

21 October 2025

To : Whom It May Concern

Subject : IMO Mandatory Instruments taking effect on January – June 2026

## Summary

The purpose of this technical information is to provide information regarding the enforcement of IMO mandatory instruments related to maritime safety and marine environment protection which will take effect on 1 January - 30 June 2026.

## Information

1. The International Maritime Organization (IMO) adopted several resolutions with regards to amendments to mandatory instruments which shall be complied with on 1 January 2026 until 30 June 2026.

No	Resolusi	Judul
1	Res.MSC.561(108), Res.MSC.562(108)	Training, certification and watchkeeping for fishing vessel personnel (1994 STCW-F Convention and the STCW-F Code)
2	Res.MSC.553(108)	Approval of thickness measurement firms (2011 ESP Code)
3	Res. MSC.555(108)	Fixed water-based fire extinguishing system
4	Res.MSC.555(108)	Visual and audible fire signals of ro-ro passenger ships
5	Res.MSC.555(108)	The engineer specifications of Combined smoke and heat detectors and Linear heat detectors
6	Res.MSC.552(108)	New loading condition for the carriage of grains (Grain Code)
7	Res.MSC.523(106)	Amendments to the IGC Code for the use of high manganese austenitic steel as a cryogenic material
8	Res.MSC.524(106)	Amendments to the IGF Code for the use of high manganese austenitic steel as a cryogenic material
9	Res.MSC.551(108)	Amendments to the IGF Code (including retroactive requirements for all ships)
10	Res.MSC.556(108)	Amendments to the IMDG Code (42-24)
11	Res.MSC.554(108)	In-water performance of life jackets (LSA Code, Chapter 2)
12	Res.MSC.554(108)	Lowering speed of survival crafts and rescue boats (LSA Code, Chapter 6)

No	Resolusi	Judul
13	Res.MSC.554(108)	Single fall and hook system for launching lifeboats or rescue boats (LSA Code, Chapter 4)
14	Res.MSC.535(107)	Ventilation of totally enclosed lifeboats (LSA Code Ch.IV/4.6)
15	Res.MEPC.384(81)	Amendments to Article V of Protocol I of MARPOL Convention in relation to the revised reporting procedures for the loss of containers
16	Res.MSC.544(107)	Amendments to the revised recommendation on testing of life-saving appliances
17	Res.MSC.559(108)	Annual thorough examination of totally enclosed lifeboats fitted with ventilation system
18	Res.MSC.520(106)	Amendments to SOLAS Chapter II-2 related oil fuel safety
19	Res.MSC.532(107)	New SOLAS requirements on lifting appliances and anchor handling winches (Reg.II-1/3-13)
20	Res.MSC.532(107), MSC.536(107), MSC.537(107)	Prohibition on the use and storage of fire extinguishing Media containing PFOS (SOLAS Reg.II-2/10.11 Fire extinguishing media restrictions)
21	Res. MSC.532(107)	Installation of electronic inclinometer (SOLAS Reg.V/Reg.19.2.12)
22	Res.MSC.532(107), Res.MSC.538(107)	Safety measures for non-SOLAS ships operating in the polar waters (SOLAS Reg.XIV/3-1)
23	Res.MSC.532(107), Res.MSC.533(107), Res.MSC.534(107), Res.MSC.536(107), Res.MSC.537(107), Res.MSC.542(107), Res.MSC.543(107)	Revised forms of safety related certificates (Certificates and Forms of SOLAS, HSC Code and SPS Code)
24	Res.MSC.550(108)	Oil fuel quality (SOLAS Reg.II-2/4)
25	Res.MSC.550(108), MSC.1/Circ.1456/Rev.1	Fire detection and fire alarm system for control stations and cargo control rooms (SOLAS Reg.II-2/7)
26	Res.MSC.550(108)	Fires safety of existing ro-ro passenger ships (SOLAS Reg.II-2/20)
27	Res.MSC.550(108)	Fires safety of new ro-ro passenger ships (SOLAS Reg.II-2/20)
28	Res.MSC.550(108)	Reporting of containers lost at sea (SOLAS Reg.V/31 and V/32)
29	Res.MSC.560(108)	Training of seafarers for prevention of, and response to, violence and harassment (STCW Code)
30	Res.MEPC.392(82)	Amendments to MARPOL Annex VI designating Canadian Arctic Water and Norwegian Sea Area as Emission Control Areas (ECAs)

2. Brief information regarding the above resolutions can be found in the attached document.

More info

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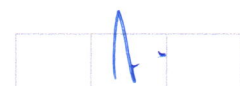


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## Selected Updates on IMO Regulations

### A. Selected Mandatory Hardware-related requirements (Construction or installation of Additional Equipment, Device, Apparatus, Arrangement)

-1-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.550(108)	Fires safety of existing ro-ro passenger ships (SOLAS Reg.II-2/20)	For existing passenger ships constructed before 1 January 2026, if applicable, the following retroactive requirements are to be confirmed by attending surveyor(s) no later than the first survey coming on or after 1 January 2028.	1 January 2026 <b>Retroactive:</b> Yes
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. Passenger ships constructed before 1 January 2025, shall comply with the requirements of:</p> <p>a) Paragraph 20.4.1.6 with explanations that Fixed fire detection and fire alarm system in vehicle spaces, special category spaces and ro-ro spaces shall be provided with smoke and heat detectors. In doing so, the heat detectors shall comply with the spacing and coverage requirements of smoke detectors.</p> <p>b) Paragraph 20.4.4, 20.4.4.1, and 20.4.4.2 with an explanation that video monitoring system shall be provided with immediate playback capability for at least 24 hours and shall be installed to cover the whole space, high enough to see over cargo, and vehicle after loading (no later than the first survey on or after 1 January 2028).</p> <p>c) Paragraph 20.6.2.3 with explanations that a fixed water-based fire-extinguishing system based on monitor(s) shall be installed in order to protect areas on weather decks intended for the carriage of vehicles. The capacity of each monitor shall be at least 1,250 L/min. Further the Administration may permit lower flow rates when the required rate is not practical also alternative arrangements for ships that have already installed it prior to 1 January 2025.</p>			

-2-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.550(108)	Fires safety of new ro-ro passenger ships (SOLAS Reg.II-2/20)	New building passenger ships constructed on or after 1 January 2026.	1 January 2026 <b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. Passenger ships constructed on/after 1 January 2025, shall comply with the requirements of:</p> <p>a) Paragraph 20.4.1.1 ~ 20.4.1.4 with explanations that individually identifiable fixed fire detection and fire alarm system shall be provided as smoke and heat detectors throughout vehicle spaces, special category spaces and ro-ro spaces. Alternatively, linear heat detectors may be considered in lieu of heat detectors.</p> <p>b) Paragraph 20.4.3.1 with an explanation that in special category spaces where a continuous fire watch is always maintained during voyages, a fixed fire detection and fire alarm system is no longer exempted.</p> <p>c) Paragraph 20.4.4 with an explanation that in vehicle spaces, special category spaces and ro-ro spaces, an effective video monitoring system shall be arranged with immediate playback capability and at least 7 days data storage.</p> <p>d) Paragraph 20.5.2 with explanations that the detailed requirements have been established for openings in ro-ro spaces. Despite the new requirements, openings with closing arrangements of steel or A-0 class, such as ramps and doors, may be permitted regardless of locations.</p> <p>e) Paragraph 20.6.2.1 and 20.6.2.2 with explanations that fixed water-based fire extinguishing system with water monitor(s) shall be installed to extinguish the fire on weather decks intended for the carriage of vehicle. These water monitors shall comply with the newly established provisions of the FSS Code, i.e. paragraph 2.5 of chapter 7. In this</p>			

regard, the drainage of 125% capacity shall be provided to effectively remove the fire water accumulated on the weather deck.

- f) Paragraph 20.7 with an explanation that where fixed pressure water-spraying systems are fitted, vehicle spaces, special category spaces and ro-ro spaces shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system.

## **B. Selected Mandatory Non Hardware-related requirements**

-1-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
STCW-F Convention and Code as adopted by Resolution MSC.561(108), Resolution MSC.562(108)	Training, certification and watchkeeping for fishing vessel personnel (1994 STCW-F Convention and the STCW-F Code)	All fishing vessels	1 January 2026
			<b>Retroactive:</b>
			Yes
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>1995 STCW-F Convention is completely amended by MSC.561 (108).</li> <li>Regulation I/11 and I/12 is added to Chapter I with the explanation of the use of simulators and medical standards respectively.</li> <li>STCW-F Code is newly added by MSC.562(108).</li> </ol>			

-2-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
2011 ESP Code as adopted by Resolution MSC.553(108)	Approval of thickness measurement firms (2011 ESP Code)	Oil tankers and bulk carriers	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>In each part of each annex of the Code, Firms shall be audited by the Administration to ascertain that the firm is capable of conducting thickness measurement of the ship hull structure, before reviewing of the documents submitted.</li> <li>However, these amendments do not prevent the Administration to delegate to its RO the authority to approve thickness measurement firm.</li> </ol>			

-3-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
FSS Code as adopted by Resolution MSC.555(108)	Fixed water-based fire extinguishing system	New building ro-ro passenger ships constructed on or after 1 January 2026	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>Engineering specifications were established under Section 2.5 (with sub section 2.5.1 – 2.5.6) of Chapter 7 FSS Code with the explanation of details the specification of fixed water-based fire-extinguishing system on ro-ro passenger ships having weather decks intended for the carriage of vehicles.</li> </ol>			

-4-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
FSS Code as adopted by Resolution MSC.555(108)	Visual and audible fire signals of ro-ro passenger ships	New building ro-ro passenger ships constructed on or after 1 January 2026	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>Engineering specifications were established under paragraph 2.5.1.2, 2.5.1.3 and 2.5.1.4 of Chapter 9 FSS Code with the explanation of system control requirements of alarms and smoke detectors.</li> </ol>			

-5-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
FSS Code as adopted by	The engineer specifications of Combined smoke and	All ships constructed on or after 1 January 2026	1 January 2026
			<b>Retroactive:</b>

Resolution MSC.555(108)	heat detectors and Linear heat detectors		No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. Combined smoke and heat detectors and linear heat detectors are now included in the engineer specifications of fixed fire detection and fire alarm systems under section 2.3 and 2.4 of Chapter 9 FSS Code as follows:</p> <p>a) <b>Paragraph 2.3.1.3 and 2.3.1.4:</b> The phrase “linear heat detector” was added to the existing heat detector requirements to ensure they follow the existing heat detector requirements.</p> <p>b) <b>Paragraph 2.3.1.5:</b> Linear heat detectors shall be tested according to standards EN 5422: 2015 and IEC 60092504. Alternative testing standards may be used as determined by the Administration.</p> <p>c) <b>Paragraph 2.4.2.2:</b> The maximum floor area per detector (74 square meter), maximum distance apart between centres (9 m) and maximum distance away from bulkheads (4.5 m) of combined smoke and heat detectors was added to the Table 9.1 Spacing of detectors. The distance between two sensor cables of the linear heat detection system shall not be more than 9.0 m, while the distance between such cables and bulkheads shall not be more than 4.5 m.</p>			

-6-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
Grain Code as adopted by Resolution MSC.552(108)	New loading condition for the carriage of grains (Grain Code)	All cargo ships intended for the carriage of grains under the new loading condition from 1 January 2026	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. A new class of loading condition 'specially suitable compartment partly filled in way of the hatch opening, with ends untrimmed' was introduced and pertinent requirements by which grains could be carried was established.</p> <p>2. New paragraph 2.8 of Part A Grain Code is added with the definition of term <i>specially suitable compartment, partly filled in way of the hatch opening, with ends untrimmed</i>, that refers to a specially suitable compartment which is not filled to the maximum extent possible in way of the hatch opening but is filled to a level equal with or above the bottom edge of the hatch end beams and has not been trimmed outside the periphery of the hatch opening by the provisions of A 10.4.</p> <p>3. New paragraph 1.1.5 of Part B Grain Code is added with the explanation of the 'term' is being exempted from trimming under the provisions of A 10.4 and be assumed that the surface after loading will slope in all directions at an angle of 30° from the lower edge of the hatch end beam.</p>			

-7-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
IGC Code as adopted by Resolution MSC.523(106)	Amendments to the IGC Code for the use of high manganese austenitic steel as a cryogenic material	Gas Carriers	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. MSC 106 adopted the amendments to the IGC Code to permit the use of high-manganese austenitic steel as a cryogenic material having minimum design temperature -165°C.</p> <p>2. The high-manganese austenitic steel is now officially recognized as a cryogenic material having minimum design temperature -165°C under the revised IGC Code and the IGF Code.</p> <p>3. With the recognition of IMO, authorizations of flag Administrations need not be obtained from 1 January 2026 to use the high-manganese austenitic steel as a cryogenic material on ships certified under the IGC Code or the IGF Code, e.g. cryogenic cargo or fuel tank.</p> <p>4. Table 6.3 of Chapter 6 IGC Code is replaced.</p>			

-8-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
IGF Code as adopted by	Amendments to the IGF Code for the use of high	Ships carrying liquefied gases in bulk and Ships	1 January 2026
			<b>Retroactive:</b>

Resolution MSC.524(106)	manganese austenitic steel as a cryogenic material	using gases or other low- flashpoint fuels	No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>1. MSC 106 adopted the amendments to the IGC Code to permit the use of high-manganese austenitic steel as a cryogenic material having minimum design temperature -165°C.</li> <li>2. The high-manganese austenitic steel is now officially recognized as a cryogenic material having minimum design temperature -165°C under the revised IGC Code and the IGF Code.</li> <li>3. With the recognition of IMO, authorizations of flag Administrations need not be obtained from 1 January 2026 to use the high-manganese austenitic steel as a cryogenic material on ships certified under the IGC Code or the IGF Code, e.g. cryogenic cargo or fuel tank.</li> <li>4. Table 7.3 of Part A-1 IGF Code is replaced.</li> </ol>			

-9-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
IGF Code as adopted by Resolution MSC.551(108)	Amendments to the IGF Code (including retroactive requirements for all ships)	These amendments generally apply to new ships constructed on or after 1 January 2026, but some provisions retroactively apply to all ships	1 January 2026
			<b>Retroactive:</b> Yes
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>1. <b>Paragraph 2.2.43 Definition of "Ship constructed on or after 1 January 2026"</b> <ol style="list-style-type: none"> <li>a) Application: New ships.</li> <li>b) Amendments: The following meaning of "Ship constructed on or after 1 January 2026" is added.</li> </ol> </li> <li>2. <b>Paragraph 4.2.2, 8.4.1, 8.4.2 and 8.4.3 Bunkering manifolds</b> <ol style="list-style-type: none"> <li>a) Application: All ships (Retroactive).</li> <li>b) Amendments: The connection of the bunkering manifolds may be arranged either through Dry Disconnect/Connect Couplings, manual or hydraulic connect couplers, or bolted flange to flange assembly. Where manual or hydraulic connect couplers or bolted flange to flange assembly are utilized for connecting bunkering manifolds, such arrangements shall be supplemented by operating procedures and risk assessment conducted at design stage. Unless installed on the bunkering supply side, an Emergency Release Coupler (ERC)/Emergency Release System (ERS) shall be provided to enable a quick physical disconnection in an emergency.</li> </ol> </li> <li>3. <b>Paragraph 5.12.1 Air locks</b> <ol style="list-style-type: none"> <li>a) Application: New ships.</li> <li>b) Amendments: The requirement on the seal height of air lock's door (i.e. at least 300 mm) only applies to the door leading to the hazardous area.</li> </ol> </li> <li>4. <b>Paragraph 6.7.3.1.1 Pressure relief valves</b> <ol style="list-style-type: none"> <li>a) Application: New ships.</li> <li>b) Amendments: The pressure relief system for each liquefied gas fuel tank shall be designed to ensure that, in the event of closing any one PRV due to its failure, the capacity of remaining PRVs meets the combined relieving capacity requirements of the system.</li> </ol> </li> <li>5. <b>Paragraph 6.9.1.1 Control of tank pressure and temperature</b> <ol style="list-style-type: none"> <li>a) Application: New ships.</li> <li>b) Amendments: With the exception of liquefied gas fuel tanks designed to withstand the full gauge vapour pressure of the fuel under conditions of the upper ambient design temperature, liquefied gas fuel tanks' pressure and temperature shall be maintained at all times "by one or more of" the methods i.e reliquefaction of vapours; thermal oxidation of vapours; pressure accumulation; or liquefied gas fuel cooling.</li> </ol> </li> <li>6. <b>Paragraph 9.3.1 Redundancy and segregation of fuel supply system in single fuel installations</b> <ol style="list-style-type: none"> <li>a) Application: New ships.</li> <li>b) Amendments: For single fuel installations, the required level of redundancy and isolation of the fuel supply system has been relaxed (i.e the requirement for complete redundancy from the fuel tank to the consumer is deleted) and the Administration may accept a partial reduction in propulsion capability from normal operation in the event of a fuel supply system leak or failure.</li> </ol> </li> <li>7. <b>Paragraph 9.4.7 Venting fuel supply pipes</b> <ol style="list-style-type: none"> <li>a) Application: New ships.</li> </ol> </li> </ol>			

- b) Amendments: As per the existing requirements, only the downstream of double block and bleed valve used to be ventilated. According to the new amendments, where the master gas fuel valve is automatically shut down, the complete gas supply pipe downstream of the master gas fuel valve shall be automatically vented.
8. **Paragraph 9.4.8 Manually operated shutdown valve in the gas supply line**
- a) Application: New ships.
- b) Amendments: The term “engine” has been modified to “gas consumer” so that one manually operated shutdown valve is required upstream of the double block and bleed valves in the gas supply line to, not only the engine but also all types of “gas consumer”.
9. **Paragraph 9.8.1, 9.8.2, 9.8.4 Design pressure of outer pipes or ducts**
- a) Application: New ships.
- b) Amendments: As per the existing requirements, the design pressure of the outer pipe or duct of fuel supply systems in principle shall not be less than the maximum working pressure of the inner pipe. For fuel piping system with a working pressure greater than 1.0 MPa, however, the design pressure of the outer pipe or duct could be alternatively reduced to the maximum built up pressure. With the amendments, however, regardless of the maximum working pressure of the inner pipe, i.e. more or less than 1 MPa, the design pressure of the outer pipe or duct may be reduced to either the maximum built up pressure or the local instantaneous peak pressure in way of rupture, whichever is greater.
10. **Paragraph 11.3.1 Fire protection in fuel preparation rooms**
- a) Application: New ships.
- b) Amendments: Fuel preparation rooms shall, for the purpose of the application of SOLAS regulation II/2/9, be regarded as a machinery space of category A.
11. **Paragraph 11.6.2 Fire extinguisher in fuel preparation room**
- a) Application: All ships (Retroactive).
- b) Amendments: In addition to any other portable fire extinguishers that may be required elsewhere in the IMO instruments, one portable dry powder extinguisher of at least 5 kg shall be placed in the fuel preparation rooms. Ships constructed before 1 January 2026 shall meet this requirement no later than the first survey on or after 1 January 2026.
12. **Paragraph 12.5 Hazardous zones**
- a) Application: New ships
- b) Amendments: To be consistent with the classification of hazardous areas in IEC 60092, the inter-barrier space of fuel tank was categorized from hazardous area zone 1 to zone 0.
13. **Paragraph 15.4.1.3 Fuel tank’s level gauges**
- a) Application: New ships.
- b) Amendments: As already permitted under the IGC Code, the closed devices which penetrate the liquefied gas fuel tank as part of a closed system may be used as liquid level gauges.
14. **Paragraph 18.4.1.1 Bunkering operation**
- a) Application: All ships (Retroactive).
- b) Amendments: Minimum and maximum bunker transfer pressure/temperature and bunkering line’s pressure relief valve setting shall be included in the written agreement made between ship’s master and bunker suppliers before bunkering operation commences.
15. In addition to the above amendments, some text in sections 5.3.3.3, 5.3.4.4, 6.4.15.3.1.2, 6.7.3.1.1.2, 7.3.2.1, and 16.3.5.1 has been revised (Editorial amendments).

-10-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
IMDG Code as adopted by Resolution MSC.556(108)	Amendments to the IMDG Code (42-24)	Ships carrying dangerous goods	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
1. The consolidated version of the IMDG Code, including amendments to IMDG Code 42-24, was adopted at MSC 108, with the following major amendments:			
a) Eleven (11) dangerous goods were newly added in the dangerous goods list under chapter 3.2 of the Code.			
b) Special Provisions 388, 400, 401, 961, 962, and 977 relating to the transport of engine- or battery-powered vehicles were revised or established in chapter 3.3 of the Code.			

- c) The requirements on stowage and segregation of UN 3536 (i.e. lithium batteries installed in cargo transport unit) were amended to address its unique safety risk.
- d) Data loggers, sensors and cargo tracking devices, attached directly to the interior or exterior of cargo transport units, such as freight containers, shall comply with explosion-, dust- and water-proof requirements in the revised paragraph 5.5.4.4 of the Code from 1 January 2028. Fixed devices on or in reefer containers shall comply with these requirements as soon as possible but not later than 1 January 2032.
2. In conjunction with the amendments 42-24, 'Revised emergency response procedures for ships carrying dangerous goods (EmS Guide)' was approved as MSC.1/Circ.1588/Rev.3 at this session.

-11-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
LSA Code as adopted by Resolution MSC.554(108)	In-water performance of life jackets (LSA Code, Chapter 2)	Life jackets to be provided onboard on or after 1 January 2026	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. <b>Paragraph 2.2.1.6.2 In-water performance of life jackets:</b> The standards of in-water performance of life jackets was amended that they shall have buoyancy and stability to turn an unconscious wearer to a face-up position where both the nose and mouth are clear of the water. Relevant instruments:</p> <p>a) Revised recommendation on testing of lifesaving appliances' (resolution MSC.81(70)) was amended through resolution MSC.563(108); and</p> <p>b) Revised standardized lifesaving evaluation and test report forms (personal lifesaving appliances)' was amended by MSC.1/Circ.1628/Rev.2.</p>			

-12-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
LSA Code as adopted by Resolution MSC.554(108)	Lowering speed of survival crafts and rescue boats (LSA Code, Chapter 6)	Launching appliance that is provided onboard on or after 1 January 2026	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. <b>Paragraph 6.1.2.8 and 6.1.2.10:</b> The amendments set the upper limit of the minimum lowering speed as 1.0 m/s and restrict the maximum lowering speed to 1.3 m/s. Attending surveyor(s) will confirm the lowering speed of survival crafts or rescue boats during the installation test of launching appliance that is provided onboard on or after 1 January 2026.</p>			

-13-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
LSA Code as adopted by Resolution MSC.554(108)	Single fall and hook system for launching lifeboats or rescue boats (LSA Code, Chapter 4)	Release mechanism that is provided onboard on or after 1 January 2026	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<p>1. <b>Paragraph 4.4.7.6.17:</b> a) In accordance with paragraph 4.4.7.6.17 of the LSA Code, a single fall and hook system may be exempted from some provisions under paragraph 4.4.7.6 of the Code. However, the provision may not be sufficiently clear if such exemption could be also applicable to the single fall and hook system with on-load release capability. The revised paragraph 4.4.7.6.17 clarifies that where a single fall and hook system does not have on-load release capability, such a system need not comply with the provisions relating to on-load release mechanism. Further, paragraph 4.4.7.6.8 is no longer identified as one of exempted provisions in the revised paragraph 4.4.7.6.17. b) During such amendments, paragraph 4.4.7.6.8 was also amended to ensure that, unless reset, hooks are not capable of supporting any load regardless of their types to prevent accidental release during recovery of the boat. These amendments apply to the release</p>			

mechanism of lifeboats or rescue boats installed on or after 1 January 2026, and were also incorporated in the amendments to 'Revised recommendation on testing of life-saving appliances' (resolution MSC.81(70)), which was adopted as resolution MSC.563(108).

-14-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
LSA Code as adopted by Resolution MSC.535(107)	Ventilation of totally enclosed lifeboats (LSA Code Chapter IV/4.6)	Totally enclosed lifeboats installed on or after 1 January 2029	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>MSC 107 adopted the amendments to Chapter IV of the LSA Code to establish the requirements relating to ventilation means for totally enclosed lifeboats.</li> <li>The ventilation means may be of either a powered or passive type but shall satisfy the ventilation capacity of 5 m<sup>3</sup>/hour per person for the total number of persons the lifeboat is permitted to accommodate.</li> </ol>			

-15-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
MARPOL as adopted by Resolution MEPC.384(81)	Amendments to Article V of Protocol I of MARPOL	All ships carrying containers as cargoes	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>MEPC 81 adopted Res.MEPC.384(81) containing draft amendments to Article V of protocol I of MARPOL Convention in relation to the revised reporting procedures for the loss of containers. These amendments were introduced to avoid duplication of the SOLAS reporting requirements under paragraph 3 article V Protocol I of MARPOL, stipulating that reporting the loss of freight containers according to Article II(1)(b) shall be made in accordance with the provisions of SOLAS regulations V/31 and 32.</li> <li>But, considering that the amendments to regulations 31 and 32 of SOLAS Chapter V in relation to the loss of freight container will enter into force on 1 January 2026, it was agreed that these amendments would also take effect on 1 January 2026 for aligning with SOLAS amendments.</li> </ol>			

-16-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
Resolution MSC.81(70) adopted by Resolution MSC.544(107)	Amendments to the revised recommendation on testing of life-saving appliances	Immersion suits and life jackets	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>This resolution amends paragraph 3.2.3 of the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) to restrict the duration of thermal protective tests of immersion suits using human subjects to 15 minutes where skin temperature falls below 10°C. It also updates the current reference footnoted in Res.MSC.81(70), as amended, to ISO 12402-7:2020 as a minor correction, regarding the tests of components and material of life jackets.</li> </ol>			

-17-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.559(108)	Annual thorough examination of totally enclosed lifeboats fitted with ventilation system	Cases applicable to lifeboats annual thorough examination to be implemented on after 1 January 2026 (Main	1 January 2026
			<b>Retroactive:</b> No

		target: Totally enclosed lifeboats to be installed on after 1 January 2029)	
<b>Summary (please refer to original regulation for full text)</b>			
1. As a follow-up measure of Res.MSC.535(107), which revise Chapter IV of the LSA Code and establish new requirements related to ventilation equipment for totally enclosed lifeboats, Res.MSC.402(96), which supports SOLAS regulation III/20.11 and provides detailed requirements on the approval and activities of firms servicing lifeboats, rescue boats, launching appliance and release gear, was revised to Res.MSC.559(108) to identify the ventilation system of totally enclosed lifeboats as a new component which shall be checked during an annual thorough examination and operational test performed by an approved service supplier.			

-18-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.520(106)	Amendments to SOLAS Chapter II-2 related oil fuel safety	All ships including those constructed before 1 July 2012 and enter into force on 1 Jan 2026.	1 January 2026
			<b>Retroactive:</b>
			Yes
<b>Summary (please refer to original regulation for full text)</b>			
1. Paragraph 59, 60, 61 is added in Regulation 3 Definition of Part A Chapter II-2 SOLAS with the definition of confirmed case (flashpoint), representative sample, and oil fuel respectively.			
2. Paragraph 2.1.6 is added in Regulation 4 Probability of ignition of Part B Chapter II-2 SOLAS with the explanation as follows:			
a) A declaration signed and certified by oil fuel supplier's representative shall be provided before bunkering that the oil fuel to be supplied is in conformity with SOLAS regulation II-2/4.2.1 (prohibition of using oil fuel with a flashpoint of less than 60°C) and indicating the test method utilized.			
b) Further, A bunker delivery note for the oil fuel delivered to the ship shall contain either the flashpoint measured or a statement that the flashpoint has been measured at or above 70°C.			
3. Where a non-compliant case is confirmed upon analyzing a representative sample <sup>1</sup> , the Administration needs to report the case to the IMO and take action as appropriate against the oil fuel suppliers that have been found to deliver the non-compliant oil fuel.			

-19-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.532(107)	New SOLAS requirements on lifting appliances and anchor handling winches (Reg.II-1/3-13)	All ships.	1 January 2026
			<b>Retroactive:</b>
			Yes
<b>Summary (please refer to original regulation for full text)</b>			
1. MSC 107 adopted the amendments to SOLAS chapter II-1 to regulate, under the SOLAS Convention, lifting appliances and anchor handling winches, which used to be addressed through the rules of classification Societies and/or ILO Convention No.152. In this regard, the definitions of various terms, such as "lifting appliance", "anchor handling winch", "loose gear", etc., were added to regulation II-1/2, and the safety provisions of lifting appliances and anchor handling winches were established as new regulation 3-13, under SOLAS chapter II-1.			
2. From the perspective of application of the newly established regulation 3-13, anchor handling winch means any winch used for the purpose of deploying, recovering and repositioning anchors and mooring lines of other ships or MODUs in subsea operation (NB: As per paragraph 9 of SSE 4/WP.4, it does not mean the traditional anchor windlass onboard for ship's own anchor).			
3. The new SOLAS regulation II-1/3-13 will be supplemented by the Guidelines for anchor handling winches and the Guidelines for lifting appliances, which were respectively approved by MSC 107 as MSC.1/Circ.1662 and MSC.1/Circ.1663.			

-20-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by			1 January 2026

Resolution MSC.532(107), MSC.536(107), MSC.537(107)	Prohibition on the use and storage of fire extinguishing media containing PFOS(SOLAS Reg.II-2/10.11 Fire extinguishing media restrictions)	All ships from 1 January 2026.	<b>Retroactive:</b> Yes
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>MSC 107 adopted the amendments to SOLAS chapter II-2, 1994 HSC Code, and 2000 HSC Code to prohibit the use and storage of fire-extinguishing media containing <i>perfluorooctane sulfonic acid</i> (PFOS) and to enforce their disposal to shore based reception facilities. The amendments aim to safeguard human health and the environment and will enter into force on 1 January 2026.</li> <li>Therefore, the use and storage of fire-extinguishing media containing <i>perfluorooctane sulfonic acid</i> (PFOS) will be prohibited on or after 1 January 2026.</li> <li>Also, where fire-extinguishing media (e.g., foam liquid) on ships-in-service are confirmed to contain PFOS, they need to be disposed to appropriate shore-based reception facilities no later than the first survey on or after 1 January 2026.</li> </ol>			

-21-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.532(107)	Installation of electronic inclinometer (SOLAS Reg.V/Reg.19.2.12)	≥3000 GT Bulk carriers and container ships constructed on or after 1 January 2026.	1 January 2026
			<b>Retroactive:</b> No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>MSC 107 adopted the amendments to SOLAS chapter V to enforce the installation of electronic inclinometer on containerships and bulk carriers of 3,000 GT and upwards constructed on or after 1 January 2026.</li> <li>The definitions of the terms “bulk carrier” and “container ship” were newly established in Regulation 2 Definition for application to SOLAS Chapter V, and Performance standards for electronic inclinometers (resolution MSC.363(92)) were listed as a footnote to SOLAS regulation V/18.</li> </ol>			

-22-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.532(107), MSC.538(107)	Safety measures for non-SOLAS ships operating in the polar waters (SOLAS Reg.XIV/3-1)	Non-SOLAS ships operating in the polar waters.	1 January 2026
			<b>Retroactive:</b> Yes
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>MSC.532(107) adopted the amendments to SOLAS chapter XIV and MSC.538(107) adopted the Polar Code to provide safety-related provisions for non-SOLAS ships navigating in the polar waters, i.e., new chapters 9-1(safety of navigation) and 11-1(voyage planning) of the Polar Code Part I-A.</li> <li>These amendments will enter into force on 1 January 2026 and will apply to the following categories of non-SOLAS ships. If constructed before 1 Jan 2026, such non-SOLAS ships, for safety of navigation in the polar waters shall meet the new chapters 9-1 of the Polar Code Part I-A and for voyage planning in the polar waters shall meet the new chapter 11-1 of the Polar Code Part I-A by 1 January 2027: <ol style="list-style-type: none"> <li>fishing vessels of 24 m in length overall and above;</li> <li>pleasure yachts of 300 GT and upwards not engaged in trade; and</li> <li>cargo ships of 300 GT and upwards but below 500 GT.</li> </ol> </li> </ol>			

-23-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.532(107), MSC.533(107),	Revised forms of safety related certificates (Certificates and Forms of	All ships.	1 January 2026
			<b>Retroactive:</b> No

MSC.534(107), MSC.536(107), MSC.537(107), MSC.542(107), MSC.543(107)	SOLAS, HSC Code and SPS Code)		
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>MSC 107 adopted amendments to various forms of safety-related certificates, which are appended to the 1974 SOLAS Convention, 1978 SOLAS Protocol, 1988 SOLAS Protocol, 1994 HSC Code, 2000 HSC Code, 1983 SPS Code, and 2008 SPS Code. The modified certificate forms incorporate the amendments to SOLAS chapter V and the LSA Code, respectively adopted by resolutions MSC.532(107) and MSC.207(81).</li> <li>These amendments will enter into force on 1 January 2026, and related certificates issued in old forms before 1 January 2026 need not be re-issued until their expiry in accordance with paragraph 3.1 of MSC-MEPC.5/Circ.6.</li> </ol>			

-24-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.550(108)	Oil fuel quality (SOLAS Reg.II-2/4)	All ships.	1 January 2026
			<b>Retroactive:</b>
			Yes
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>New sub-paragraph 2.1.9 is added with an explanation that the oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel.</li> </ol>			

-25-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.550(108), MSC.1/Circ.1456/ Rev.1	Fire detection and fire alarm system for control stations and cargo control rooms (SOLAS Reg.II-2/7)	All cargo ships constructed on or after 1 January 2026.	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>Cargo ships constructed on or after 1 January 2026, their fixed fire detection and fire alarm systems are required to cover all control stations and cargo control rooms under all fire protection methods (IC, IIC, and IIIC).</li> <li>As no reference to control stations and cargo control rooms is made for cargo ships constructed before 1 January 2026, control stations and cargo control rooms on these cargo ships do not need to be covered by a fixed fire detection and fire alarm system.</li> </ol>			

-26-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
SOLAS adopted by Resolution MSC.550(108)	Reporting of containers lost at sea (SOLAS Reg.V/31 and V/32)	All ships.	1 January 2026
			<b>Retroactive:</b>
			Yes
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>New paragraph 2.1 ~ 2.4 in Reg.V/31 is added with explanations that master of every ship involved in the loss of freight container shall communicate without delay and to the fullest extent possible to ships in the vicinity, to the nearest coastal State, and also to the flag State then shall report to the Organization refer to Resolution A.1074(28). If it's being abandoned or a report being incomplete / unobtainable, the company shall assume the obligations placed upon the master by this regulation.</li> <li>New paragraph in Reg.V/32 is inserted after existing paragraph 2 with the explanations that: <ol style="list-style-type: none"> <li>Paragraph 32.3.1 Loss of freight container(s) from a ship: <ul style="list-style-type: none"> <li>General information (Time and date, MMSI, Sender, Receiver, etc).</li> <li>Position reporting (latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark).</li> </ul> </li> </ol> </li> </ol>			

- Total number or estimated number of freight container(s) lost, as appropriate.
  - Type of goods in freight container(s) (Dangerous Goods, UN number).
  - Description of freight container(s) lost as far as available and practicable (Dimension, Type(s) (e.g. reefer), Number or estimated number of empty freight container(s)).
  - The master may provide additional information, if available and practicable.
- b) Paragraph 32.3.2 Observation of freight container(s) drifting at sea
- General information.
  - Position reporting (latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark).
  - Total number or estimated number of freight container(s) lost, as appropriate.
  - The master may provide additional information, if available and practicable.

-27-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
STCW Code adopted by Resolution MSC.560(108)	Training of seafarers for prevention of, and response to, violence and harassment (STCW Code)	All ships.	1 January 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>1. Table A-VI/1-4 in part A of the STCW Code provides the specification of the minimum standard of competence in seafarer's personal safety and social responsibilities.</li> <li>2. In this regard, MSC 108 adopted the amendments of the STCW Code to include, in the table A-VI/1-4, new competence for training all seafarers to prevent, and response to, violence and harassment, including sexual harassment, bullying and sexual assault.</li> </ol>			

-28-

<b>Regulation</b>	<b>Subject</b>	<b>Applicability (Object)</b>	<b>Enter into force</b>
MAPROL adopted by Resolution MEPC.392(82)	Amendments to MARPOL Annex VI designating Canadian Arctic Water and Norwegian Sea Area as Emission Control Areas (ECAs)	All ships operating in Canada Arctic and Norwegian Sea.	1 March 2026
			<b>Retroactive:</b>
			No
<b>Summary (please refer to original regulation for full text)</b>			
<ol style="list-style-type: none"> <li>1. These amendments in Regulation 13 and Regulation 14 provide the following NO<sub>x</sub> and SO<sub>x</sub> requirements for ships operating in the regions. <ol style="list-style-type: none"> <li>a) Canadian Arctic Water: ship constructed on or after 1 January 2025 shall comply with Tier III NO<sub>x</sub> requirements. The explanation of the area described by the coordinates provided in Appendix VII to this Annex.</li> <li>b) Norwegian Sea Area: ship constructed on or after 1 March 2026 shall comply with Tier III NO<sub>x</sub> requirements. The explanation of the area described by the coordinates provided in regulation 13.9.4 of Annex II.</li> </ol> </li> <li>2. These amendments also provide the revised format of supplement to IAPP Certificate (Appendix 1 Regulation 8) to further state the date of building contract and the date of delivery.</li> </ol>			