



Requirements of IMO, IACS and other Organizations which enter into force after 1 October 2024

IMO, IACS, etc. resolution. ¹	Summary of the document / amendments to the document	Date in force	Application	Related instrument
IMO				
MEPC.203(62)-E MEPC.203(62)-R	According to Regulation 21 "Required EEDI", bulk carriers; gas carriers; tankers; container ships; general cargo ships; refrigerated cargo carriers; and combination carriers, fall into Phase 3 (1 January 2025 and onwards) for the calculation of the reduction factor X of the required EEDI if, as specified by MEPC.1/Circ.795/Rev.8: – the building contract is placed in Phase 3; or – the keel is laid or which is at a similar stage of construction on or after 1 July 2025; or – the delivery is on or after 1 January 2029. If the design of a ship allows it to fall into more than one of the above-listed ship types, the required EEDI for the ship shall be the most stringent (i.e. the lowest).	01.01.2025	Ref. to Resolution	MARPOL 73/78
MEPC.381(80)-E MEPC.381(80)-R	Establishment of the date from which Rules 15.3,15.5 and 34.3-34.5 of MARPOL Annex I concerning the Special areas of the Red Sea and the Gulf of Aden enter into force. These Areas have been recognized as special in accordance with Annex I (Rule 1.11.4) to MARPOL. However, in order for the status of a special area to take effect, appropriate reception facilities must be provided in all relevant ports of coastal States.	01.01.2025	All vessels (new and existing)	MARPOL 73/78
MEPC.382(80)-E MEPC.382(80)-R	Setting the date on which rule 6 of MARPOL Annex V, concerning the special Areas of the Red Sea and the Gulf of Aden, enters into force. These areas have been recognized as special in accordance with Annex V (Rule 1.11.4) to MARPOL. However, in order for the status of a special area to take effect, appropriate reception facilities must be provided in all relevant ports of coastal States.	01.01.2025	All vessels (new and existing)	MARPOL 73/78
MSC.436(99)-E MSC.436(99)-R	Retroactively applies requirements of Regulation II-1/8-1 to passenger ships constructed on or after 1 January 2009 but before 1 January 2014 shall have an onboard stability computer, or shore-based support not later than the first renewal survey after 1 January 2025.	01.01.2025	Ref. to Resolution	SOLAS74
MSC.539(107)-E MSC.539(107)-R	Amendments to the International Maritime Code for the Carriage of Bulk Cargoes (IMSBC Code) No. 07-23. The IMSBC Code supplements the provisions of Parts A and B of Chapter VI of the SOLAS Convention and Parts A-I of Chapter VII. Voluntary early application from January 1, 2024.	01.01.2025	All bulkers (new and existing)	SOLAS74
MSC.540(107)-E MSC.540(107)-R	Regulation I/1 "Definitions and clarifications", including in the definition of "original form" also the "electronic form of any certificate"; Regulation I/2 "Certificates and endorsements", specifying that If an electronic form is used, the minimum required data must be accessible as defined by the Administration in accordance with the STCW Code, which is necessary to initiate a verification procedure. Reference is made to the Guidelines on the use of electronic certificates of seafarers were approved (MSC.1/Circ.1665).	01.01.2025	All vessels (new and existing)	STCW78
MSC.541(107)-E MSC.541(107)-R	Section A-I/2 "Certificates and endorsements", allowing the use of electronic certificates.	01.01.2025	All vessels (new and existing)	STCW78
MEPC.369(80)-E MEPC.369(80)-R	Amendment deletes the duplication of the information contained in the International Ballast Water Management Certificate and reviewing the Ballast Water Record Book (BWRB) items to improve clarity on how to record the operation of the ship. The related "Guidance on matters relating to ballast water recordkeeping and reporting" has been approved and issued as BWM.2/Circ.80	01.02.2025	All vessels (new and existing)	BWM 2004
MEPC.361(79)-E MEPC.361(79)-R	Regulation 14 "Sulphur oxides (SOX) and particulate matter", designating the Mediterranean Sea as a new Emission Control Area for Sulphur oxides (Med SOX ECA) effective from 1 May 2025.	01.05.2025	All vessels (new and existing)	MARPOL 73/78

¹ Titles of resolutions and hyper-references to the English ("-E") version and, if available, Russian ("-R") version are indicated.



	The coordinates of the area are included in new para. 4 of Appendix VII "Emission control areas".			
MEPC.380(80)-E MEPC.380(80)-R	MARPOL Annex VI amendment enters into effect - designation of Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and Particular Matter, under MARPOL Annex VI. In such an Emission Control Area, the limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m.	01.05.2025	All vessels (new and existing)	MARPOL 73/78
2009 SR/CONF/45 NB	The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention). The Hong Kong Convention, adopted in 2009, will enter into force on June 26, 2025. The document is aimed at ensuring that ships to be disposed of after the end of their service life do not pose risks to human health and environmental safety. The Convention imposes responsibilities and obligations on all stakeholders, including shipowners, shipyards, recycling facilities, flag States, and port States. Ships will have to obtain a list of hazardous materials. The processing enterprises will have to provide a Work Plan prepared for each individual vessel. In addition, the Governments of the signatory countries will have to ensure that enterprises engaged in ship recycling comply with the requirements of the Convention. Please refer also: MEPC.196(62), MEPC.210(63), MEPC.211(63), MEPC.222(64), MEPC.223(64), MEPC.379(80).	26.06.2025	Ref. to Resolution	HKRS 2009
MEPC.379(80)-E MEPC.379(80)-R	New ship - defined as a ship: – for which the building contract is placed on or after 26 June 2025; or – in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 26 December 2025; or – the delivery of which is on or after 26 December 2027. to have onboard an Inventory of Hazardous Materials verified either by the Administration or by any person or organization authorized by it, taking into account 2023 Guidelines for the Development of the Inventory of Hazardous Materials adopted by Resolution MEPC.379(80).	26.12.2025	Ref. to Resolution	HKRS 2009
MSC.520(106)-E MSC.520(106)-R	SOLAS chapter II-2 in relation to flashpoint - amendments to SOLAS chapter II-2, intended to prevent the supply of oil fuel not complying SOLAS flashpoint requirements (60°C), enhancing the safety of ships using oil fuel. The amendments add new definitions and provisions to SOLAS regulation II-2/4 (Probability of ignition), including requiring that ships carrying oil fuel shall prior to bunkering be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II.2/4.2.1 and with the test method used for determining the flashpoint.	01.01.2026	Ref. to Resolution	SOLAS74
MSC.522(106)-E MSC.522(106)-R	SOLAS Protocol of 1978 - amendments to the 1978 SOLAS Protocol concern the Form of Safety Equipment Certificate for Cargo Ships, ensuring harmonization with the forms of certificates in the appendix (Certificates) to the annex to the 1974 SOLAS Convention, amended by resolution MSC.496(105) for consistency, as a result of the GMDSS modernization.	01.01.2026	Ref. to Resolution	SOLAS74
MSC.523(106)-E MSC.523(106)-R	Amendments to the IGC Code - High manganese austenitic steel. The amendments amend Table 6.3 in the IGC code to include a new entry for high manganese austenitic steel.	01.01.2026	All vessels (new and existing)	IGC Code
MSC.524(106)-E MSC.524(106)-R	Amendments to the IGF Code - High manganese austenitic steel. The amendments amend Table 7.3 to include a new entry for high manganese austenitic steel.	01.01.2026	All vessels (new and existing)	IGF Code
MSC.532(107)-E MSC.532(107)-R	Amendments to SOLAS Chapters II-1, II-2 and XIV. Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on the Guidelines for anchor handling winches (MSC.1/Circ.1662) and be permanently marked and provided with documentary evidence for the safe working load (SWL). Lifting appliances installed before 1 January 2026 shall be tested and thoroughly examined, based on Guidelines for lifting appliances (MSC.1/Circ.1663) and shall be permanently marked and provided	01.01.2026	Ref. to Resolution	SOLAS74



with documentary evidence for the safe working load (SWL) no later than the date of the first renewal survey on or after 1 January 2026. Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on Guidelines for anchor handling winches (MSC.1/Circ.1662) no later than the date of the first renewal survey on or after 1 January 2026. Administrations will need to determine to what extent the new regulation applies to those lifting appliances which have a SWL below 1,000 kg. Use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited. Containerships and bulk carriers of 3,000 gross tonnage and upwards constructed on or after 1 January 2026 shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion. Fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage on all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly shall comply with the provisions of chapters 9-1 and 11-1 of part I-A of the Polar Code, taking into account the introduction and the safety-related provisions of paragraphs 1.2, 1.4 and 1.5 of chapter 1 of part I-A of the Polar Code.

<p>MSC.533(107)-E MSC.533(107)-R</p>	<p>Amendments to the Protocol of 1978 relating to the International convention for the Safety of life at sea, 1974 The following new entry is added after "Gas carrier": "Containership".</p>	<p>01.01.2026</p>	<p>Ref. to Resolution</p>	<p>SOLAS PROT78</p>
<p>MSC.534(107)-E MSC.534(107)-R</p>	<p>Amendments to the Protocol of 1988 relating to the International convention for the safety of life at sea, 1974. The following new entry is added after "Gas carrier": "Containership".</p>	<p>01.01.2026</p>	<p>Ref. to Resolution</p>	<p>SOLAS PROT88</p>
<p>MSC.535(107)-E MSC.535(107)-R</p>	<p>Amendments to the LSA Code and resolution MSC.81(70) 'Revised recommendation on the testing of life-saving appliances' on the ventilation of totally enclosed lifeboats. The amendments to the LSA Code and Resolution MSC.81(70), include the following: - The totally enclosed lifeboat shall admit sufficient air at all times that prevents a long-term CO₂ concentration of more than 5,000 ppm for the number of persons the lifeboat is permitted to accommodate, even with the entrances closed. - The means of ventilation shall be operable from inside the lifeboat and be arranged to ensure that the life boat is ventilated without stratification or formation of unventilated pockets. - If the means of ventilation is powered, sufficient energy shall be provided for a period of not less than 24 hours. - The requirements for the ventilation of totally enclosed lifeboats include requirements for the openings of the ventilation system and their means of closing. The amendments to MSC.81(70) address the testing of ventilation systems. Once these amendments enter into force all new build totally enclosed life boats will need to be designed and fitted with a means of ventilation to meet the requirements. The amendments to the LSA Code and MSC.81(70) will enter into force 1 January 2026 and will apply to all new totally enclosed lifeboats installed on board ships on or after 1 January 2029.</p>	<p>01.01.2026</p>	<p>Ref. to Resolution</p>	<p>SOLAS74</p>
<p>MSC.536(107)-E MSC.536(107)-R</p>	<p>Provisions to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) for fire-fighting on board ships (Amendments to SOLAS Chapter 11-2 and to Chapter 7 of the 1994 and 2000 High Speed Craft Codes). The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment.</p>	<p>01.01.2026</p>	<p>Ref. to Resolution</p>	<p>SOLAS74</p>
<p>MSC.537(107)-E MSC.537(107)-R</p>	<p>Provisions to prohibit the use of fire-fighting foams containing perfluorooctane sulfonic acid (PFOS) for fire-fighting on board ships (Amendments to SOLAS Chapter 11-2 and to Chapter 7 of the 1994 and 2000 High Speed Craft Codes). The prohibition applies to both fixed and portable systems as the intent is to prohibit the use of all extinguishing media containing PFOS that can be used in fire extinguishing systems and equipment.</p>	<p>01.01.2026</p>	<p>Ref. to Resolution</p>	<p>SOLAS74</p>



MSC.538(107)-E MSC.538(107)-R	<p>Amendments to SOLAS chapter XIV and related Amendments to the Polar Code.</p> <p>Ships listed in Chapter 1/3 of the SOLAS Convention (Exceptions) (i.e. 'non-SOLA ships' such as fishing vessels and pleasure craft) are currently not subject to the provisions of the Polar Code.</p> <p>As such, they are not required to have any additional safety, navigation, communication or voyage planning control measures in place when operating in polar waters, even though they are exposed to the same risks as SOLAS ships.</p> <p>After reviewing the technical analysis of the feasibility and consequences of applying chapters 9 and 11 of the Polar Code to non-SOLAS ships, IMO finalized draft amendments to SOLAS Chapter XIV together with draft amendments to the Polar Code. MSC.532(107) amends regulation 2 of SOLAS Chapter XIV (Application) to include non-SOLAS ships and add new chapters 9-1 (Safety of Navigation for Non-SOLA ships) and 11-1 (Voyage Planning for Non-SOLAS ships) to the Polar Code.</p> <p>The new regulations will be applicable to the following types of ships on all voyages within polar waters:</p> <ul style="list-style-type: none">- Fishing vessels of 24 meters and above.- Pleasure yachts not engaged in trade of 300GT and upwards.- Cargo ships of 300GT and upwards but less than 500GT. <p>The amendments will apply as follows:</p> <ul style="list-style-type: none">- Ships constructed on and after 1 January 2026 will need to meet the new requirements.- Ships constructed before 1 January 2026 will need to meet the new requirements in regulations 9-1 and 11-1 of the Polar Code from 1 January 2027. <p>Administrations may determine the extent to which the provisions of regulations 9-1.3.1 and 9-1.3.2 apply to the fishing vessels of 24m and above and to cargo ships of 300GT and upwards but less than 500GT.</p>	01.01.2026	Ref. to Resolution	SOLAS74
MSC.544(107)-E MSC.544(107)-R	<p>Amendments to the LSA Code and resolution MSC.81(70) 'Revised recommendation on the testing of life-saving appliances' on the ventilation of totally enclosed lifeboats.</p> <p>The amendments to the LSA Code and Resolution MSC.81(70), include the following:</p> <ul style="list-style-type: none">- The totally enclosed lifeboat shall admit sufficient air at all times that prevents a long-term CO₂ concentration of more than 5,000 ppm for the number of persons the lifeboat is permitted to accommodate, even with the entrances closed.- The means of ventilation shall be operable from inside the lifeboat and be arranged to ensure that the life boat is ventilated without stratification or formation of unventilated pockets.- If the means of ventilation is powered, sufficient energy shall be provided for a period of not less than 24 hours.- The requirements for the ventilation of totally enclosed lifeboats include requirements for the openings of the ventilation system and their means of closing. <p>The amendments to MSC.81(70) address the testing of ventilation systems.</p> <p>Once these amendments enter into force all new build totally enclosed life boats will need to be designed and fitted with a means of ventilation to meet the requirements.</p> <p>The amendments to the LSA Code and MSC.81(70) will enter into force 1 January 2026 and will apply to all new totally enclosed lifeboats installed on board ships on or after 1 January 2029.</p>	01.01.2026	Ref. to Resolution	SOLAS74
MSC.474(102)-E MSC.474(102)-R	<p>Ships of 3,000GT and above delivered on or after 1 January 2027 to be fitted with mooring arrangement and mooring equipment including lines able to ensure occupational safety and safe mooring of the ship, based on the Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring (MSC.1/Circ.1619).</p> <p>Ship-specific information shall be provided and kept on board (MSC.1/Circ.1175/Rev.1).</p>	01.01.2027	Ref. to Resolution	SOLAS74
MSC.458(101)-E MSC.458(101)-R	<p>The resolution applies to new ships only (i.e. for which the building contract is placed on or after 1 January 2024; or in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 July 2024; or the delivery of which is on or after 1 January 2028).</p>	01.01.2028	Ref. to Resolution	IGF Code
MEPC.329(76)-E MEPC.329(76)-E	<p>Amendments introduce new Regulation 43A banning – on or after 1 July 2024 - the use and carriage in Arctic waters of the oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s.</p>	01.07.2029	Ref. to Resolution	MARPOL 73/78



Vessels compliant with MARPOL Annex I Reg. 12A or with Reg. 1.2.1 of the Polar Code shall comply with such ban on or after 1 July 2029.

ILO

AMENDMENTS 2022 TO THE CODE OF MLC 2006

The 2022 amendments will ensure that:

- Seafarers are informed, prior to or in the process of engagement, of their rights under the system of financial protection to be established by private recruitment and placement agencies to compensate seafarers for monetary losses.
- Member States facilitate the prompt repatriation of abandoned seafarers and cooperate to ensure that seafarers engaged to replace seafarers who have been abandoned in their territory, or on a ship flying their flag, shall be accorded their rights and entitlements under the MLC, 2006.
- Seafarers are provided with appropriate social connectivity on board; Shipowners, so far as is reasonably practicable, provide seafarers on board their ships with internet access with charges, if any, being reasonable in amount. Port States do the same for seafarers on board ships in their ports and at their associated anchorages.
- Good quality drinking water is available free of charge for seafarers; Meals provided are balanced; Supplies of food and drinking water are inspected in relation to their quantity, quality, nutritional value, quality and variety.
- Seafarers are promptly disembarked when they need immediate medical care and are given access to medical facilities ashore in cases of, among others, any serious injury or disease, any injury involving broken bones, severe bleeding, broken or inflamed teeth or severe burns; severe pain which cannot be managed on board ship and suicide risk.
- Member States facilitate the repatriation by the shipowner of the body or ashes of seafarers who have died on board.
- Seafarers have appropriately-sized personal protective equipment, in particular to suit the increasing number of women seafarers; All deaths of seafarers are recorded and reported annually to the ILO and the relevant data is published.
- The documentary evidence of financial security includes the name of the registered owner if different from the shipowner.

23.12.2024

Ref. to
Resolution

MLC 2006

IACS

UR Z1 (Rev.10 July 2024)

"Annual and intermediate classification survey coverage of IMO Resolution A.1186(33)"
To revise the survey items following the publication of IMO Res. A.1186(33).

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All vessels
(new and
existing)

UR Z1

UI MPC131 (New July 2024)

"Unified Interpretation on the application of the amendments to Appendix IX of MARPOL Annex VI adopted by MEPC.385(81)"
The purpose of the interpretation of the amendments is to ensure the uniform application of these amendments, whether implemented early or not, maintaining a consistent level of reported data granularity throughout the calendar year and thereby preventing varying levels of granularity within the ship's data collected and reported for the same year. This UI also provides additional guidance to ensure that the ship energy efficiency management plan (SEEMP) is revised in a timely manner.

01.11.2024

All vessels
(new and
existing)

UI MPC131

UR F15 (Rev.7 Sep 2023)

"Reinforced thickness of ballast and cargo oil piping"
In Rev.7, the words "not glands" were deleted in item F15.1.1, since the term "gland" was found inappropriate. Two definitions of "expansion bends" and "heavy flanges joints" were added so as to eliminate possible misunderstanding or confusion.

01.01.2025

All vessels
(new)

UR F15

UR G3 (Rev.8 Oct 2023)

"Liquefied gas cargo and process piping"
Revision 8 of UR G3 provides revised requirements for cargo pumps and gas/reliquefaction/refrigeration compressors as regards design assessment and various kinds of testing.

01.01.2025

Gas
carriers
(new and
existing)

UR G3

UR L2 (Rev.3 Nov 2023)

"Intact stability – matter of class"
This revision considers the amendments to Resolution MSC.267(85), Intact Stability Code, since revision 2.

01.01.2025

All vessels
(new)

UR L2

UR M24 (Rev.2 Aug 2023)

"Requirements concerning use of crude oil or slops as fuel for tanker boilers"

01.01.2025

All vessels
(new)

UR M24



РОССИЙСКИЙ МОРСКОЙ РЕГИСТР СУДОХОДСТВА RUSSIAN MARITIME REGISTER OF SHIPPING

This UR provides requirements for tankers where crude oil or slops are used as fuel for boilers. This revision clarifies that the UR will not be applicable when low flash point crude oil is used, and the design is subject to SOLAS regulation II-1/55.

UR M46 (Rev.3 Aug 2023)	<p>“Ambient conditions – Inclinations and Ship Accelerations and Motions”</p> <p>In-service experience, external feedback and ensuing discussions with industry suggested that the definition of dynamic inclinations as stated in UR M46 is unclear and arguably incomplete, and therefore needs further definition. It has become evident that there is also unclarity with regards to the means by which machinery and equipment manufacturers and the means by which shipbuilders are expected to demonstrate compliance with the requirements in respect of their scope of supply, which therefore needs establishing. These gaps were filled in the new revision of the UR.</p>	01.01.2025	All vessels (new)	UR M46
UR M61 (Rev.2 Aug 2023)	<p>“Starting Arrangements of Internal Combustion Engines”</p> <p>In Rev.2 of this Resolution, the acceptable percentage of air compressor capacity used for main engine starting has been clarified.</p>	01.01.2025	All vessels (new)	UR M61
UR M83 (New Oct 2023)	<p>“Testing of the Control System of Controllable Pitch Propellers intended for Main Propulsion”</p> <p>This UR provides requirements for the testing of the control system of controllable pitch propellers intended for main propulsion.</p>	01.01.2025	All vessels (new and existing)	UR M83
UR P2.1 (Rev.3 Oct 2023)	<p>“Application”</p> <p>The applicability of UR P2 has been clarified, in relation with IMO instruments such as IBC Code, IGC Code and IGF Code.</p>	01.01.2025	All vessels (new)	UR P2.1
UR P2.2 (Rev.5 Oct 2023)	<p>“Classes of pipes”</p> <p>Table 1 which describes three classes of pipes has been revisited.</p>	01.01.2025	All vessels (new)	UR P2.2
UR P2.7.3 (Rev.3 Oct 2023)	<p>“Slip-on threaded joints”</p> <p>The use of threaded joints for small bore instrumentation equipment into piping systems conveying flammable media has been investigated and clarified.</p>	01.01.2025	All vessels (new and existing)	UR P2.7.3
UR P2.7.4 (Rev.11 Oct 2023)	<p>“Mechanical joints”</p> <p>In Rev.11 of this UR, the requirements for mechanical joints were reviewed with respect to definition, applicability and size limitation.</p>	01.01.2025	All vessels (new and existing)	UR P2.7.4
UR P2.9 (Rev.3 Oct 2023)	<p>“Pressure tests of piping after assembly on board”</p> <p>This revision provides alternative pressure test as pneumatic leak testing for water sensitive system.</p>	01.01.2025	All vessels (new and existing)	UR P2.9
UR P2.11 (Rev.6 Oct 2023)	<p>“Type Approval of Mechanical Joints”</p> <p>The requirements for mechanical joints were reviewed to align with revision work conducted for UR P2.7.4.</p>	01.01.2025	All vessels (new and existing)	UR P2.11
UR W24 (Rev.5 Sep 2023)	<p>“Cast Copper Alloy Propellers”</p> <p>This UR provides requirements for the manufacture, inspection and repair procedures of cast copper alloy propellers, blades and bosses. This revision has the following technical change: Paragraph 11.3: Repair of defects in zone A: - the permissibility of a modified Zone A, is now deleted. Opportunity was taken to carry out other minor edits and clarifications. Updated the definitions of linear and non-linear indications to align with ISO 23277:2015</p>	01.01.2025	All vessels (new and existing)	UR W24
UR W27 (Rev.3 Sep 2023)	<p>“Cast Steel Propellers”</p> <p>This UR provides requirements for the manufacture, inspection and repair procedures of cast steel propellers, blades and bosses. This revision has the following technical change: Paragraph 11.5: Repair of defects in zone A: - the permissibility of a modified Zone A, is now deleted. Opportunity was taken to carry out other minor edits and clarifications. Updated some definitions to align with ISO 23277:2015</p>	01.01.2025	All vessels (new and existing)	UR W27



РОССИЙСКИЙ МОРСКОЙ РЕГИСТР СУДОХОДСТВА RUSSIAN MARITIME REGISTER OF SHIPPING

UR W35 (Rev.1 Oct 2023)	<p>“Requirements for NDT Service Suppliers”</p> <p>This latest revision of IACS UR W35 addresses issues raised by the NDT industry regarding implementation of this UR W35, particularly regarding level 3 supervisor. This UR has been revised to address this item, and other changes afforded by this revision are summarised thus:</p> <ul style="list-style-type: none"> • updated standards references; • revisions to scope, applicability, terms and definitions; • revisions to item 2.4 “Supervisor”; • requirement upon the Class Society to verify the compliance with this UR. 	01.01.2025	All vessels (new and existing)	UR W35
UR H1 (New Jan 2024)	<p>“Control of Ammonia releases in Ammonia fuelled vessels”</p> <p>This UR provides requirements for releases of ammonia from the onboard systems for bunkering, storing, preparing and using ammonia as fuel. It addresses normal operation as well as abnormal and emergency scenarios.</p>	01.01.2025	All vessels (new and existing)	UR H1
UI SC249 (Rev.2 Jan 2024)	<p>“Implementation of SOLAS II-1, Regulation 3-5 and MSC.1/Circ.1379”</p> <p>This Unified Interpretation provides clarification regarding the application of SOLAS II-1, Reg. 3-5 and MSC.1/Circ.1379 with respect to “new installation of materials which contain asbestos”. Revision 2 considers recent amendments to IMO regulatory framework and editorial changes.</p>	01.01.2025	All vessels (new and existing)	UI SC249
UR M78 (Rev.2 Jan 2024)	<p>“Reciprocating Internal Combustion Engines Fuelled by Natural Gas”</p> <p>In Rev. 2 of this UR M78 Rev1 on “Safety of Internal Combustion Engine Supplied with Low Pressure Gas”, the scope of application of the UR M78 has been made to cover all types of engines (High pressure and low pressure, two stroke and four stroke, gas injection and pre-mixed gas type engine).</p>	01.01.2025	All vessels (new and existing)	UR M78
UR M3 (Rev.7 Feb 2024)	<p>“Speed governor and overspeed protective device”</p> <p>References to UR M43 and UR M47 were deleted in M3.1.3 following the changes made for UR M43 Rev.1 “Bridge control of propulsion machinery” and the deletion of UR M47 “Bridge control of propulsion machinery for attended machinery spaces”.</p>	01.01.2025	All vessels (new and existing)	UR M3
PR42 (New June 2024)	<p>“Procedure for Assigning Class for a New Building project when the design is already approved by an Initial Society (Based on the Classification Rules and a Memorandum of Understanding Between a Class Society, a Shipyard and, if applicable, a Ship Owner)”</p> <p>In this PR, the process to assign the class for new building projects based on the Memorandum of Understanding (MoU) by the Society is specified when the design is already approved by another Society. Minimum scopes of plans to be approved by the Society, with which the ship is to be constructed and classed, is also clarified. Furthermore, a model format of the Memorandum of Understanding (MoU) to be made by the involved parties for the said new building projects was introduced as an annex to this PR to demonstrate a minimum content to be included in the said MoU.</p>	01.01.2025	All vessels (new)	PR42
PR1B (Rev.7 June 2024)	<p>“Procedure for Adding, Assigning, Maintaining or Withdrawing Double or Dual Class”</p> <p>In this revision, the process for submission and approval of the plans for new construction of dual class ships is specified and plans to be approved, as a minimum scope, by the Second Society was clarified. Furthermore, a model format of the Trilateral Agreement to be made by the involved parties for the new construction of dual class ships was introduced as an annex to this PR to demonstrate a minimum content to be included in the said Agreement.</p>	01.01.2025	All vessels (new and existing)	PR1B
UI GF20 (New June 2024)	<p>“Arrangements of fuel tanks in methyl/ethyl alcohol fuelled vessels”</p> <p>This UI provides interpretation of the provisions in MSC.1/Circ.1621 (Para 5.3) concerning the arrangements of fuel tanks in methyl/ethyl alcohol fuelled vessels.</p>	01.07.2025	Ref. to Resolution	UI GF20
UR M43 (Rev.1 Feb 2024)	<p>“Bridge control of propulsion machinery”</p> <p>This UR provides requirements for the bridge control systems for propulsion machinery, for attended and unattended machinery spaces. In this revision requirements existing in SOLAS II-1/49 have been removed. Additionally, it includes requirements of attended machinery spaces which were in UR M47.</p>	01.01.2025	All vessels (new and existing)	UR M43
UR W8 (Rev.4 Mar 2024)	<p>“Hull and machinery steel castings”</p> <p>New requirements and clarifications regarding test block dimensions have been added.</p>	01.01.2025	All vessels (new and existing)	UR W8



UI SC 89 (Rev.5 May 2024)	<p>“Ventilation of Cargo Spaces”</p> <p>This UI provides requirements for ventilation of cargo spaces. In addition to the requirements of Rev.4, this revision provides the ventilation requirement for DIRECT REDUCED IRON (D) (By-product fines with moisture content of at least 2%) that had been newly introduced in the IMSBC Code (Amendment 07-23) additional to the requirements provided by Rev.4.</p>	01.01.2025	Bulk carriers (new and existing)	UI SC 89
UR M84 (New February 2024)	<p>“Capacity and availability of compressed air for essential services”</p> <p>This UR provides requirements for the capacity and availability of compressed air required by systems, machinery and equipment providing essential services. The UR was considered necessary in order to ensure that sufficient compressed air capacity, in addition to the required starting air capacity, is ensured at all times where compressed air is essential for normal operation of the propulsion system.</p>	01.07.2025	All vessels (new and existing)	UR M84
UR M61 (Rev.3 Feb 2024)	<p>“Starting Arrangements of Internal Combustion Engines”</p> <p>The requirements for engine starting in this UR M61 have been updated to include a cross reference to the newly developed UR M84 - Capacity and availability of compressed air for essential services to ensure that the new requirements in UR M84 relating to compressed air for essential services are also fully considered together with the requirements for engine starting.</p>	01.07.2025	All vessels (new and existing)	UR M61
UR E21 (Rev.2 Feb 2024)	<p>“Requirements for uninterruptible power (UPS) units”</p> <p>In Rev.2 of this Resolution, the requirements for UPS are extended to other cases than alternative and transitional power to emergency services, recognizing that UPS is often utilized for continuous and uninterruptible power supply in the application of essential services.</p>	01.07.2025	All vessels (new and existing)	UR E21
UI SC 301 (May 2024)	<p>“SOLAS Regulations II-2/9.7.2 and 9.7.5.1 – Separation of ducts from spaces”</p> <p>UI SC301 has been developed with a view to provide clarity on the application of the SOLAS Ch II-2 regulations 9.7.2 and 9.7.5.1 regarding separation on ducts from spaces, after it was raised in the industry for causing concerns with ambiguous applicability</p>	01.07.2025	All vessels (new)	UI SC 301
UR C6 (May 2024)	<p>“Requirements for Lashing Software”</p> <p>UR C6 provides harmonised performance standards and requirements to facilitate consistent approval of lashing software.</p>	01.07.2025	Container ships (new)	UR C6
UR C7 (May 2024)	<p>“Approval and Certification of Container Securing Systems”</p> <p>A new UR to define the scope of approval and certification of container securing systems is developed.</p>	01.07.2025	Container ships (new)	UR C7
UI SC 276 (Rev.1 May 2024)	<p>“Escape from machinery spaces on passenger ships”</p> <p>This UI provides unified interpretations of vague requirements for means of escape in machinery spaces on passenger ships as required by SOLAS II/13.4.1. Revision 1 clarifies the term “safe position”.</p>	01.07.2025	Passenger ships (new)	UI SC 276
UI SC 277 (Rev.1 May 2024)	<p>“Escape from machinery spaces on cargo ships”</p> <p>This UI provides unified interpretations of vague requirements for means of escape in machinery spaces on cargo ships as required by SOLAS II-2/13.4.2. Revision 1 clarifies the term “safe position”.</p>	01.07.2025	Cargo ships (new)	UI SC 277
UI SC302 (New May 2024)	<p>“Interpretation of SOLAS Regulation II-2/11.4.1 Pertaining to Crowns of Machinery Spaces of Category A”</p> <p>This UI provides an interpretation for the term crowns as used in SOLAS regulation II-2/11.4.1.</p>	01.07.2025	All vessels (new)	UI SC302
UI SC156 (Rev.3 July 2024)	<p>“Doors in watertight bulkheads of cargo ships and passenger ships”</p> <p>IACS UI SC156 Rev.3 has been published as a consequence of these recently published IMO instruments: MSC.474(102), MSC.491(104), MSC.492(104), MEPC.343(78), MEPC.345(78), MSC.526(106).</p>	01.07.2025	All vessels (new)	UI SC156
UI SC303 (New July 2024)	<p>“Harmonization of Industrial Personnel Safety Certificate with SOLAS Safety Certificates”</p> <p>This UI clarifies how the IP Safety Certificate should be harmonized with SOLAS Safety Certificates.</p>	01.07.2025	Ref. to Resolution	UI SC303
UI SC211 (Rev.1 Sep 2024)	<p>“Protection of fuel oil tanks and designation of fore peak spaces”</p> <p>In Rev.1 of the UI, modifications have been made to align this UI with the amendments to UR F44 in its Rev.3.</p>	01.01.2026	Oil and chemical	UI SC211



UR F44 (Rev.3 Sep 2024)	“Fore peak ballast tanks and space arrangements on oil & chemical tankers” In Rev.3 modifications have been made to expand the application of UR F44 to chemical tankers.	01.01.2026	tankers (new) Oil and chemical tankers (new)	UR F44
UR E10 (Rev.10 Aug 2024)	“Test Specification for Type Approval” Item 8 (inclination test) is revised for the part relevant to Gas Carriers and Chemical Carriers, in alignment with Note 3 to M46.2 which is updated accommodating the reference clause nos. of the IGC Code and the IBC Code. In parallel, the reference standards are also updated as per the latest and valid version.	01.01.2026	All vessels (new and existing)	UR E10
UR M46 (Rev.4 Aug 2024)	“Ambient conditions – Inclinations and Ship Accelerations and Motions” Note 3 to Para M46.2 “Inclinations” is updated accommodating the reference clause nos. of the IGC Code and the IBC Code.	01.01.2026	All vessels (new)	UR M46

The present document is prepared by Russian Maritime Register of Shipping for reference purposes and contains the information on the most significant decisions which enter into force in the near future.

The document does not claim to cover all aspects of the maritime industry, the preference is given to the technical requirements and is aimed to guide the RS customers and contribute in every possible way for their readiness to meet these requirements.

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