RUSSIAN MARITIME REGISTER OF SHIPPING

Requirements of IMO, IACS and other international organizations which enter into force after 1 January 2025

This document contains information on the requirements of International Maritime Organization (IMO), the International Association of Classification Societies (IACS) and other international organizations, which enter into force after 1 January 2025.

The document consists of the following sections (click to select): **The most important documents**; **IMO Documents** **IACS Documents**; **Additional information**.

For each document, a summary and description are provided, the applicability, the effective date are indicated, as well as the main document (IMO instrument, IACS resolution, etc.) to which the document entering into force relates.

The most important documents coming into force

This section provides a chronological list of the most important documents that will enter into force in the near future.

You can click on the document you are interested in to go to its more detailed description, including a summary, applicability, etc.

2025

- **IMSBC Code:** Amendments 07-23
- **STCW, STCW-C:** Electronic seafarers' certificates
- **MARPOL An. I, An. V:** Red Sea and Gulf of Aden Special Areas
- **BWMC:** Form of Ballast Water Record Book
- **Hong Kong Convention:** Entry into Force
- **MARPOL:** Marine diesel engine replacing a steam system, IMO DSC, Low-flashpoint and gas fuels
- **BWMC:** Use of electronic record books

2026

- **SOLAS Ch. II-2:** reporting of oil fuel suppliers
- **IGC Code, IGF Code:** High manganese austenitic steel
- **SOLAS Ch. II-1:** lifting appliances and anchor handling winches
- **SOLAS Ch. II-2, HSC Codes 1994, 2000:** prohibition of fire-fighting foams containing PFOS
- **SOLAS Ch. XIV:** amendments to Polar Code
- **SOLAS Ch.V:** Mandatory carriage of electronic inclinometers
- **LSA Code:** Ventilation of totally enclosed lifeboats
- **SOLAS Ch. II-2:** Fire safety of ro-ro spaces and weather decks, control stations and oil fuel parameters other than flashpoint
- **SOLAS Ch. V:** Reporting on the loss of containers
- **IMDG Code:** Amendments 42-24
- **Res. MSC.402(96):** Amended requirements for lifeboats
- **MARPOL Protocol:** Reporting on the loss of containers
- **MARPOL An. VI:** Establishing the Canadian Arctic and Norwegian Sea Emission Control Area

2028

- **SOLAS Ch. II-1:** Emergency towing arrangements for new ships, other than tankers

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Detailed information on the documents, which enter into force after 1 January 2025

International Maritime Organization (IMO) Documents

IMO Resolution	Summary of the document / amendments to the document
MSC.436(99) Date in force: **01.01.2025** Application: **Ref. to Resolution**	Related documents: **SOLAS74** 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.
MSC.539(107) Date in force: **01.01.2025** Application: **All bulkers (new and existing)**	Related documents: **SOLAS74, MSC.1/Circ.1664, MSC.1/Circ.1453/Rev.2, MSC.1/Circ.1454/Rev.2, MSC.1/Circ.1395/Rev.6** 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.
MSC.540(107) Date in force: **01.01.2025** Application: **All vessels (new and existing)**	Related documents: **STCW78, MSC.1/Circ.1665** 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).
MSC.541(107) Date in force: **01.01.2025** Application: **All vessels (new and existing)**	Related documents: **STCW78, MSC.1/Circ.1665** Section A-I/2 “Certificates and endorsements”, allowing the use of electronic certificates.
MEPC.203(62) Date in force: **01.01.2025** Application: **Ref. to Resolution**	Related documents: **MARPOL 73/78, MEPC.328(76)** According to Regulation 21 “Required EEDI” (now Regulation 24 (ref. MEPC.328(76)), 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).

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MEPC.381(80)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **MARPOL 73/78**

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.

MEPC.382(80)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **MARPOL 73/78**

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.

MEPC.369(80)

Date in force: **01.02.2025**

Application: **All vessels (new and existing)**

Related documents: **BWM 2004, BWM.2/Circ.80/Rev.1**

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 record keeping and reporting” has been approved and issued as BWM.2/Circ.80

MEPC.361(79)

Start of application: 05/01/2025
(amendments entered into force on 05/01/2024)

Application: **All vessels (new and existing)**

Related documents: **MARPOL 73/78**

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.

MEPC.380(80)

Date in force: **01.05.2025**

Application: **All vessels (new and existing)**

Related documents: **MARPOL 73/78**

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.

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2009 SR/CONF/45

Date in force: **26.06.2025**

Application: **Ref. to Resolution**

Related documents: **HKRS 2009**, **MEPC.196(62)**, **MEPC.210(63)**, **MEPC.211(63)**, **MEPC.222(64)**, **MEPC.223(64)**, **MEPC.379(80)**

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.

MEPC.385(81)

Date in force: **01.08.2025**

Application: **All vessels (new and existing)**

Related documents: **MARPOL 73/78**

Amendments to regulation 13.2.2 of MARPOL Annex VI on a marine diesel engine replacing a steam system.

Ship owners and operators should be aware that any replacement of a steam system with a marine diesel engine after these amendments enter force will require compliance with Regulation 13 of MARPOL Annex VI, taking into account any amendments to the relevant guidelines.

Amendments to MARPOL Annex VI regulation 27 and Appendix IX on IMO DCS.

From the entry into force of the amendments the requirement to collect and report the data in the amended Appendix IX will apply to ships of 5,000GT or above. This new data concerns further granularity regarding fuel consumption and voyage data.

Ahead of the entry into force date, ship operators will need to ensure that the SEEMP Part II is modified as necessary to cover capture of the newly required data.

Amendments to MARPOL Annex VI, regulations 2, 14, and 18 and Appendix I (Non-applicability of fuel oil sampling for low-flashpoint and gas fuels).

Fuel oil suppliers are expected to include information within their bunker delivery note (BDN) (as per Appendix V of MARPOL, Annex VI) for all the fuel oil delivered to and used on board a ship for MARPOL compliance.

MEPC.383(81)

Date in force: **01.10.2025**

Application: **All vessels (new and existing)**

Related documents: **BWM 2004, MEPC.372(80)**

Regulation B-2.1 of the BWM Convention provides for the record book to be electronic. However, there is no associated guidance to support this to ensure a harmonised approach with the MARPOL Annexes and the NOx Technical Code. To assist in harmonising the approach to

electronic record keeping, MEPC 80 adopted Guidelines for the use of electronic record books under the Ballast Water Management Convention (MEPC.372(80)).

MEPC 81 adopted amendments to the BWM Convention to mandate the harmonising the approach to electronic record keeping.

MEPC.379(80)

Date in force: **26.12.2025**

Application: **Ref. to Resolution**

Related documents: **HKRS 2009**

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).

MSC.520(106)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74**

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.

MSC.522(106)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: SOLAS74, MSC.496(105)

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.

MSC.523(106)

Date in force: **01.01.2026**

Application: **All vessels (new and existing)**

Related documents: **IGC Code**

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.

MSC.524(106)

Date in force: **01.01.2026**

Application: **All vessels (new and existing)**

Related documents: **IGF Code**

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.

MSC.532(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: SOLAS74, MSC.1/Circ.1662, MSC.1/Circ.1663

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 extend 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.

MSC.533(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS PROT78**

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".

MSC.534(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS PROT88**

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".

MSC.535(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: SOLAS74, MSC.544(107)

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 C02 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 provide d 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 enclose d 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 enclose d lifeboats installed on board ships on or after 1 January 2029.

MSC.536(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74**

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.

MSC.537(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74, MSC.532(107), MSC.536(107)**

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.

MSC.538(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74, MSC.532(107)**

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:

- 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 construct ed 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 from1 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.

MSC.544(107)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74, MSC.81(70)**

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 enclose d lifeboat shall admit sufficient air at all times that prevents a long-term C02 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.

MSC.550(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74, MSC.555(108), MSC.1/Circ.1456/Rev.1**

The amendments to SOLAS chapter II-2/20 for ships fitted with vehicle, special category, open and closed ro-ro spaces and weather decks intended for the carriage of vehicles include, but are not limited to;

- Individually identifiable smoke and heat detector systems, (including linear heat detectors), for open and closed vehicle ro-ro spaces.

- Fire detection and alarm system requirements for weather decks intended for the carriage of vehicles, including a safety distance from vehicle lanes to accommodation spaces, control stations and normally occupied service spaces.

- Video monitoring on vehicle spaces, open and closed ro-ro spaces and special category spaces.

- Fixed water-based fire-extinguishing systems to protect weather decks primarily using water monitor(s), with nozzles being acceptable for areas which monitors cannot cover. Detailed specifications for nozzles are also included, as well as water supply capacity.

- Changes to structural fire protection of ro-ro and special category spaces including the protection for openings which is extended to include access to embarkation and assembly stations, as well as intakes for machinery.

- Openings in ro-ro spaces provided with closing devices such as steel A-class ramps and steel A-class doors should be permitted below survival craft and accommodation spaces (including normally occupied service spaces and control stations).

- Openings in ro-ro spaces below accommodation spaces, control stations and normally occupied service spaces are permitted when the fire integrity of the ship’s side, including windows and doors, is A-60 within a specified rectangular area (A-0 windows protected by a water-based system may be accepted as equivalent to A-60 windows).

The amendments to SOLAS chapter II-2/7.5.5 apply to all new cargo ships of 500GT and over with keels laid or at a similar stage of

construction on or after 1 January 2026. The expression a “similar stage of construction” means the stage at which:

- construction identifiable with a specific ship begins; and

- assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

Ships constructed before 1 January 2026 will need to comply with the current requirements of paragraph 5.5.

Amendments to SOLAS regulation II-2/4 related to oil fuel parameters other than flashpoint.

The amendment adds a new sub-paragraph to SOLAS II-2/4 to ensure that oil fuel delivered to and used on board ships will not jeopardise the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.

MSC.551(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **IGF Code**

Amendments to the IGF Code

The IGF Code is reviewed regularly. These amendments incorporate a number of consolidations and additional new provisions based on the industry's gained experience.

MSC.552(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **Grain Code**

Amendments to the International Code for the Safe Carriage of Grain in Bulk (MSC.23(59)) – loading conditions.

The International Code for the Safe Carriage of Grain in Bulk prescribes three loading conditions for the safe stowage of grain: "filled compartment, trimmed", a "filled compartment, untrimmed" and a "partly filled compartment".

It has been observed that, in practice, there might be discrepancies such as when grain is filled up to or above the bottom edge of the hatch end beams, but not to the highest possible level in way of the hatch opening.

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MSC.553(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **ESP Code**

Amendments to the 2011 ESP Code - Modifications to the Procedures for approval and certification of a firm engaged in thickness measurement of hull structures.

The amendments will better specify that Administrations can exercise the right to audit a firm conducting thickness measurement of hull structures.

The current text in the ESP Code was observed to be unclear on this matter.

MSC.554(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **LSA Code**

Amendments to the LSA Code - single fall and hook systems with on-load release capability.

Lifeboats and rescue boats with single fall and hook systems face a similar risk of potential accidental release during recovery operations as those with twin fall and hook systems. As these systems are used and tested in a similar way as twin fall lifeboats, they should have

similar safety standards.

Having discussed the issue, the IMO has now adopted amendments to paragraphs 4.4.7.6.8 and 4.4.7.6.17 of the LSA Code in order to ensure adequate safety standards for lifeboats and rescue boats fitted with single fall and hook systems.

Amendments to the LSA Code to address the in-water performance of SOLAS adult lifejackets.

After the deaths of three seafarers whilst wearing SOLAS lifejackets in favourable environmental conditions, the subsequent enquiries have shown that the current requirements for the design and testing of SOLAS lifejackets do not provide consistent assurance of their in-water

performance.

Amendments to the International Life-Saving Appliance (LSA) Code- Launching appliances using falls and a winch.

The current minimum lowering speed of survival craft and rescue boats, as specified in paragraph 6.1.2.8 of the LSA Code, can be expressed in relation to the launching height.

This height refers to the distance from the davit head to the waterline when the ship is at its lightest sea-going condition.

However, in recent years, larger cargo ships have been under construction, and the launching heights of certain types of cargo ships are expected to increase in the near future. For instance, a 20,000 TEU containership may have a launching height of 35m, requiring a minimum lowering speed of 1.1 m/s.

The new requirements address the minimum and maximum lowering speed of survival craft and rescue boats.

MSC.555(108)

Date in force: **01.01.2026**

Application: **-**

Related documents: **SOLAS74, MSC.1/Circ.1456/Rev.1, MSC.1/Circ.1615**

Amendments to SOLAS Regulation II-2/7.5.5 – Fire protection of control stations and cargo control

rooms on new cargo ships.

IMO adopted amendments to SOLAS regulation II-2/7.5.5 and approved consequential amendments to MSC.1/Circ.1456 with respect to the protection of accommodation and service spaces and control stations where a fixed fire detection and alarm system is required. The revised circular was published as MSC.1/Circ.1456/Rev.1 which supersedes MSC.1/Circ.1456 and MSC.1/Circ.1492.

Amendments to the Fire Safety Systems (FSS) Code - fire safety on Ro-Ro passenger ships (Chapter 7

amendments) and all ships (Chapter 9 amendments).

IMO has reviewed SOLAS chapter II-2 and the FSS Code with regard to vehicle, special category, ro-ro spaces and weather decks of new and existing ro-ro ships based on the findings of the FIRESAFE II study.

It should be noted that IMO issued the Interim guidelines for minimising the incidence and consequences of fires in ro-ro spaces and special category spaces of new and existing ro-ro passenger ships (MSC.1/Circ.1615), pending changes to SOLAS, to address the risks related to ro-ro passenger ships.

MSC.556(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **IMDG Code**

Amendments 42-24 to the International Maritime Dangerous Goods (IMDG) Code.

The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances.

These amendments are published as Amendment 42-24 and to are included in the 2024 Edition.

MSC.559(108)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **LSA Code, MSC.81(70), MSC.402(96)**

Amendments to the resolution MSC.402(96) - Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.

Background: As a consequence of the agreed amendments to the LSA Code and resolution MSC.81(70) with regard to new ventilation requirements for totally enclosed lifeboats, MSC 108 adopted an amendment to resolution MSC.402(96). This amendment includes the requirement for the examination and check of the 'ventilation system, where fitted' for satisfactory condition and operation on lifeboats (including free-fall lifeboats), rescue boats, and fast rescue boats.

MSC.560(108)

Date in force: **01.01.2026**

Application: **All vessels (new and existing)**

Related documents: **STCW78**

Amendments to the STCW Code - Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault.

The Joint ILO/IMO Tripartite Working Group to identify and address seafarers' issues and the human element recognised the need to tackle bullying and harassment in the maritime sector, including sexual assault and sexual harassment, with the objective of ensuring a safe workplace for seafarers.

A new mandatory competence has been developed in the STCW Code, Table A-VI/1-4, on the prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault.

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MSC.561(108)

Date in force: **01.01.2026**

Application: **All vessels (new and existing)**

Related documents: **STCW-F**

Revised annex to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F).

The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), sets certification and minimum training requirements for crews of seagoing fishing vessels with the aim to promote the safety of life at sea and the protection of the marine environment, taking into account the unique nature of the fishing industry and the working environment.

Amendments inter alia include:

- Requirements related to the use of simulators;
- Requirements for medical fitness of fishing vessel personnel;
- Clarity on when competency under the 1978 STCW Convention may be accepted;
- An additional option for accepted seagoing service for navigational officer candidates.

MSC.562(108)

Date in force: **01.01.2026**

Application: **All vessels (new and existing)**

Related documents: **STCW-F, MSC.561(108)**

Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F) Code

The new STCW-F Code contains mandatory provisions to which specific reference is made in the annex to the STCW-F Convention.

These requirements provide the minimum standards required to be maintained by Parties in order to give full and complete effect to the Convention.

Also included are standards of competence required to be demonstrated by candidates for the issue and revalidation of certificates of competency under the provisions of the STCW-F Convention.

MEPC.384(81)

Date in force: **01.01.2026**

Application: **Ref. to Resolution**

Related documents: **SOLAS74**

Amendments to Protocol I of MARPOL Article V - Reporting on the loss of containers

Following the recurrent loss of containers, and in response to the danger submerged containers pose to shipping, the IMO adopted amendments to SOLAS Chapter V to make the reporting of lost, or the observance of lost, freight containers mandatory through a standardised procedure.

In the same context, MEPC 81 also adopted amendments to Article V of Protocol I of the MARPOL Convention.

MEPC.392(82)

Date in force: **01.03.2026 (Ref. to Resolution)**

Application: **All vessels (new and existing)**

Related documents: **MARPOL 73/78**

Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for

nitrogen oxides, sulphur oxides and particulate matter

MEPC 82 adopted amendments to MARPOL Annex VI which will give effect to an ECA in the Canadian Arctic for NOx and SOx.

This ECA is comprised of two segments starting at the Yukon mainland at 68.900° North 137.000° West; and ending at the north coast of Hans Island at 80.83183° North 66.45667° West and continuing from the south coast of Hans Island at 80.82144° North 66.45067° West, and ending at the coast of Newfoundland and Labrador at 60.000° North, 64.160° West.

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MSC.474(102)

Date in force: **01.01.2027**

Application: **Ref. to Resolution**

Related documents: **SOLAS74 MSC.1/Circ.1619, MSC.1/Circ.1175/Rev.1**

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).

Ship-specific information shall be provided and kept on board (MSC.1/Circ.1175/Rev.1).

MSC.458(101)

Date in force: **01.01.2028**

Application: **Ref. to Resolution**

Related documents: **IGF Code**

Amendments to the International Code of Safety for Ships Using Gases or Other Low-Flashpoint Fuels (IGF Code) including definitions, probability index fv, loading limit, fuel distribution, internal combustion engines, fire protection).

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).

MSC.549(108)

Date in force: **01.01.2028**

Application: **Ref. to Resolution**

Related documents: **SOLAS74**

Amendments to SOLAS - New Regulation II-1/3-4.2 – Emergency towing arrangements for new ships,

other than tankers, of 20,000GT and over.

IMO has agreed a revision to SOLAS chapter II-1, regulation 3-4, which extends the scope of the requirements for emergency towing arrangements to new ships other than tankers of 20,000GT and over.

IMO is currently developing amendments to a number of guidelines to help the industry apply the new regulation.

MEPC.329(76)

Entered into force on November 1, 2022. The ban will begin to apply on July 1, 2024.

The expiration date of the deferrals and exemptions is July 1, 2029.

Application: **Ref. to Resolution**

Related documents: MARPOL 73/78, MEPC.1/Circ.915

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.

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.

International Association of Classification Societies (IACS)

UR Z1 (Rev.10 July 2024)

Date in force: **-**

Application: **All vessels (new and existing)**

Related documents: **UR Z1**

“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).

UI MPC131 (New July 2024)

Date in force: **01.11.2024**

Application: **All vessels (new and existing)**

Related documents: **UI MPC131**

"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.

UR F15 (Rev.7 Sep 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR F15**

"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.

UR G3 (Rev.8 Oct 2023)

Date in force: **01.01.2025**

Application: **Gas carriers (new and existing)**

Related documents: **UR G3**

"Liquefied gas cargo and process piping"

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

UR L2 (Rev.3 Nov 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR L2**

"Intact stability – matter of class"

This revision considers the amendments to Resolution MSC.267(85), Intact Stability Code, since revision 2.

UR M24 (Rev.2 Aug 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR M24**

"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.

UR M46 (Rev.3 Aug 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR M46**

"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.

UR M61 (Rev.2 Aug 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR M61**

"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.

UR M83 (New Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR M83**

"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.

UR P2.1 (Rev.3 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR P2.1**

"Application"

The applicability of UR P2 has been clarified, in relation with IMO instruments such as IBC Code, IGC Code and IGF Code.

UR P2.2 (Rev.5 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new)**

Related documents: **UR P2.2**

"Classes of pipes"

Table 1 which describes three classes of pipes has been revisited.

UR P2.7.3 (Rev.3 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR P2.7.3**

"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.

UR P2.7.4 (Rev.11 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR P2.7.4**

"Mechanical joints"

In Rev.11 of this UR, the requirements for mechanical joints were" reviewed with respect to definition, applicability and size limitation.

UR P2.9 (Rev.3 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR P2.9**

"Pressure tests of piping after assembly on board"

This revision provides alternative pressure test as pneumatic leak testing for water sensitive system.

UR P2.11 (Rev.6 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR P2.11**

"Type Approval of Mechanical Joints"

The requirements for mechanical joints were reviewed to align with revision work conducted for UR P2.7.4.

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UR W24 (Rev.5 Sep 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR W24**

“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

UR W27 (Rev.3 Sep 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR W27**

“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

UR W35 (Rev.1 Oct 2023)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR W35**

“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:

- 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.

UR H1 (New Jan 2024)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR H1**

“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.

UI SC249 (Rev.2 Jan 2024)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UI SC249**

“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.

UR M78 (Rev.2 Jan 2024)

Date in force: **01.01.2025**

Application: **All vessels (new and existing)**

Related documents: **UR M78**

“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).

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UR M3 **(Rev.7 Feb 2024)** Date in force: **01.01.2025** Application: **All vessels (new and existing)**	Related documents: **UR M3** “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”.
PR42 **(New June 2024)** Date in force: **01.01.2025** Application: **All vessels (new)**	Related documents: **PR42** “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)” 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.
PR1B **(Rev.7 June 2024)** Date in force: **01.01.2025** Application: **All vessels (new and existing)**	Related documents: **PR1B** “Procedure for Adding, Assigning, Maintaining or Withdrawing Double or Dual Class” 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.
UI GF20 **(New June 2024)** Date in force: **01.07.2025** Application: **Ref. to Resolution**	Related documents: **UI GF20** “Arrangements of fuel tanks in methyl/ethyl alcohol fuelled vessels” 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.
UR M43 **(Rev.1 Feb 2024)** Date in force: **01.01.2025** Application: **All vessels (new and existing)**	Related documents: **UR M43** “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.
UR W8 **(Rev.4 Mar 2024)** Date in force: **01.01.2025** Application: **All vessels (new and existing)**	Related documents: **UR W8** “Hull and machinery steel castings” New requirements and clarifications regarding test block dimensions have been added.

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UI SC 89 (Rev.5 May 2024)

Date in force: **01.01.2025**

Application: **Bulk carriers (new and existing)**

Related documents: **UI SC 89**

"Ventilation of Cargo Spaces"

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.

UR M84 (New February 2024)

Date in force: **01.07.2025**

Application: **All vessels (new and existing)**

Related documents: **UR M84**

"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.

UR M61 (Rev.3 Feb 2024)

Date in force: **01.07.2025**

Application: **All vessels (new and existing)**

Related documents: **UR M61**

"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.

UR E21 (Rev.2 Feb 2024)

Date in force: **01.07.2025**

Application: **All vessels (new and existing)**

Related documents: **UR E21**

"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.

UI SC 301 (May 2024)

Date in force: **01.07.2025**

Application: **All vessels (new)**

Related documents: **UI SC 301**

"SOLAS Regulations II-2/9.7.2 and 9.7.5.1 – Separation of ducts from spaces"

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

UR C6 (May 2024)

Date in force: **01.07.2025**

Application: **Container ships (new)**

Related documents: **UR C6**

"Requirements for Lashing Software"

UR C6 provides harmonised performance standards and requirements to facilitate consistent approval of lashing software.

UR C7 (May 2024)

Date in force: **01.07.2025**

Application: **Container ships (new)**

Related documents: **UR C7**

"Approval and Certification of Container Securing Systems"

A new UR to define the scope of approval and certification of container securing systems is developed.

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UI SC 276 (Rev.1 May 2024)

Date in force: **01.07.2025**

Application: **Passenger ships (new)**

Related documents: **UI SC 276**

“Escape from machinery spaces on passenger ships”

This UI provides unified interpretations of vague requirements for means of escape in machinery spaces on passenger ships as required by SOLAS II2/13.4.1. Revision 1 clarifies the term “safe position”.

UI SC 277 (Rev.1 May 2024)

Date in force: **01.07.2025**

Application: **Cargo ships (new)**

Related documents: **UI SC 277**

“Escape from machinery spaces on cargo ships”

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”.

UI SC302 (New May 2024)

Date in force: **01.07.2025**

Application: **All vessels (new)**

Related documents: **UI SC302**

“Interpretation of SOLAS Regulation II-2/11.4.1 Pertaining to Crowns of Machinery Spaces of Category A”

This UI provides an interpretation for the term crowns as used in SOLAS regulation II-2/11.4.1.

UI SC156 (Rev.3 July 2024)

Date in force: **01.07.2025**

Application: **All vessels (new)**

Related documents: **UI SC156**

“Doors in watertight bulkheads of cargo ships and passenger ships”

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).

UI SC303 (New July 2024)

Date in force: **01.07.2025**

Application: **Ref. to Resolution**

Related documents: **UI SC303**

“Harmonization of Industrial Personnel Safety Certificate with SOLAS Safety Certificates”

This UI clarifies how the IP Safety Certificate should be harmonized with SOLAS Safety Certificates.

UI SC211 (Rev.1 Sep 2024)

Date in force: **01.01.2026**

Application: **Oil and chemical tankers (new)**

Related documents: **UI SC211**

“Protection of fuel oil tanks and designation of fore peak spaces”

In Rev.1 of the UI, modifications have been made to align this UI with the amendments to UR F44 in its Rev.3.

UR F44 (Rev.3 Sep 2024)

Date in force: **01.01.2026**

Application: **Oil and chemical tankers (new)**

Related documents: **UR F44**

“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.

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UR E10 **(Rev.10 Aug 2024)** Date in force: **01.01.2026** Application: **All vessels (new and existing)**	Related documents: **UR E10** “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.

UR M46 **(Rev.4 Aug 2024)** Date in force: **01.01.2026** Application: **All vessels (new)**	Related documents: **UR M46** “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.

Additional information

Status of the IMO conventions and instruments (by Members)

International Affairs of the Russian Maritime Register of Shipping