

Summary of new IMO requirements coming into force until 2024

Sr. No	Convention/Regulation	Resolution	New Ship			Existing Ship			Subject Remarks												
			Ship type	Size	Compliance date	Ship type	Size	Compliance date													
1	IMSBC Code	MSC.500(105)	Ships carrying IMSBC Cargo	All	1 December 2023 Administrations may apply it on a voluntary basis as from 1 January 2023.	Ships carrying IMSBC Cargo	All	1 December 2023 Administrations may apply it on a voluntary basis as from 1 January 2023.	<p>The amendments (06-21) to IMSBC Code includes (but is not limited to);</p> <ol style="list-style-type: none"> A revised definition of Group A to include dynamic separation as well as liquefaction. The revised definition reads – "Group A consists of cargoes which possesses a hazard due moisture that may result in liquefaction or dynamic separation if shipped at a moisture content in excess of their transportable moisture limit." New definition for Dynamic separation is included and reads - "Dynamic separation means the phenomenon of forming a liquid slurry (water and fine solids) above the lid material, resulting in a free surface effect which may significantly affect the ship's stability." Revisions to various existing individual schedules for solid bulk cargoes. Reclassification of Ammonium Nitrate based fertilizer (non-hazardous) and new individual schedules and clarification of the term 'intrinsically safe' for the same. In the heading for "Section 7", the words "Cargoes which may liquefy" is replaced with the words "Cargoes which may liquefy or undergo dynamic separation". Following new schedules have been added to Appendix 1 of the Code: <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Cargo</th> <th>Group</th> </tr> </thead> <tbody> <tr> <td>AMMONIUM NITRATE BASED FERTILIZER</td> <td>C</td> </tr> <tr> <td>AMMONIUM NITRATE BASED FERTILIZER MHB</td> <td>B</td> </tr> <tr> <td>CLAM SHELL</td> <td>C</td> </tr> <tr> <td>SUPERPHOSPHATE (TRIPLE, GRANULAR)</td> <td>B</td> </tr> <tr> <td>LEACH RESIDUE CONTAINING LEAD</td> <td>A and B</td> </tr> </tbody> </table> Existing individual schedule - Ammonium Nitrate based fertilizer (non-hazardous) and Superphosphate (triple, granular) are deleted. Further, vide Resolution MSC.539(107), amendments (07-23) to the IMSBC Code were adopted. The amendments become mandatory on 1 January 2025 and can be implemented voluntarily from 1 January 2024. MSC.1/Circ.1395/Rev.5 & 6 were adopted – Lists of solid bulk cargoes for which a fixed gas fire extinguishing system may be exempted or for which a fixed gas fire extinguishing system is ineffective. Following new cargoes have been added in MSC.1/Circ.1395/Rev.5 <ul style="list-style-type: none"> • AMMONIUM NITRATE BASED FERTILIZER MHB • SUPERPHOSPHATE (TRIPLE, GRANULAR) • LEACH RESIDUE CONTAINING LEAD 	Cargo	Group	AMMONIUM NITRATE BASED FERTILIZER	C	AMMONIUM NITRATE BASED FERTILIZER MHB	B	CLAM SHELL	C	SUPERPHOSPHATE (TRIPLE, GRANULAR)	B	LEACH RESIDUE CONTAINING LEAD	A and B
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									<p>Further, following new cargo is added in MSC.1/Circ.1395/Rev.6</p> <ul style="list-style-type: none"> ELECTRIC ARC FURNACE DUST, PELLETIZED <p>Where a vessel intends to carry any of above cargo(es) and seeks exemption from a fixed gas fire extinguishing system, IRS may be contacted for issuance of necessary exemption certificate in concurrence with the Flag Administration.</p>
2	1988 LL Protocol MARPOL Annex 1 and IGC Code	MSC.491(104) MSC.492(104) MEPC.343(78)	All	All	1 January 2024	All	All	1 January 2024	<p>Amendments to 1988 LL Protocol, MARPOL Annex 1 and IGC Code:</p> <p>Amendments to 1988 LL Protocol, MARPOL Annex 1 and IGC Code were adopted to align the requirements with respect to doors in watertight bulkheads with that of the SOLAS Convention.</p> <p>The amendments allows for hinged watertight doors (hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea) where previously the regulations only included remotely operated sliding watertight doors in damage stability calculations.</p> <p>These amendments clarify and align the requirements of watertight doors with that of the SOLAS Convention.</p> <p>The amendments will not have any impact on existing ships.</p>
3	SOLAS regulation III/33, LSA Code and the Resolution MSC.81(70)	LSA Code MSC.482(103) MSC.485(103) MSC.488(103)	Cargo ships	20,000GT and above	1 January 2024	Cargo ships	20,000GT and above	1 January 2024	<p>Amendments to SOLAS regulation III/33, LSA Code and the Resolution MSC.81(70)</p> <p>Amendments to SOLAS regulation III/33, paragraph 4.4.1.3 of LSA Code and the "Revised recommendation on testing of life-saving appliances" (resolution MSC.81 (70), as amended) were adopted, to remove the applicability of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water as there is no additional dynamic load on the launching arrangements to be accounted for.</p> <p>The amendments will not have any impact on existing ships.</p>
4	FSS Code	MSC.457(103)	All	All	1 January 2024	All	All	1 January 2024	<p>Amendments to FSS Code:</p> <p>The term 'forward of' used in paragraphs 2.2.3.2.1, 2.2.3.2.6 and 2.2.4.2.1 of chapter 15 of the FSS Code is in contradiction with MSC.1/Circ. 1582 (Unified Interpretation of Chapter 15 of the FSS Code).</p> <p>The term "forward of" is amended to read 'downstream of' to avoid misunderstanding on design requirement of inert gas system.</p> <p>The amendments provides clarity and will not have any impact on existing ships.</p>

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5	IMDG Code	MSC.501(105)	Ships carrying IMDG Cargo	All	1 January 2024 Administrations may apply it on a voluntary basis as from 1 January 2023.	Ships carrying IMDG Cargo	All	1 January 2024 Administrations may apply it on a voluntary basis as from 1 January 2023.	<p>Amendments to the IMDG Code:</p> <p>The IMDG Code is regularly reviewed to take into account new requirements for existing substances or new substances.</p> <p>In addition to the regular updates to classification, segregation, packing and markings of dangerous goods, Amendment 40-20 includes;</p> <ul style="list-style-type: none"> • Segregation requirements for alcoholates. • Amendments to SG 53 and SG 48 regarding liquid organic substances. • Amendments to UN 1362 PG II and UN 1362 to clarify the differences between carbon-related substances particularly with regard to charcoal. • A new special provision and handling code for medical waste. • Amendments have also been made to the footnotes in the IMDG Code. Several footnotes in the IMDG Code were found to use mandatory language. These have now been included in the main body of the Code. <p>The amendments are pertaining to operational requirements and are to be complied with when carrying dangerous goods.</p>
6	SOLAS chapter II-1, chapter III, chapter IV and chapter V	MSC.496(105)	All	300 gross tonnage and upwards	1 January 2024	All	300 gross tonnage and upwards	1 January 2024	<p>Amendments to requirements of the GMDSS:</p> <p>Noting the current developments in technologies and satellite service providers, a comprehensive review of the requirements were completed.</p> <p>Revisions to SOLAS chapter II-1, chapter III, chapter IV and chapter V, certificate formats and records of equipment were adopted.</p> <p>The amendments includes:</p> <ol style="list-style-type: none"> 1. The carriage requirements for ships subject to the GMDSS have not changed although Narrow Band Direct Printing (NBDP) do not form part of the requirement. 2. The definition of "Sea Area A3" has changed. Sea Area A3 now means 'an area, excluding sea areas A1 and A2, within the coverage of a recognised mobile satellite service (RMSS) supported by the ship earth station (SES) carried on board, in which continuous alerting is available'. For a ship certified to operate in sea area A3, the Cargo Ship Safety Radio Certificate will indicate the recognized mobile satellite service in brackets (INMARSAT / IRIDIUM). 3. The provisions related to two-way VHF radiotelephone apparatus and search and rescue locating devices have been relocated under chapter IV, with no change in carriage requirement. 4. The relevant SOLAS related certificates and Records of Equipment are included as part of the amendments. 5. References to Inmarsat have been replaced throughout with the term 'a recognized mobile satellite service'. 6. It is to be noted that the definitions of the sea areas and functional requirements of the GMDSS

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									<p>have been slightly modified. Sea Area 3 is now defined by the equipment carried on board.</p> <p>The Passenger Ship Safety Certificate, the Cargo Ship Safety Equipment Certificate, the Cargo Ship Safety Radio Certificate, the Nuclear Passenger Ship Safety Certificate and the Nuclear Cargo Ship Safety Certificate, including the associated records of equipment for passenger ship safety (Form P), cargo ship safety (Form E), cargo ship safety radio (Form R) and cargo ship safety (Form C) in the revised format will be issued to the vessel at the time of renewal of the certificate on or after 1 January 2024.</p> <p>Further, following is to be noted in respect of GMDSS Equipment:</p> <ol style="list-style-type: none"> 1. Acceptance of Iridium Satellite service Ship Earth Station (SES) as a recognized mobile satellite service to provide GMDSS services onboard ships is based on concurrence by the Flag Administration. 2. MSC. 511 (105) provides that shipborne VHF radio installations capable of voice communication and digital selective calling which will form part of the GMDSS, if installed on or after 1 January 2024, conform to performance standards not inferior to those specified in the annex to MSC. 511 (105). <p>However, in view of delays affecting availability of new GMDSS equipment conforming to performance standards as in the annex to Res. MSC. 511 (105), IMO vide circular MSC.1/Circ.1676 has invited Member States to consider permitting until 1 January 2028 the continued installation of shipborne VHF radio installations conforming to performance standards not inferior to those specified in the annex to resolution A.803(19), as amended.</p> <p>Accordingly, Flag Administration's instructions in respect of performance standards for VHF radio installed on or after 1 January 2024 is to be followed.</p> <ol style="list-style-type: none"> 3. Further, IMO vide Circular, MSC.1/Circ. 1460/Rev.4 has provided that - To ensure GMDSS communication capability and the availability of appropriate GMDSS radiocommunication equipment, and without prejudice to the arrangements contained in Appendix 18 of the RR, VHF radiocommunication equipment should be updated following the first radio survey after 1 January 2028, at the earliest, so that it meets the arrangements that will be in force by then.

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7	LSA Code	MSC.459(101)	All	All	Applies to rescue boats installed on board ships on or after 1 January 2024.	All	All	Applies to rescue boats installed on board ships on or after 1 January 2024.	<p>Amendments to LSA Code: Following two amendments were adopted</p> <ol style="list-style-type: none"> Amendments to LSA Code 4.4.8.1 - The requirement of buoyant oars and related equipment is not applicable for lifeboats equipped with two independent propulsion systems. Amendments to LSA Code 6.1.1.3- Rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition with engine, but without the crew, the launching appliance of the boat does not need to be fitted with stored mechanical power provided that: <ul style="list-style-type: none"> manual hoisting from the stowed position and turning out to the embarkation position is possible by one person; the force on the crank handle does not exceed 160 N at the maximum crank radius of 350 mm; and means having sufficient strength such as bowsing line are provided for bringing the rescue boat against the ship's side and holding it alongside so that persons can be safely embarked. <p>For existing ships, amendments will be applicable only for rescue boats installed on board on or after 1 January 2024.</p>
8	FSS Code	MSC.484(103)	All	All	1 January 2024	All	All	1 January 2024	<p>Amendments to FSS Code:</p> <p>IMO agreed to develop fault isolation requirements for individually identifiable fire detector systems (installed in lieu of section identifiable fire detector systems) on cargo ships and passenger ship cabin balconies.</p> <p>The following new paragraph 2.1.8 is inserted after existing paragraph 2.1.7: "2.1.8 In cargo ships and on passenger ship cabin balconies, where an individually identifiable system is fitted, notwithstanding the provisions in paragraph 2.1.6.1, isolator modules need not be provided at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system, arranged in accordance with paragraph 2.4.1."</p> <p>The amendments do not affect the existing ships unless it is a modification / new installation case.</p>
9	IGF Code	MSC.475(102)	Ships using gases or other low-flashpoint fuels	All	1 January 2024	Ships using gases or other low-flashpoint fuels	All	1 January 2024	<p>Amendments to IGF Code:</p> <p>Three (3) amendments to the IGF Code as listed below were adopted.</p> <ul style="list-style-type: none"> ➤ In paragraph 6.7.1.1 - tank cofferdams are removed from the scope of requirement of pressure relief system <p>(All fuel storage tanks shall be provided with a pressure relief system appropriate to the design of the fuel containment system and the fuel being carried. Fuel storage hold spaces, interbarrier spaces, tank connection spaces and tank cofferdams, which may be subject to pressures beyond</p>

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									<p>their design capabilities, shall also be provided with a suitable pressure relief system. Pressure control systems specified in 6.9 shall be independent of the pressure relief systems)</p> <p>➤ New paragraph 11.8 added in order to require fixed fire-extinguishing system complying with the provisions of SOLAS Reg. II-2/10.4.1.1 for fuel preparation rooms containing pumps, compressors or other potential ignition sources. (applicable only for ships constructed on or after 1 January 2024)</p> <p>➤ Paragraph 16.3.3.5.1 concerning tensile tests for under-matched welds (where the weld metal has a lower tensile strength than the parent metal) modified to include materials other than aluminium alloys.</p> <p>(Tensile tests: cross-weld tensile strength is not to be less than the specified minimum tensile strength for the appropriate parent materials. For materials such as aluminum alloys, reference shall be made to 6.4.12.1.1.3 with regard to the regulations for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture shall be recorded for information)</p> <p>Applicable to existing ships when certified for compliance to IGF Code on or after 1 January 2024.</p>
10	SOLAS Reg II-1/3-8	MSC.474(102)	All	All	1 January 2024	All	All	1 January 2024	<p>Amendments to SOLAS II-1, Reg.3-8 regarding New Requirements and Related Guidelines on Towing and Mooring Equipment</p> <p>Ships constructed on or after 1 January 2024 will be required to comply with following new requirements:</p> <ul style="list-style-type: none"> • Ship is to be provided with arrangements, equipment and fittings of sufficient safe working load to enable the safe conduct of all towing and mooring operations associated with the normal operation of the ship meeting the appropriate requirements in MSC.1/Circ. 1175/Rev.1 – Revised Guidance on Shipboard Towing and Mooring Equipment. • Each fitting or item of equipment provided under this regulation are to be clearly marked with any limitations associated with its safe operation, taking into account the strength of the supporting ship's structure and its attachment to it. • For ships of 3,000 gross tonnage and above, the mooring arrangement is to be designed, and the mooring equipment including lines are to be selected, in order to ensure occupational safety and safe mooring of the ship, based on the guidelines provided in MSC.1/Circ. 1619. Ship-specific information are to be provided and kept on board. • Ships of less than 3,000 gross tonnage should comply with the requirement in paragraph 'c' above as far as reasonably practicable, or with applicable national standards of the Administration. <p>Further, all ships (irrespective of the date of construction) will be required to comply with following new requirements in respect of inspection and maintenance of mooring equipment including lines with effect from 01 January 2024:</p>

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									<ul style="list-style-type: none"> Mooring equipment, including lines, are to be inspected and maintained in a suitable condition for their intended purposes taking into consideration Guidelines in MSC.1/Circ. 1620. Procedures for mooring operations, inspections and maintenance of mooring equipment, including mooring lines to be established and available on-board taking into account industry practices in MSC.1/Circ. 1620. Procedures to allow the identification and control of mooring lines, tails and associated attachments is to be established and available on-board. The periodic inspection of mooring lines, mooring line tails and associated attachments are to be included in the on-board maintenance plan or equivalent maintenance management system. Manufacturers' criteria for replacement of mooring lines are to be available. Records of the original design concept, equipment, arrangement and specifications are to be available on-board. <p>Verification of compliance to above requirements will be undertaken at the initial survey for new ships and at the first periodical survey for the issuance of the Cargo Ship Safety Construction Certificate or renewal survey for the issuance of the Passenger Ship Safety Certificate on or after 1 January 2024 for existing ships.</p> <p>Ship owners, managers, shipyards, ship designers and Masters are to be guided by above and consider these upcoming regulatory changes and guidelines when finalizing any new build designs. Further, ship owners and operators to ensure they have the required maintenance plans, procedures and records in place by the time these changes come into force.</p>
11	SOLAS II-1/25-1	MSC.482(103)	Multiple hold cargo ships other than bulk carriers and tankers	All	Constructed on or after 1 January 2024	-	-	-	<p>Water level detectors on multiple hold cargo ships:</p> <p>Amendments to SOLAS regulation II-1/25-1 were adopted to require multiple hold cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024 to be fitted with water level detectors in each cargo hold intended for dry cargoes.</p> <p>The new regulation harmonizes the requirements for bulk carriers and non-bulk carriers, and will not apply to tankers, liquid holds, and tanks entirely above the freeboard deck.</p> <p>The requirement is applicable only to new ships.</p>
12	SOLAS II-1, Part B1 to B4 and III	MSC.474(102) MSC. 429(98) Rev.1 MSC. 429(98) Rev.2	All	All	1 January 2024	All	All	1 January 2024	<p>Amendments to Part B-1 to B-4 of SOLAS chapter II-1</p> <p>Amendments to B-1 to B-4 of SOLAS Chapter II-1 were adopted to align criteria for watertight integrity in parts B-2 to B-4 with the probabilistic damage stability approach in parts B and B-1.</p> <p>Amendments adopted to following regulations:</p> <ul style="list-style-type: none"> ➤ 12.6.1 to simplify the requirements for any valve which is installed at the collision bulkhead. The amendment does not specify the type of valve (e.g. screw down or butterfly) but instead provides

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									<p>a number of functional requirements.</p> <p><i>“The valve shall be remotely controlled valve capable of being operated from above the bulkhead deck of passenger ships and the freeboard deck of cargo ships. The valve shall be normally closed. If the remote control system should fail during operation of the valve, the valve shall close automatically or be capable of being closed manually from a position above the bulkhead deck of passenger ships and freeboard deck of cargo ships.”</i></p> <p>➤ Various regulations regarding doors and hatches above the bulkhead deck that might be allowed to be open during navigation have been changed to standardise requirements.</p> <p>These amendments provide clarity to the requirements and affect the subdivision arrangements and design of vessels. Amendments will apply to existing ships only for modification cases for above regulations.</p>
13	SOLAS	MSC.456(101)	All	All	1 January 2024	All	All	1 January 2024	<p>Amendments to Forms C, E and P in the appendix to SOLAS certificates</p> <ul style="list-style-type: none"> • Amendments to item 8.1 "Details of navigational systems and equipment - Rudder, propeller, thrust, pitch and operational mode indicator" in the appendix to Safety Certificate for Cargo or Passenger Ships (Forms C, P) and in the appendix to Safety Equipment Certificate for Cargo Ships (Form E) were adopted, in order to reflect the correct option and delete/ strike off other options. • Revised format of the Certificate & Supplement will be issued to the vessel at the first scheduled periodical survey on or after 1 January 2024.
14	IGC Code	MSC.476(102)	Gas Carriers	All	1 January 2024	Gas Carriers	All	1 January 2024	<p>Amendments to IGC Code:</p> <ul style="list-style-type: none"> • Amendments to paragraph 6.5.3.5.1 of the IGC Code concerning tensile tests for under-matched welds (where the weld metal has a lower tensile strength than the parent metal) to include materials other than aluminum alloys were adopted. <p>Amended paragraph 6.5.3.5.1 reads – Tensile tests: cross-weld tensile strength shall not be less than the specified minimum tensile strength for the appropriate parent materials. For materials such as aluminium alloys, reference shall be made to 4.18.1.3 with regard to the requirements for weld metal strength of under-matched welds (where the weld metal has a lower tensile strength than the parent metal). In every case, the position of fracture shall be recorded for information.</p> <p>The amendments will not have impact on existing ships.</p>

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15	IGF Code	MSC.458(101)	Ships using gases or other low-flashpoint fuels	All	Ships contracted for construction on or after 1 January 2024	-	-	-	<p>Amendments to IGF Code:</p> <p>Amendments to parts A and A-1 of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) were adopted including those relating to;</p> <ul style="list-style-type: none"> ▪ <u>Regulations on loading limit for liquefied gas fuel tanks.</u> <p>The following regulation is added after existing regulation 6.8.2:</p> <p><i>"6.8.3 For ships constructed on or after 1 January 2024, in cases where the tank insulation and tank location make the probability very small for the tank contents to be heated up due to an external fire, special considerations may be made to allow a higher loading limit than calculated using the reference temperature, but never above 95%."</i></p> <ul style="list-style-type: none"> ▪ <u>Regulations for fuel distribution outside of machinery space.</u> <p>The following regulations are added after existing regulation 9.5.2:</p> <ul style="list-style-type: none"> ➤ <i>"9.5.3 The requirements in 9.5.4 to 9.5.6 shall apply to ships constructed on or after 1 January 2024 in lieu of the requirements in 9.5.1 and 9.5.2."</i> ➤ <i>9.5.4 Where gaseous fuel pipes pass through enclosed spaces in the ship, they shall be protected by a secondary enclosure. This enclosure can be a ventilated duct or a double wall piping system. The duct or double wall piping system shall be mechanically under pressure ventilated with 30 air changes per hour, and gas detection as required in 15.8 shall be provided. Other solutions providing an equivalent safety level may also be accepted by the Administration.</i> ➤ <i>9.5.5 The requirement in 9.5.4 need not be applied for fully welded fuel gas vent pipes led through mechanically ventilated spaces.</i> ➤ <i>9.5.6 Liquefied fuel pipes shall be protected by a secondary enclosure able to contain leakages. If the piping system is in a fuel preparation room or a tank connection space, the Administration may waive this requirement. Where gas detection as required in 15.8.1.2 is not fit for purpose, the secondary enclosures around liquefied fuel pipes shall be provided with leakage detection by means of pressure or temperature monitoring systems, or any combination thereof. The secondary enclosure shall be able to withstand the maximum pressure that may build up in the enclosure in case of leakage from the fuel piping. For this purpose, the secondary enclosure may need to be arranged with a pressure relief system that prevents the enclosure from being subjected to pressures above their design pressures."</i> <ul style="list-style-type: none"> ▪ <u>Regulations for internal combustion engines of piston type and fire protection for fuel storage hold space;</u> <p>New regulation 10.3.1.1.1 is added after existing regulation 10.3.1.1 as follows:</p>

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									<p>➤ 10.3.1.1.1 For ships constructed on or after 1 January 2024, the exhaust system shall be equipped with explosion relief systems unless designed to accommodate the worst case overpressure due to ignited gas leaks or justified by the safety concept of the engine. A detailed evaluation of the potential for unburnt gas in the exhaust system is to be undertaken covering the complete system from the cylinders up to the open end. This detailed evaluation shall be reflected in the safety concept of the engine."</p> <p>▪ <u>Amendments relating to the protection of the fuel supply for liquefied gas fuel tanks, aimed at preventing explosions.</u></p> <p>Regulation 11.3.3 is replaced by the following:</p> <p>➤ "11.3.3 The space containing the fuel containment system shall be separated from the machinery spaces of category A or other rooms with high fire risks. The separation shall be done by a cofferdam of at least 900 mm with insulation of A-60 class. When determining the insulation of the space containing the fuel containment system from other spaces with lower fire risks, the fuel containment system shall be considered as a machinery space of category A, in accordance with SOLAS regulation II-2/9. For type C tanks, the fuel storage hold space may be considered as a cofferdam."</p>
16	MARPOL ANNEX VI	MEPC.362(79)	All	All	1 May 2024	All	All	1 May 2024	<p>Amendments to Bunker Delivery Note :</p> <p>Amendments to Appendix V of MARPOL Annex VI were adopted to include flashpoint as mandatory information in the BDN.</p> <p>A new item is added to the BDN – "The flashpoint (°C) specified in accordance with standards acceptable to the Organisation* or a statement that flashpoint has been measured at or above 70°C " with a reference note that says " ISO 2719:2016, Determination of flash point – Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels)."</p> <p>Relevant parties could alternatively provide a statement that the flashpoint has been measured at or above 70°C.</p> <p>Owners / managers are to ensure when receiving bunkers, BDN is issued by the suppliers in new format and includes information regarding the flash point.</p>
17	MARPOL ANNEX V	MEPC.360(79)	All	100GT and above or ships certified to carry 15 or more persons	1 May 2024	All	100GT and above or ships certified to carry 15 or more persons	1 May 2024	<p>Garbage Record Book:</p> <p>The revised paragraph under Regulation 10 of MARPOL Annex V states that - Every ship of 100 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform shall be provided with a Garbage Record Book."</p> <p>Accordingly, with effect from 01 May 2024, all vessels of 100 GT and above (<i>as against existing</i></p>

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									<p>requirements of 400 GT and above) will be required to keep a Garbage Record book on-board.</p> <p>Further, an entry will be required to be made in the Garbage Record Book in the event of any accidental discharge/loss of garbage.</p> <p>Owners/ managers to ensure that crew is aware of above revised requirements and that the Garbage Record Book is supplied and maintained on vessels of 100 GT and above.</p>
18	2011 ESP Code	MSC.525(106)	Oil Tankers and Bulk Carriers	500 GT and above	1 July 2024	Oil Tankers and Bulk Carriers	500 GT and above	1 July 2024	<p>Amendments to 2011 ESP Code:</p> <ol style="list-style-type: none"> The coating condition criteria of ballast tanks, excluding double-bottom tanks, of bulk carriers were strengthened from "POOR" to "less than GOOD", which are used for the tank examination at annual intervals. For void spaces bounding cargo holds of double-side skin bulk carriers exceeding 20 years of age and of 150m in length and upwards, requires that the spaces in question be examined at annual intervals where a hard protective coating is found to be in POOR condition. It is clarified that oil tankers carrying oil in independent tanks which did not form part of the ship's hull were outside the scope of the ESP Code. <p>Timing of cargo tank pressure testing carried out by the ship's crew under the direction of the master for oil tankers at renewal survey is clarified (<i>the tank testing is to be carried out prior to the overall survey or close-up survey</i>).</p> <p>The requirements will be included in Rules.</p>
19	IBC Code	MSC.526(106) MEPC.345(78)	Chemical Carriers	All	1 July 2024	Chemical Carriers	All	1 July 2024	<p>Amendments to IBC Code:</p> <p>Amendments to IBC Code were adopted to align the requirements with respect to doors in watertight bulkheads with that of the SOLAS Convention and allows for hinged watertight doors where previously the regulations only included remotely operated sliding watertight doors in damage stability calculations.</p> <p>These amendments clarify and align the requirements of watertight doors with that of the SOLAS Convention and will not have impact on existing ships.</p>
20	SOLAS XV IP Code	MSC.521(106) MSC.527(106)	Cargo ships and high-speed cargo craft, of which carry more than 12 industrial personnel	500 GT and upwards	1 July 2024	Cargo ships and high-speed cargo craft, of which carry more than 12 industrial personnel	500 GT and upwards	1 July 2024	<p>New SOLAS Chapter XV on carriage of Industrial Personnel:</p> <p>IMO vide Resolution MSC.521(106) & MSC.527(106) adopted SOLAS Ch. XV and International Code of Safety for Ships carrying Industrial Personnel (IP Code), respectively to supplement existing IMO instruments for safe carriage and transfer of industrial personnel.</p> <p>"Industrial personnel" are defined as personnel who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities. This category of personnel are different from "Special Personnel" (as defined in 2008 SPS Code) who are carried on board in connection with the special purpose of that ship or because of special work</p>

Summary of new IMO requirements coming into force until 2024

Sr. No	Convention/Regulation	Resolution	New Ship			Existing Ship			Subject Remarks
			Ship type	Size	Compliance date	Ship type	Size	Compliance date	
									<p>being carried out aboard that ship.</p> <p>The Code takes into account additional risks connected to such operations including adaptations and provisions for the training of industrial personnel, safe personnel transfer, and carriage of dangerous goods. SOLAS Chapter XV and IP Code come into force from 1 July 2024.</p> <p>It is to be noted that:</p> <ul style="list-style-type: none"> ➤ While Cargo ships & High Speed crafts constructed before 1 July 2024 which are authorized by the Administration to carry more than 12 industrial personnel in accordance with the interim recommendations (Res. MSC. 418 (97)), are required to comply only with regulations III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8 of the IP Code, ➤ Cargo ships and high-speed cargo craft, irrespective of date of construction, which prior to the 1 July 2024 have not been authorized by the Administration to carry more than 12 industrial personnel based on the interim recommendations (Res. MSC. 418 (97)), will be required to comply with SOLAS XV and the IP Code prior to the carriage of more than 12 industrial personnel on board. <p>Owners/ managers of existing vessels intending to carry more than 12 industrial personnel to take note of above and accordingly may apply for certification under the interim recommendations (Res. MSC. 418 (97)) prior to 1 July 2024 to avoid full compliance to SOLAS XV and the IP Code.</p>