



## Requirements of IMO, IACS and other Organizations which enter into force on 1 April 2024 and after that date

IMO, IACS, etc. resolution. <sup>1</sup>	Summary of the document / amendments to the document	Date in force	Application	Related instrument
<a href="#">MEPC.359(79)-E</a> <a href="#">MEPC.359(79)-R</a>	Amendments to MARPOL Annex 1 - Appendix II (Form of IOPP Certificate and Supplements). The title of Section 5 has been updated within Form B of the Supplement to the International Oil Pollution Prevention Certificate (IOPP) under MARPOL Annex 1-Appendix II to include regulations 21 and 22.	01.05.2024	Tankers (new and existing)	<a href="#">MARPOL 73/78</a>
<a href="#">MEPC.360(79)-E</a> <a href="#">MEPC.360(79)-R</a>	All ships between 100-400 GT and all fixed and floating platforms shall have a Garbage Record Book onboard and record all discharges into the sea (accidental or exceptional), reception facilities ashore (or to other ships) or incineration.	01.05.2024	Ref. to Resolution	<a href="#">MARPOL 73/78</a>
<a href="#">MEPC.361(79)-E</a> <a href="#">MEPC.361(79)-R</a>	Amendments to designate the Mediterranean Sea as an Emission Control Area for Sulphur Oxides and Particulate 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. Amendments will enter into force on 1 May 2024, but take effect from 1 May 2025.	01.05.2024	Ref. to Resolution	<a href="#">MARPOL 73/78</a>
<a href="#">MEPC.362(79)-E</a> <a href="#">MEPC.362(79)-R</a>	Information to be submitted to the IMO ship fuel oil consumption database (DCS): the list of information required includes: attained EEXI and EEDI, annual required and attained CII, CII for trial purposes and operational carbon intensity rating. Voluntary application from 1 January 2024. Information to be included in the bunker delivery note (BDN) - the flashpoint of fuel oil or a statement that the flashpoint has been measured at or above 70°C as mandatory information.	01.05.2024	Ref. to Resolution	<a href="#">MARPOL 73/78</a>
<a href="#">MEPC.345(78)-E</a> <a href="#">MEPC.345(78)-R</a>	Amendments to IBC Code with regards to watertight doors (Paragraph 2.9.2.1)	01.07.2024	All vessels (new and existing)	<a href="#">IBC Code</a>
<a href="#">MSC.521(106)-E</a> <a href="#">MSC.521(106)-R</a>	New SOLAS chapter XV - Safety measures for ships carrying industrial personnel.	01.07.2024	Ref. to Resolution	<a href="#">SOLAS74</a>
<a href="#">MSC.525(106)-E</a> <a href="#">MSC.525(106)-R</a>	Amendments to the International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers. The amendments address inconsistencies on examination of ballast tanks at annual surveys for bulk carriers and oil tankers the following requirement contained in the condition evaluation report.	01.07.2024	All vessels (new and existing)	<a href="#">ESP CODE</a>
<a href="#">MSC.526(106)-E</a> <a href="#">MSC.526(106)-R</a>	Amendments to IBC Code with regards to watertight doors. (Paragraph 2.9.2.1)	01.07.2024	All vessels (new and existing)	<a href="#">IBC Code</a>
<a href="#">MSC.527(106)-E</a> <a href="#">MSC.527(106)-R</a>	New International Code of Safety for Ships Carrying Industrial Personnel (IP Code). The IP Code provides minimum safety standards for ships that carry industrial personnel, as well as for the personnel, and also addresses specific risks of maritime operations (such as personnel transfer) in the offshore and energy sectors.	01.07.2024	Ref. to Resolution	<a href="#">SOLAS74</a>
<a href="#">MEPC.381(80)-E</a> <a href="#">MEPC.381(80)-R</a>	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)	<a href="#">MARPOL 73/78</a>
<a href="#">MEPC.382(80)-E</a> <a href="#">MEPC.382(80)-R</a>	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)	<a href="#">MARPOL 73/78</a>

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



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<b>MSC.539(107)-E</b> <b>MSC.539(107)-R</b>	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	Ref. to Resolution	<b>SOLAS74</b>
<b>MSC.540(107)-E</b> <b>MSC.540(107)-R</b>	Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 Amendments to STCW Rules 1/1 and 1/2 - Electronic Identity Cards for Seafarers	01.01.2025	Ref. to Resolution	<b>STCW78</b>
<b>MSC.541(107)-E</b> <b>MSC.541(107)-R</b>	Amendments to Part A of the Code on Standards of Training, Certification and Watchkeeping for Seafarers (Section-2) As part of the ongoing digitalization of the shipping industry, the transfer of seafarers' documents from paper format to electronic format is underway.	01.01.2025	Ref. to Resolution	<b>STCW78</b>
<b>MEPC.369(80)-E</b> <b>MEPC.369(80)-R</b>	Amendments to Annex II of the Ballast Water Management Convention (Ballast Water Record Book). Information collected during the experience-building phase of the BWM Convention shows that 70% of the identified deficiencies reported by port States are related to incorrect entries in the Ballast Water Record Book (BARB).	01.02.2025	All vessels (new and existing)	<b>BWM 2004</b>
<b>2009 SR/CONF/45</b> <b>NB</b>	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	<b>HKRS 2009</b>
<b>MSC.523(106)-E</b> <b>MSC.523(106)-R</b>	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)	<b>IGC Code</b>
<b>MSC.524(106)-E</b> <b>MSC.524(106)-R</b>	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)	<b>IGF Code</b>
<b>MSC.532(107)-E</b> <b>MSC.532(107)-R</b>	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 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	01.01.2026	Ref. to Resolution	<b>SOLAS74</b>



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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.

<b>MSC.533(107)-E</b> <b>MSC.533(107)-R</b>	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".	01.01.2026	Ref. to Resolution	<b>SOLAS PROT78</b>
<b>MSC.534(107)-E</b> <b>MSC.534(107)-R</b>	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".	01.01.2026	Ref. to Resolution	<b>SOLAS PROT88</b>
<b>MSC.535(107)-E</b> <b>MSC.535(107)-R</b>	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.	01.01.2026	Ref. to Resolution	<b>SOLAS74</b>
<b>MSC.536(107)-E</b> <b>MSC.536(107)-R</b>	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.	01.01.2026	Ref. to Resolution	<b>SOLAS74</b>
<b>MSC.537(107)-E</b> <b>MSC.537(107)-R</b>	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.	01.01.2026	Ref. to Resolution	<b>SOLAS74</b>
<b>MSC.538(107)-E</b> <b>MSC.538(107)-R</b>	Amendments to SOLAS chapter XIV and related Amendments to the Polar Code. 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. 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. 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. The new regulations will be applicable to the following types of ships on all voyages within polar waters:	01.01.2026	Ref. to Resolution	<b>SOLAS74</b>



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- 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.
- The amendments will apply as follows:
- 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.
- 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.

<b>MSC.544(107)-E</b> <b>MSC.544(107)-R</b>	<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"> <li>- The totally enclosed lifeboat shall admit sufficient air at all times that prevents a long-term CO<sub>2</sub> concentration of more than 5,000 ppm for the number of persons the lifeboat is permitted to accommodate, even with the entrances closed.</li> <li>- 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.</li> <li>- If the means of ventilation is powered, sufficient energy shall be provided for a period of not less than 24 hours.</li> <li>- The requirements for the ventilation of totally enclosed lifeboats include requirements for the openings of the ventilation system and their means of closing.</li> </ul> <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	<b>SOLAS74</b>
<b>UI LL16</b> <b>(Rev.2 Jan 2023)</b>	<p>"Sheer"</p> <p>Footnote was updated to indicate that UI is applicable only for ships built in accordance with 1966 ICLL or the original 1988 Protocol. It is not applicable to the 1988 Protocol as amended by resolution MSC.143(77).</p>	-	Ref. to Resolution	<b>UI LL16</b>
<b>UI SC30</b> <b>(Rev.3 Mar 2023)</b>	<p>"Fire-extinguishing arrangements in machinery spaces"</p> <p>The document has been updated to consider amendments adopted by MSC.409(97), which entered into force on 1 January 2020, regarding requirements for extinguishers for spaces wherein boilers are for domestic services and are less than 175 kW, or boilers are protected by fixed water-based local application fire-extinguishing systems.</p>	-	All vessels (new and existing)	<b>UI SC30</b>
<b>UI SC70</b> <b>(Rev.4 Corr.1 Apr 2023)</b>	<p>"Cargo tank vent systems and selection of electrical equipment"</p> <p>Editorial errors included when the clean version of Rev.4 of this UI was produced have been corrected.</p>	-	All vessels (new)	<b>UI SC70</b>
<b>UR M56</b> <b>(Rev.4 Corr.2 May 2023)</b>	<p>"Marine gears – load capacity of involute parallel axis spur and helical gears"</p> <p>Reference to an industry standard has been corrected.</p>	-	All vessels (new and existing)	<b>UR M56</b>
<b>UR Z23</b> <b>(Rev.7 Corr.2 May 2023)</b>	<p>"Hull Survey for New Construction"</p> <p>The reference in appendix 2 has been updated due to adoption of Resolution MSC.454(100) which revoked Resolution MSC.296(87).</p>	-	All vessels (new)	<b>UR Z23</b>
<b>PR1A</b> <b>(Rev.9 Aug 2023)</b>	<p>"Procedure for Transfer of Class"</p> <p>This revision is to ensure that clause B2.1.1 iii) for chemical tankers can be applied also to oil/product carriers, which have the same structure as chemical carriers.</p>	01.07.2024	All vessels (new and existing)	<b>PR1A</b>
<b>UI GC39</b> <b>(Sep 2023)</b>	<p>"Interpretation of 2014 IGC Code (MSC.370(93), as amended) Paragraphs 11.3.1, 11.4.1, 11.4.3 and 18.10.3.2 w.r.t additional bunkering manifold equipment fitted on L.N.G. Bunkering Ships"</p> <p>UI GC39 has been developed with a view to provide clarity on the provisions of 2014 IGC Code paragraphs 11.3.1, 11.4.1, 11.4.3 and 18.10.3.2, when considering LNG Bunkering ships fitted with cargo transfer equipment in addition to traditional cargo manifolds.</p>	01.07.2024	Gas carriers (new)	<b>UI GC39</b>



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<b>UI GF19</b> <b>(New Dec 2023)</b>	"Fuel Supply to Consumers - single common flanges" This UI is based on IMO MSC.1/Circ.1670 with respect to Fuel Supply to consumers- single common flanges, IGF Code Part A-1 Section 9.2.2 with clearly indicating application date in force.	01.07.2024	All vessels (new)	<b>UI GF19</b>
<b>UI MPC29</b> <b>(Rev.2 Dec 2023)</b>	"Annex VI of MARPOL 73/78 Regulations 18.5 and 18.6" To update the UI to take account of IMO Circular MEPC.1/Circ.795/Rev.8.	01.07.2024	All vessels (new and existing)	<b>UI MPC29</b>
<b>UI SC123</b> <b>(Rev.5 July 2023)</b>	"Machinery Installations - Service Tank Arrangements" In this revision, a footnote has been introduced to include examples of equivalent arrangements (1.2 & 2.2) for sake of clarity.	01.07.2024	All vessels (new)	<b>UI SC123</b>
<b>UI SC299</b> <b>(New July 2023)</b>	"Watertight testing after fire testing of penetrations in watertight divisions in passenger ships" This unified interpretation has been developed with a view to provide clarity on the provisions of SOLAS II-1 Regulation 13 when considering the requirements for testing of penetrations in watertight divisions after fire.	01.07.2024	All vessels (new)	<b>UI SC299</b>
<b>NB</b>				
<b>UI SC300 (Aug 2023)</b>	"Containment of fire: details of fire insulation of duct penetrations" This UI provides a unified interpretation of requirements in SOLAS regulations II/2/9.7.3.1.2 and II-2/9.7.3.2, with a view to facilitating their consistent and global implementation.	01.07.2024	All vessels (new)	<b>UI SC300</b>
<b>UR A1</b> <b>(Rev.8 June 2023)</b>	"Anchoring Equipment" This revision introduces clarifications and updates to requirements regarding: - purpose of anchoring equipment, - application of UR A1, - alternative method for calculations of anchoring equipment, - anchoring equipment for tugs, - use of wire rope in place of chain cable.	01.07.2024	All vessels (new)	<b>UR A1</b>
<b>UR E10 (Rev.9 Aug 2023)</b>	"Test Specification for Type Approval" In Rev.9 of this Resolution, the way to proceed in case the specified industry standard is not the last revision issued has been indicated.	01.07.2024	All vessels (new and existing)	<b>UR E10</b>
<b>UR E22</b> <b>(Rev.3 June 2023)</b>	"Computer-based systems" This revision is intended to improve and clarify the requirements for computer-based system during design, construction, commissioning and maintenance, including better clarification of the system integrator. Objective of this revision is to ensure that UR E22 provides a minimum set of requirements to suppliers and system integrators of software-based automation that ensures that both individual systems and the total integrated functionality is of high quality and safe for use.	01.07.2024	All vessels (new and existing)	<b>UR E22</b>
<b>UR E26</b> <b>(Apr 2022 Withdrawn) (Rev.1 Nov 2023)</b>	"Cyber resilience of ships" UR E26 aims to ensure the secure integration of both operational technology and information technology equipment into the vessel's network during the design, construction, commissioning, and operational life of the ship. This UR targets the ship as a collective entity for cyber resilience and covers five key aspects: equipment identification, protection, attack detection, response, and recovery. This revision includes requirements for the suppliers to demonstrate compliance with the requirements in this UR. UR E26 (Apr 2022 version) was withdrawn before coming into force on 1 January 2024. UR E26 (Rev.1) was adopted in November 2023 and comes into force on 1 July 2024.	01.07.2024	All vessels (new and existing)	<b>UR E26</b>
<b>NB</b>				
<b>UR E27</b> <b>(Apr 2022 Withdrawn) (Rev.1 Sep 2023)</b>	"Cyber resilience of on-board systems and equipment" In this revision, UR E27 aims to ensure system integrity is secured and hardened by third-party equipment suppliers. This UR provides requirements for cyber resilience of onboard systems and equipment and provides additional requirements relating to the interface between users and computer-based systems onboard, as well as product design and development requirements for new devices before their implementation onboard ships. This revision includes requirements for the suppliers to demonstrate compliance with the requirements in this UR. UR E27 (Apr 2022 version) was withdrawn before coming into force on 1 January 2024. UR E27 (Rev.1) was adopted in September 2023 and comes into force on 1 July 2024.	01.07.2024	All vessels (new and existing)	<b>UR E27</b>
<b>NB</b>				



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<b>UR G2</b> (Rev.3 May 2023)	“Liquefied gas cargo tanks and process pressure vessels” This revision provides requirements regarding the new IGC Code and revised UR W1.	01.07.2024	All vessels (new and existing)	<b>UR G2</b>
<b>UR I3</b> (Rev.2 Jan 2023)	“Machinery Requirements for Polar Class Ships” In Rev.2 of this Resolution, comprehensive amendments, including introduction of requirements for icebreaker vessels, have been made.	01.07.2024	All vessels (new)	<b>UR I3</b>
<b>UR M53</b> (Rev.5 May 2023)	“Calculations for I.C. Engine Crankshafts” The Revision 5 of this UR provide amendments to the formula for the calculation of the acceptability factor (Q) for crankpin fillet & journal fillet in Appendix IV, paragraph 4.3.	01.07.2024	All vessels (new and existing)	<b>UR M53</b>
<b>UR M72</b> (Rev.3 Apr 2023)	“Certification of Engine Components” This revision of the UR provides clarifications regarding the NDE requirements of Engine Components.	01.07.2024	All vessels (new and existing)	<b>UR M72</b>
<b>UR M73</b> (Rev.2 May 2023)	“Turbochargers” Clarifications have been provided as regards the expression “totally new design”, the type testing load cycles and the containment test.	01.07.2024	All vessels (new and existing)	<b>UR M73</b>
<b>UR M81</b> (Rev.1 July 2023)	“Safety measures against chemical treatment fluids used for exhaust gas cleaning systems and the residues which have hazardous properties” In this revision, requirements for Exhaust Gas Cleaning Systems discharge water pipeline have been added.	01.07.2024	All vessels (new and existing)	<b>UR M81</b>
<b>UR M82</b> (Mar 2023)	“Type Testing Procedure of Explosion Relief Devices for Combustion Air Inlet and Exhaust Gas Manifolds of I.C. Engines Using Gas as Fuel” This UR provides test requirements for pressure relief systems on air inlet and exhaust gas manifolds of internal combustion engines using gas as fuel.	01.07.2024	All vessels (new and existing)	<b>UR M82</b>
<b>UR S3</b> (Rev.2 June 2023)	“Strength of End Bulkheads of Superstructures and Deckhouses” This revision has been developed to consider the minimum thickness of plating for ships with $L_1 < 65m$ stipulated in S3.4.	01.07.2024	All vessels (new)	<b>UR S3</b>
<b>UR S10</b> (Rev.7 Corr.1 June 2023)	“Rudders, Sole Pieces and Rudder Horns” The technical content of UR S10 has been improved and clarified based on feedbacks received from Industry and Members practical experience. The Corrigendum for Revision 7 of UR S10 has been prepared to correct the editorial error with respect to the rudder stock diameter’s formula in S10.4.2.	01.07.2024	All vessels (new)	<b>UR S10</b>
<b>UR S21</b> (Rev.6 Jan 2023)	“Evaluation of Scantlings of Hatch Covers and Hatch Coamings and Closing Arrangements of Cargo Holds of Ships” The buckling requirements in UR S21 are improved based on latest CSR buckling requirements. Then UR S21 and S21A are harmonized and combined as a single UR S21 Rev.6. And UR S21A is deleted since 1 July 2024.	01.07.2024	Ref. to Resolution	<b>UR S21</b>
<b>UR S26</b> (Rev.5 May 2023)	“Strength and Securing of Small Hatches on the Exposed Fore Deck” The sentence has been added to specify that small hatches regarded as a nonweathertight hatch according to UI LL64 are not subject to UR S26.	01.07.2024	All vessels (new)	<b>UR S26</b>
<b>UR S35</b> (Feb 2023)	“Buckling Strength Assessment of Ship Structural Elements” UR S35 provides common buckling requirements, following the CSR buckling methodology, for all relevant IACS UR-S resolutions such as UR S21 (Rev.6, Jan 2023 Complete Revision).	01.07.2024	All vessels (new)	<b>UR S35</b>
<b>UR W31</b> (Rev.3 Mar 2023)	“YP47 Steels and Brittle Crack Arrest Steels” Latest revision is dealing with the approval scheme of small-scale test methods for brittle crack arrest steels. Requirements for testing and approval procedures have been revised and developed.	01.07.2024	All vessels (new)	<b>UR W31</b>
<b>UR Z10.1</b> (Rev.25 Feb 2023)	“Hull Surveys of Oil Tankers” The revision is to harmonize the revised requirements in line with the amendments made to ESP Code vide Res.MSC.525(106).	01.07.2024	Tankers (new and existing)	<b>UR Z10.1</b>
<b>UR Z10.2</b> (Rev.37 Feb 2023)	“Hull Surveys of Bulk Carriers” The revision is to harmonize the revised requirements in line with the amendments made to ESP Code vide Res.MSC.525(106).	01.07.2024	All bulkers (new and existing)	<b>UR Z10.2</b>



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<b>UR Z10.3</b> <b>(Rev.21 Aug 2023)</b>	"Hull Surveys of Chemical Tankers" In revision 21 of this UR, the reference of Owner's Inspection Report has been added in Section 6.3.1 (Supporting Documents) to update this UR and to improve the consistency with the other UR Z10s.	01.07.2024	Tankers (new and existing)	<b>UR Z10.3</b>
<b>UR Z10.4</b> <b>(Rev.18 Feb 2023)</b>	"Hull Surveys of Double Hull Oil Tankers" The revision is to harmonize the revised requirements in line with the amendments made to ESP Code vide Res.MSC.525(106).	01.07.2024	Tankers (new and existing)	<b>UR Z10.4</b>
<b>UR Z10.5</b> <b>(Rev.20 Feb 2023)</b>	"Hull Surveys of Double Skin Bulk Carriers" The revision is to harmonize the revised requirements in line with the amendments made to ESP Code vide Res.MSC.525(106).	01.07.2024	All bulkers (new and existing)	<b>UR Z10.5</b>
<b>UR Z11</b> <b>(Rev.6 May 2023)</b>	"Mandatory Ship Type and Enhanced Survey Programme (ESP) Notations" In Rev.6 of this UR, an update was made to maintain the consistency with the outcome of previous work related to the definition of oil tankers which was reflected in UR Z10.1(Rev.25) and UR Z10.4(Rev.18).	01.07.2024	All vessels (new and existing)	<b>UR Z11</b>
<b>Rule Change Notice 1 to Common Structural Rules for Bulk Carriers and Oil Tankers Revision of 1 January 2023</b>	This document contains amendments to the IACS Common Structural Rules for Bulk Carriers and Oil Tankers, revision of 1 January 2023. The technical background containing explanation for the amendments in this document can be found in "Technical Background Rule Reference for RCN1 to CSR 01 JAN 2023 Rules"	01.07.2024	Bulkers and tankers (new)	<b>CSR 01 Jan 2023 version</b>
<b>CSR 01 Jan 2024 version</b>	Common Structural Rules for Bulk Carriers and Oil Tankers, 1 January 2024 These rules enter into force on 1 July 2024 and supersede Common Structural Rules for Bulk Carriers and Oil Tankers, January 2023.	01.07.2024	Bulkers and tankers (new)	<b>CSR 01 Jan 2024 version</b>
<b>UR F15</b> <b>(Rev.7 Sep 2023)</b>	"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)	<b>UR F15</b>
<b>UR G3</b> <b>(Rev.8 Oct 2023)</b>	"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)	<b>UR G3</b>
<b>UR L2</b> <b>(Rev.3 Nov 2023)</b>	"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)	<b>UR L2</b>
<b>UR M24</b> <b>(Rev.2 Aug 2023)</b>	"Requirements concerning use of crude oil or slops as fuel for tanker boilers" 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.	01.01.2025	All vessels (new)	<b>UR M24</b>
<b>UR M46</b> <b>(Rev.3 Aug 2023)</b>	"Ambient conditions – Inclinations and Ship Accelerations and Motions" 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.	01.01.2025	All vessels (new)	<b>UR M46</b>
<b>UR M61</b> <b>(Rev.2 Aug 2023)</b>	"Starting Arrangements of Internal Combustion Engines" In Rev.2 of this Resolution, the acceptable percentage of air compressor capacity used for main engine starting has been clarified.	01.01.2025	All vessels (new)	<b>UR M61</b>
<b>UR M83</b> <b>(New Oct 2023)</b>	"Testing of the Control System of Controllable Pitch Propellers intended for Main Propulsion" This UR provides requirements for the testing of the control system of controllable pitch propellers intended for main propulsion.	01.01.2025	All vessels (new and existing)	<b>UR M83</b>



<b>UR P2.1</b> <b>(Rev.3 Oct 2023)</b>	“Application” The applicability of UR P2 has been clarified, in relation with IMO instruments such as IBC Code, IGC Code and IGF Code.	01.01.2025	All vessels (new)	<b>UR P2.1</b>
<b>UR P2.2</b> <b>(Rev.5 Oct 2023)</b>	“Classes of pipes” Table 1 which describes three classes of pipes has been revisited.	01.01.2025	All vessels (new)	<b>UR P2.2</b>
<b>UR P2.7.3</b> <b>(Rev.3 Oct 2023)</b>	“Slip-on threaded joints” The use of threaded joints for small bore instrumentation equipment into piping systems conveying flammable media has been investigated and clarified.	01.01.2025	All vessels (new and existing)	<b>UR P2.7.3</b>
<b>UR P2.7.4</b> <b>(Rev.11 Oct 2023)</b>	“Mechanical joints” In Rev.11 of this UR, the requirements for mechanical joints were reviewed with respect to definition, applicability and size limitation.	01.01.2025	All vessels (new and existing)	<b>UR P2.7.4</b>
<b>UR P2.9</b> <b>(Rev.3 Oct 2023)</b>	“Pressure tests of piping after assembly on board” This revision provides alternative pressure test as pneumatic leak testing for water sensitive system.	01.01.2025	All vessels (new and existing)	<b>UR P2.9</b>
<b>UR P2.11</b> <b>(Rev.6 Oct 2023)</b>	“Type Approval of Mechanical Joints” The requirements for mechanical joints were reviewed to align with revision work conducted for UR P2.7.4.	01.01.2025	All vessels (new and existing)	<b>UR P2.11</b>
<b>UR W24</b> <b>(Rev.5 Sep 2023)</b>	“Cast Copper Alloy Propellers” 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	01.01.2025	All vessels (new and existing)	<b>UR W24</b>
<b>UR W27</b> <b>(Rev.3 Sep 2023)</b>	“Cast Steel Propellers” 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	01.01.2025	All vessels (new and existing)	<b>UR W27</b>
<b>UR W35</b> <b>(Rev.1 Oct 2023)</b>	“Requirements for NDT Service Suppliers” 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: <ul style="list-style-type: none"> <li>• updated standards references;</li> <li>• revisions to scope, applicability, terms and definitions;</li> <li>• revisions to item 2.4 “Supervisor”;</li> <li>• requirement upon the Class Society to verify the compliance with this UR.</li> </ul>	01.01.2025	All vessels (new and existing)	<b>UR W35</b>
<b>UR H1</b> <b>(New Jan 2024)</b>	“Control of Ammonia releases in Ammonia fuelled vessels” 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.	01.01.2025	All vessels (new and existing)	<b>UR H1</b>
<b>UI SC249</b> <b>(Rev.2 Jan 2024)</b>	“Implementation of SOLAS II-1, Regulation 3-5 and MSC.1/Circ.1379” 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.	01.01.2025	All vessels (new and existing)	<b>UI SC249</b>
<b>UR M78</b> <b>(Rev.2 Jan 2024)</b>	“Reciprocating Internal Combustion Engines Fuelled by Natural Gas” 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).	01.01.2025	All vessels (new and existing)	<b>UR M78</b>





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<b>UR M3</b> <b>(Rev.7 Feb 2024)</b>	“Speed governor and overspeed protective device” 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”.	01.01.2025	All vessels (new and existing)	<b>UR M3</b>
<b>UR M43</b> <b>(Rev.1 Feb 2024)</b>	“Bridge control of propulsion machinery” 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.	01.01.2025	All vessels (new and existing)	<b>UR M43</b>
<b>UR W8</b> <b>(Rev.4 Mar 2024)</b>	“Hull and machinery steel castings” New requirements and clarifications regarding test block dimensions have been added.	01.01.2025	All vessels (new and existing)	<b>UR W8</b>
<b>UR M84</b> <b>(New February 2024)</b>	“Capacity and availability of compressed air for essential services” 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.	01.07.2025	All vessels (new and existing)	<b>UR M84</b>
<b>UR M61</b> <b>(Rev.3 Feb 2024)</b>	“Starting Arrangements of Internal Combustion Engines” 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.	01.07.2025	All vessels (new and existing)	<b>UR M61</b>
<b>UR E21</b> <b>(Rev.2 Feb 2024)</b>	“Requirements for uninterruptible power (UPS) units” 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.	01.07.2025	All vessels (new and existing)	<b>UR E21</b>

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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