution MSC.575(110); MSC.1/Circ.1264/Rev.1; MSC.1/Circ.1395/Rev.7

Amendments to MARPOL Annex VI, adopted by resolution MEPC.392(82), designate the Norwegian Sea and the Canadian Arctic as Emission Control Areas (ECAs) for the control of sulphur oxides (SOx) and particulate matter (PM).

The amendments introduce the following changes:

- New emission control areas are designated under regulation 14.3, identifying the Canadian Arctic ECA and the Norwegian Sea ECA.
- Ships operating within these ECAs are required to comply with the stricter fuel oil sulphur limit of 0.10% m/m from 1 March 2027, unless an approved equivalent compliance method such as an exhaust gas cleaning system is used.
- Appendix VII of MARPOL Annex VI is amended to include the geographical coordinates defining the boundaries of the Canadian Arctic ECA.
- Consequential amendments are introduced to the Supplement to the International Air Pollution Prevention (IAPP) Certificate, updating the Record of Construction and Equipment section to reflect the ship's construction dates relevant for ECA applicability.

These amendments aim to reduce emissions of sulphur oxides and particulate matter from ships operating in sensitive Arctic and northern marine environments.

Convention / Regulation



Designation of the Norwegian Sea and Canadian Arctic as SOx Emission Control Areas (ECA)

Entry into Force / Applicable From



01 March 2026; Ships operating in the ECA from 1 March 2027

Application



Ships operating within the Norwegian Sea and Canadian Arctic emission control areas designated under MARPOL Annex VI.

Reference



MARPOL Annex VI, Regulation 14; MARPOL Annex VI Appendix VII; Resolution MEPC.392(82)

To Ship Owners / Ship Managers:	Shipowners and operators should ensure that ships operating within the Norwegian Sea and Canadian Arctic ECAs comply with the 0.10% m/m sulphur limit for fuel oil when navigating in these areas from 1 March 2027. Where alternative compliance methods such as exhaust gas cleaning systems (EGCS) are used, these should be operated and maintained in accordance with the applicable MARPOL Annex VI requirements.
To Flags & RO	Administrations and Recognized Organizations should consider the newly designated ECAs when verifying compliance with MARPOL Annex VI Regulation 14 during surveys and certification activities. This includes verification of the International Air Pollution Prevention (IAPP) Certificate and the associated Record of Construction and Equipment, as applicable.
To Shipbuilders / Manufacturers	Shipbuilders and equipment manufacturers should take into account the operational requirements for ships intended to operate in the designated ECAs, including the installation of compliant fuel systems or alternative emission reduction technologies to meet the applicable sulphur emission limits.

Convention / Regulation



Designation of the Norwegian Sea and Canadian Arctic as SOx Emission Control Areas (ECA)

Entry into Force / Applicable From



01 March 2026; Ships operating in the ECA from 1 March 2027

Application



Ships operating within the Norwegian Sea and Canadian Arctic emission control areas designated under MARPOL Annex VI.

Reference



MARPOL Annex VI, Regulation 14; MARPOL Annex VI Appendix VII; Resolution MEPC.392(82)

Amendments to MARPOL Annex VI and the NOx Technical Code 2008, adopted by resolution MEPC.397(83), introduce provisions concerning the use of multiple engine operational profiles for marine diesel engines, together with clarifications related to engine test cycles and emission control strategies.

The amendments introduce new definitions and requirements to ensure that engines utilizing multiple operational profiles comply with applicable NOx emission limits under all operating conditions.

Key amendments include:

- Introduction of new definitions in chapter 1 of the NOx Technical Code, including definitions for engine operational profile, multiple engine operational profiles, auxiliary control device, defeat device, base emission control strategy and rational emission control strategy.
- Introduction of requirements to ensure that a rational emission control strategy is applied across the entire operating range of a marine diesel engine. The strategy and related emission control parameters are required to be documented within the NOx certification pack submitted to the Administration.
- Requirement that auxiliary control devices affecting emission control be declared to the Administration. Any undeclared device that affects emissions may be considered a defeat device, which would invalidate the engine's NOx certification.
- Clarification of NOx emission testing procedures and applicable test cycles for propulsion and non-propulsion engines, including the E2, E3, D2 and C1 test cycles and their associated weighting factors

Convention / Regulation



Amendments to MARPOL Annex VI and the NOx Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

Entry into Force / Applicable From



01 March 2027

Application



Marine diesel engines installed on ships to which MARPOL Annex VI regulation 13 applies

Reference



MARPOL Annex VI, Regulation 13; NOx Technical Code 2008; Resolution MEPC.397(83)

- Introduction of provisions concerning not-to-exceed emission limits within the engine operating zone, including requirements for defining the engine's not-to-exceed zone and verifying compliance with emission limits within that operating range.
- Introduction of a new Chapter 8 – Multiple engine operational profiles, allowing engines to operate with more than one operational profile under certain conditions, including switching between emission tiers, switching between test cycle applications depending on engine duty, or switching between different operational profiles under the same emission standard.
- Operational profiles and associated conditions are required to be documented within the technical file and EIAPP certification documentation, and the operational profile in use is to be recorded as part of the onboard NOx verification procedure.

For new individual or parent engines not previously certified, the new requirements apply from 1 January 2028 based on the date of the EIAPP Certificate.

For a new member engine to a family or group for which the parent engine was certified before 1 January 2028, prior to the certification of the member engine it will need to be shown that the engine family or group meet the new requirements by 1 January 2030 based on the date of the EIAPP for the member engine.

For existing engines which are already certified, the new requirements do not apply unless the engine is subject to substantial modification on or after 1 January 2028, i.e. for installations on board ships constructed before 1 January 2000, this is to engines which undergo a substantial modification, being a modification that increases existing emission characteristics; and for installations on board ships constructed on or after 1 January 2000 this is to engines which undergo a substantial modification if an auxiliary control device is used and/or the engine has multiple operational profiles.

In the case of identical replacement of an engine installation on or after 1 January 2028 the version of the Code at the time of the EIAPP is issued continues to apply unless the replaced engine is equipped with multiple operational profiles, in which case the new requirements apply.

Convention / Regulation



Amendments to MARPOL Annex VI and the NOx Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

Entry into Force / Applicable From



01 March 2027

Application



Marine diesel engines installed on ships to which MARPOL Annex VI regulation 13 applies

Reference



MARPOL Annex VI, Regulation 13; NOx Technical Code 2008; Resolution MEPC.397(83)

To Ship Owners
/ Ship
Managers:

Owners and operators should ensure that marine diesel engines utilizing multiple operational profiles comply with the revised NOx Technical Code provisions. Operational records and onboard verification procedures should reflect the operational profile in use and associated operating conditions.

To Flags & RO

Administrations and Recognized Organizations should verify compliance with the amended NOx Technical Code requirements during engine certification and surveys, including verification of emission control strategies, technical file documentation and EIAPP certification.

To Shipbuilders
/
Manufacturers

Engine manufacturers should ensure that engines incorporating multiple operational profiles meet the new certification requirements, including documentation of emission control strategies, test cycle verification and compliance with the not-to-exceed emission limits.

Convention
/ Regulation



Amendments to MARPOL Annex VI and the NOx Technical Code 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles

Entry into Force
/ Applicable From



01 March 2027

Application



Marine diesel engines installed on ships to which MARPOL Annex VI regulation 13 applies

Reference



MARPOL Annex VI, Regulation 13; NOx Technical Code 2008; Resolution MEPC.397(83)

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