

27 November 2023

To : Whom It May Concern

Subject : IMO Mandatory Instruments taking effect on January – June 2024

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 to 30 June 2024.

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 2024 until 30 Juni 2024.

No.	Resolutions	Subject
	Res. MSC.456(101)	Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended
	Res. MSC.457(101)	Amendments to the International Code for Fire Safety Systems (FSS Code)
	Res. MSC.458(101)	Amendments to the International Code of Safety for Ships Using Gases or other Low-Flashpoint Fuels (IGF Code)
	Res. MSC.474(102)	Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended
	Res. MSC.475(102)	Amendments to the International Code of Safety for Ships Using Gases or other Low-Flashpoint Fuels (IGF Code)
	Res. MSC.476(102)	Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
	Res. MSC.482(103)	Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended

Res. MSC.484(103)	Amendments to the International Code for Fire Safety Systems (FSS Code)
Res. MSC.485(103)	Amendments to the International Life-Saving Appliance Code (LSA Code)
Res. MSC.492(104)	Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)
Res. MSC.496(105)	Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended
Res. MSC.497(105)	Amendments to the Protocol Of 1988 Relating to the International Convention for the Safety of Life At Sea, 1974
Res. MSC.498(105)	Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)
Res. MSC.499(105)	Amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)
Res. MSC.501(105)	Amendments to the International Maritime Dangerous Goods (IMDG) Code
Res. MSC.502(105)	Amendments to the Code of Safety for Special Purpose Ships, 1983 (1983 SPS Code)
Res. MSC.503(105)	Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code)
Res. MSC.504(105)	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979 (1979 MODU Code)
Res. MSC.505(105)	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU Code)
Res. MSC.506(105)	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code)
Res. MSC.521(106)	Amendments to the International Convention for the Safety of Life At Sea, 1974, as amended
Res. MSC.526(106)	Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
Res. MEPC.343(78)	Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto Amendments to MARPOL Annex I
Res. MEPC.359(79)	Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto Amendments to MARPOL Annexes I, II and IV

	Res. MEPC.560(79)	Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto Amendments to MARPOL Annex V
	Res. MEPC.562(79)	Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto Amendments to MARPOL Annex VI


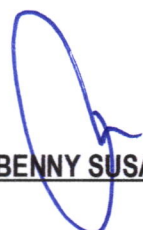

2. Brief information regarding the above resolutions can be found in the attached document.

More info

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Selected Updates on IMO Regulations

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

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Regulation	Subject	Applicability (Object)	Enter into force
IGF Code as adopted by Resolution MSC.458(101)	Amendments to IGF Code Chapter 6, 9, 10, & 11 of Part A-1	All IGF Certified Ships	1 January 2024

Summary (please refer to original regulation for full text)

The amendment to IGF Code includes these following requirements:

1. The conditions for permitting fuel tank loading limits higher than calculated based on the tank insulation and the probability of an external fire heating the tank contents up is added in 6.8.3.
2. The existing requirement for fuel oil pipe to be protected by secondary enclosure was divided into the requirements for gaseous fuel oil pipes and liquefied fuel pipes to be protected by secondary enclosure are added after 9.5.2.
3. The requirements of explosion relief system and designed accommodation of overpressure for internal combustion engines are added in 10.3.
4. The requirement of the boundary between spaces containing fuel containment systems is deleted in 11.3.3.
5. Fire protection requirements for the separation of fuel containment system from other spaces and for type C fuel storages hold spaces are added in 11.3.3.

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Regulation	Subject	Applicability (Object)	Enter into force
LSA Code as adopted by Resolution MSC.459(101)	Amendments to LSA Code Paragraph 4.4.8.1 & 6.1.1.3	<ol style="list-style-type: none"> 1. Paragraph 4.4.8.1: Newly installed lifeboats with two independent propulsion system 2. Paragraph 6.1.1.3: Rescue boat installed on Cargo ships on or after 1 January 2024 	1 January 2024

Summary (please refer to original regulation for full text)

The amendment to Paragraph 4.4.8.1 incorporates the unified interpretation in MSC.1/Circ.1597 to clarify that the requirement of providing thole pins, crutches or equivalent arrangements for each oar including oar is not applied in case of a lifeboat equipped with two independent propulsion systems, where the arrangement consists of two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries.

The amendment to Paragraph 6.1.1.3:

1. allows manual hoisting from the stowed position and turning out to the embarkation position by one person
2. includes the means of embarkation for the crew and an additional requirement for means to bring the rescue boat against the ship's side and holding it alongside so that person can be safely embarked.

Regulation	Subject	Applicability (Object)	Enter into force
SOLAS Chapter II-1 as adopted by Resolution MSC.474(102)	Amendments to SOLAS Chapter II-1: 1. Reg. 3-8 2. Reg. 12 3. Reg. 13 4. Reg. 15 5. Reg. 17	<ul style="list-style-type: none"> - All ships subject to SOLAS Chapter II-1 - For Reg. 13 will apply to Passenger ships subject to SOLAS Chapter II-1 	1 January 2024
Summary (please refer to original regulation for full text)			
<p><u>Reg.3-8:</u> New paragraphs are added to address new requirements for ships provided with towing and mooring equipment. The Paragraphs 4 to 6 of this regulation apply to ships constructed on or after 1 January 2007. While, Paragraphs 7 and 8 of this regulation only apply to ships contracted for construction from 1 January 2024 or ships due for delivery on or after 1 January 2027.</p> <p><u>Reg.12:</u> A new paragraph 6.2 is inserted after existing paragraph 6.1 regarding the requirements of controlled valve fitted in pipe penetrating bulkhead deck of passenger ships and the freeboard deck of cargo ships to deal with fluid in the forepeak tank.</p> <p><u>Reg.13:</u> A central operating console for all power-operated sliding watertight doors shall be located in the safety center in accordance with regulation II-2/23. Safety center can be arranged as a part of or separately from a navigation bridge. If the safety center is located in a separate space adjacent to the navigation bridge, a central operating console shall also be located on the navigation bridge.</p> <p><u>Reg.15:</u> With regard to cargo ports and similar openings in the side of ships below the bulkhead deck of passenger ships and the freeboard deck of cargo ships, openings such as gang way, cargo ports and fueling ports shall be fitted with doors so designed as to ensure the same watertightness and structural integrity as the surrounding shell plating if a ship is constructed on or after 1 January 2024. In addition, these openings shall open outwards.</p> <p><u>Reg.17:</u> this Regulation is amended in order to harmonize with the requirements for internal watertight subdivision arrangements which is needed to comply with damage stability requirements in SOLAS II-1/B-1-2. For ships constructed on or after 1 January 2024, it was added to the requirement that doors in internal watertight subdivision arrangements above the bulkhead deck and also above the worst intermediate or final stage of flooding waterlines may remain open provided they can be remotely closed from the navigation bridge in order to be readily closed. In existing requirement "all access that leads to spaces below the bulkhead deck shall have a lowest point which is not less than 2.5 m above the bulkhead deck", 'access' was amended to 'access from the ro-ro deck' It was added in the requirement that, although their openings shall be able to be closed weathertight where vehicle ramps are installed to give access to spaces below the bulkhead deck, the means of closure shall be watertight if the deck is intended as a watertight horizontal boundary.</p>			

Regulation	Subject	Applicability (Object)	Enter into force
IGF Code as adopted by Resolution MSC.475(102)	Amendments to IGF Code Chapter 6 & 11 of Part A-1	<ul style="list-style-type: none"> - All IGF Certified Ships - For New Regulation 11.8 will apply to ships constructed on or after 1 January 2024 	1 January 2024
Summary (please refer to original regulation for full text)			
<p><u>The amendment to Chapter 6</u> deletes the "Tank Cofferdam" in Paragraph 6.7.1.1 to clarify that this area is not required to be provided with a pressure relief system.</p> <p><u>New Regulation 11.8</u> is added after existing regulation 11.7 to include Requirement for a fixed fire-extinguishing system in fuel preparation room containing pumps, compressors or other potential ignition sources.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS 1974 as adopted by Resolution MSC.482(103)	Amendments to SOLAS Chapter II-1 Regulation 25-1	Cargo ships other than bulk carriers and tankers constructed on or after 1 January 2024	1 January 2024

Summary (please refer to original regulation for full text)

The new Regulation 25-1 is added to cover the requirements of water level detectors on multiple hold cargo ships other than bulk carriers and tankers.

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Regulation	Subject	Applicability (Object)	Enter into force
FSS Code as adopted by Resolution MSC.484(103)	Amendments to FSS Code Chapter 9	All ships subject to SOLAS Chapter II-2	1 January 2024

Summary (please refer to original regulation for full text)

The amendment is to clarify the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems by introducing new paragraph 9.2.1.8 for fault isolation requirements for cargo ships and passenger ship cabin balconies fitted with individually identifiable fire detector systems.

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Regulation	Subject	Applicability (Object)	Enter into force
LSA Code as adopted by Resolution MSC.485(103)	Amendments to LSA Code Chapter 4	All ships subject to SOLAS Chapter III	1 January 2024

Summary (please refer to original regulation for full text)

The amendments are to clarify the exclusion of free-fall lifeboats from the requirement of being capable of launching and towing, when the ship is making headway at a speed of up to 5 knots in calm water.

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Regulation	Subject	Applicability (Object)	Enter into force
IGC Code as adopted by Resolution MSC.492(104)	Amendments to IGC Code Chapter 2	All ships subject IGC Code	1 January 2024

Summary (please refer to original regulation for full text)

The amendment is to align the requirements for doors in watertight bulkheads with the requirements of SOLAS and specify additional openings fitted with watertight closures, which are excluded from the requirement of being located above the final damage waterline.

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS as adopted by Resolution MSC.496(105)	1. Chapter II-1 Reg.42 & 43 2. Chapter III Reg.6 3. Chapter IV Reg. 1 to 18 4. Chapter V Reg 5 & 19-1	All ships of 300 GT and above	1 January 2024

	5. Appendix (Certificates & Form of Record of Equipment)		
Summary (please refer to original regulation for full text)			
Taking into account the modernization of the Global Maritime Distress and Safety System (GMDSS), the amendments clarify that:			
1. VHF-EPIRB will be no longer accepted in lieu of satellite EPIRB for sea area A1			
2. The coverage of sea area A3 became variable by the type of Recognized Mobile Satellite Service SES			
3. MF/HF radio installation is no longer categorized as an equipment for sea area A3 but remains only for sea area A4			
4. MF/HF NBDP for distress and safety purpose is no longer required			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS Protocol 1988 as adopted by Resolution MSC.497(105)	Appendix (Certificates & Form of Record of Equipment)	All ships of 300 GT and above	1 January 2024
Summary (please refer to original regulation for full text)			
Part of consequential amendments to SOLAS as adopted by Resolution MSC.496(105)			

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Regulation	Subject	Applicability (Object)	Enter into force
1994 HSC Code as adopted by Resolution MSC.498(105)	1. Chapter 8 2. Chapter 14 3. Appendix (Certificates & Form of Record of Equipment)	High Speed Crafts subject to the requirements of 1994 HSC Code	1 January 2024
Summary (please refer to original regulation for full text)			
1. Requirement for Two-way VHF and SART in Ch.8 was revised to refer to 2000 HSC code			
2. Radio Communication requirements in Ch.14 was revised to refer to 2000 HSC code			

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Regulation	Subject	Applicability (Object)	Enter into force
2000 HSC Code as adopted by Resolution MSC.499(105)	1. Chapter 8 2. Chapter 14 3. Appendix (Certificates & Form of Record of Equipment)	High Speed Crafts subject to the requirements of 2000 HSC Code	1 January 2024
Summary (please refer to original regulation for full text)			
1. Requirement for Two-way VHF and SART (para.8.2.1) was deleted and they were incorporated in Ch.14 instead.			
2. Ch.14 was entirely revised by the same way as the amendment to SOLAS Ch.4 through Res.MSC.496(105) to clarify that:			
– VHF-EPIRB will be no longer accepted in lieu of satellite EPIRB for sea area A1			
– The coverage of sea area A3 became variable by the type of Recognized Mobile Satellite Service SES			
– MF/HF radio installation is no longer categorized as an equipment for sea area A3 but remains only for sea area A4			
– MF/HF NBDP for distress and safety purpose is no longer required			

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Regulation	Subject	Applicability (Object)	Enter into force
1979 MODU Code as adopted by Resolution MSC.504(105)	1. Chapter 10 2. Chapter 11	Mobile Offshore Drilling Unit subject to the requirements of 1979 MODU Code	1 January 2024
Summary (please refer to original regulation for full text)			
1. a new section in Chapter 11 "Radio life-saving appliances" 2. The text of chapter 11 is replaced by the following: "Mobile offshore drilling units should be provided with radiocommunications facilities as specified in chapter 11 of the 2009 MODU Code..."			

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Regulation	Subject	Applicability (Object)	Enter into force
1989 MODU Code as adopted by Resolution MSC.505(105)	1. Chapter 10 2. Chapter 11	Mobile Offshore Drilling Unit subject to the requirements of 1989 MODU Code	1 January 2024
Summary (please refer to original regulation for full text)			
1. a new section in Chapter 11 "Radio life-saving appliances" 2. The text of chapter 11 is replaced by the following: "Mobile offshore drilling units should be provided with radiocommunications facilities as specified in chapter 11 of the 2009 MODU Code..."			

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Regulation	Subject	Applicability (Object)	Enter into force
2009 MODU Code as adopted by Resolution MSC.506(105)	1. Chapter 10 2. Chapter 11	Mobile Offshore Drilling Unit subject to the requirements of 2009 MODU Code	1 January 2024
Summary (please refer to original regulation for full text)			
1. a new section in Chapter 11 "Radio life-saving appliances" 2. The text of chapter 11 is replaced by the following: "Mobile offshore drilling units should be provided with radiocommunications facilities as specified in chapter 11 of the 2009 MODU Code..."			

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Regulation	Subject	Applicability (Object)	Enter into force
IBC Code as adopted by Resolution MSC.526(106)	Chapter 2	Chemical Tankers subject to the requirements of IBC Code	1 July 2024
Summary (please refer to original regulation for full text)			
The amendments are intended to address inconsistencies in several IMO instruments concerning doors in watertight bulkheads. The SOLAS Convention requires that the final waterline after flooding shall not be above the lower edge of any opening through which progressive downflooding may take place, however in accordance with the amended text, this waterline may exceed the lower edge of: <ol style="list-style-type: none"> 1. remotely operated sliding watertight doors, 2. hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge that are normally closed at sea, and 3. hinged watertight doors that are permanently closed at sea. 			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex I as	Regulation 28	Oil Tankers subject to the requirements of MARPOL Annex I	1 January 2024

adopted by Resolution MEPC.343(78)			
Summary (please refer to original regulation for full text)			
<p>The amendments are intended to address inconsistencies in several IMO instruments concerning doors in watertight bulkheads. The SOLAS Convention requires that the final waterline after flooding shall not be above the lower edge of any opening through which progressive downflooding may take place, however in accordance with the amended text, this waterline may exceed the lower edge of:</p> <ol style="list-style-type: none"> 1. remotely operated sliding watertight doors, 2. hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge that are normally closed at sea, and 3. hinged watertight doors that are permanently closed at sea. 			

B. Selected Mandatory Non Hardware-related requirements

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS 1974 as adopted by Resolution MSC.456(101)	Amendments to Appendix	All ships subject to SOLAS 1974	1 January 2024
Summary (please refer to original regulation for full text)			
Item 8.1 of Form E, C, P in SOLAS is modified to add a footnote to direct the person completing the form to delete the equipment not provided on the ship as appropriate.			

Regulation	Subject	Applicability (Object)	Enter into force
FSS Code as adopted by Resolution MSC.457(101)	Amendments to FSS Code Code Chapt	All ships subject to SOLAS Chapter II-2	1 January 2024
Summary (please refer to original regulation for full text)			
The amendment is to amend term "forward of" to "downstream of" used in paragraph 2.2.3.2.1, 2.2.3.2.6, 2.2.4.2.			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS Chapter II-1 as adopted by Resolution MSC.474(102)	Amendments to SOLAS Chapter II-1: 1. Reg. 7-2 2. Reg. 16 3. Reg. 19 4. Reg. 21 5. Reg. 22	<ul style="list-style-type: none"> - All ships subject to SOLAS Chapter II-1 - For Reg. 7-2, 19 and 21 will apply to Passenger ships subject to SOLAS Chapter II-1 	1 January 2024
Summary (please refer to original regulation for full text)			
<p>Reg. 7-2: Existing requirement in SOLAS Reg. II-1/7-2 on watertightness of the doors installed on bulkhead decks was required only in final flooding stage among three damage stability verification stages (i.e. initial flooding stage, final flooding stage and residual stability verification stage), while SOLAS Reg. II-1/17 requires watertightness of doors in all of three damage stability verification stages for passenger ships. In this regard, watertightness for openings of passenger ships, which are flooded in intermediate and final equilibrium condition, was made to be mandatory through amendment to SOLAS II-1/7-2.5.2 and 3.</p> <p>Reg.16: Ash-chute and rubbish chute were excluded from the requirement for construction and initial test of watertight closures.</p>			

Reg.19: the requirement of the damage control information to include a reference to activation of damage stability support from the onboard stability computer for passenger ships constructed on or after 1 January 2024 and for ships installed with stability computer.

Reg.21: Ash-chute and rubbish chute were excluded from the requirement for periodical operation and inspection of watertight doors, etc., in passenger ships.

Reg.22: this Regulation is amended to allow watertight hatches, which are required to be kept closed during navigation, to be opened by master for a limited period of time during navigation to permit passage.

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Regulation	Subject	Applicability (Object)	Enter into force
IGF Code as adopted by Resolution MSC.475(102)	Amendments to IGF Code Chapter 16 of Part B-1	<ul style="list-style-type: none"> - All IGF Certified Ships - For New Regulation 11.8 will apply to ships constructed on or after 1 January 2024 	1 January 2024
Summary (please refer to original regulation for full text)			
The amendment is to revise paragraph 16.3.3.5.1 to make the tensile test requirement applicable to aluminum alloys			

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Regulation	Subject	Applicability (Object)	Enter into force
IGC Code as adopted by Resolution MSC.476(102)	Amendments to IGC Code Chapter 6	All ships subject to IGC Code	1 January 2024
Summary (please refer to original regulation for full text)			
The amendment is to revise paragraph 6.5.3.5.1 to make the tensile test requirement applicable to aluminum alloys			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS 1974 as adopted by Resolution MSC.482(103)	Amendments to SOLAS Chapter III Regulation 33	Ships with free-fall lifeboats	1 January 2024
Summary (please refer to original regulation for full text)			
The amendments to Regulation 33 are to provide the exclusion of free-fall lifeboats from the requirement of being capable of launching and towing for cargo ships of 20,000 gross tonnage and upwards, when the ship is making headway at a speed of up to 5 knots in calm water.			

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Regulation	Subject	Applicability (Object)	Enter into force
IMDG Code as adopted by Resolution MSC.501(105)	Amendments to IMDG Code	Ships carrying cargoes subject to the requirements of IMDG Code	1 January 2024
Summary (please refer to original regulation for full text)			
These amendments are to include (but not limited to): 1. Clarification on 5.1.2.1 concerning that class 7 that may need to be marked with a different label in addition to "OVERPACK" 2. New definition for "pressure receptacle shell" 3. New entry for Electrical resistance (1.2.2.1)			

4. New Chapter regarding "Portable tanks with shells made of fibre reinforced plastics (FRP) materials"

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Regulation	Subject	Applicability (Object)	Enter into force
1983 SPS Code as adopted by Resolution MSC.502(105)	Appendix (Form of Safety Certificate)	Special Purpose Ships subject to the requirements of 1983 SPS Code	1 January 2024
Summary (please refer to original regulation for full text)			
The revision of Form of Safety Certificate			

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Regulation	Subject	Applicability (Object)	Enter into force
2008 SPS Code as adopted by Resolution MSC.503(105)	Appendix (Form of Safety Certificate)	Special Purpose Ships subject to the requirements of 2008 SPS Code	1 January 2024
Summary (please refer to original regulation for full text)			
The revision of Form of Safety Certificate			

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Regulation	Subject	Applicability (Object)	Enter into force
SOLAS Chapter XV as adopted by Resolution MSC.521(106)	New Chapter XV	Cargo ships and high-speed cargo crafts transporting more than 12 Industrial Personnel	1 July 2024
Summary (please refer to original regulation for full text)			
<p>MSC 106 adopted new SOLAS Chapter XV and the IP Code to establish safety requirements for the transport of more than 12 industrial personnel on cargo ships and high-speed cargo crafts, of 500 GT or upwards, adding on existing SOLAS Convention and/or the HSC Codes.</p> <p>For the transport of more than 12 industrial personnel, cargo ships or high-speed cargo crafts, regardless of their construction date, shall comply and be certified in accordance with SOLAS Chapter XV and the IP Code</p> <p>For relevant certification, IP Safety Certificate shall be issued in addition to SOLAS Safety Certificates or HSC Safety Certificate</p> <p>For existing ships certified under the Interim Recommendation on the Safe Carriage of more than 12 Industrial Personnel on Board Vessels Engaged on International Voyages (MSC.418(97)) are allowed to operate.</p>			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL as adopted by Resolution MEPC.359(79), MEPC.560(79) and MEPC.562(79)	1. Annex I 2. Annex II 3. Annex IV 4. Annex V 5. Annex VI	All ships	1 May 2024
Summary (please refer to original regulation for full text)			
These amendments to MARPOL which would allow States with coastline bordering Arctic waters to meet their obligations for providing adequate port reception facilities for disposal of ships' wastes.			

These amendments acknowledge the infrastructure limitations faced by ports in Arctic regions, and provide the option for States in these regions to provide adequate reception facilities by means of agreed regional arrangements. The implementation of such "Regional Arrangements" will require the development of a Regional Reception Facility Plan (RRFP) based on the Guidelines for Development of a Regional Reception Facility Plan (MEPC.221(63), as amended.

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex V as adopted by Resolution MEPC.560(79)	Garbage Record Book	All ships of 100 GT and above	1 May 2024
Summary (please refer to original regulation for full text)			
These amendments are intended to expand the requirement for a garbage record book by lowering the threshold down to ships of 100 gross tonnage and above (from the current threshold 400 gross tonnage and above). This has been done in an effort to expand tracking and reporting of accidental discharges to the sea that may involve plastics.			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex VI as adopted by Resolution MEPC.562(79)	Appendix V ("Information to be included in the bunker delivery note")	All ships	1 May 2024
Summary (please refer to original regulation for full text)			
These amendments include flashpoint as mandatory information in the bunker delivery note in order to enhance the safety of ships related to use of fuel oil by addressing concerns regarding the verification of the flashpoint of bunkered fuel oil.			

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Regulation	Subject	Applicability (Object)	Enter into force
MARPOL Annex VI as adopted by Resolution MEPC.562(79)	Appendix IX ("Information to be Submitted to the IMO Ship Fuel Oil Consumption Database")	All ships	1 May 2024
Summary (please refer to original regulation for full text)			
These amendments include reporting of information related to EEXI and CII and their associated guidelines. The amendment is intended to provide a more complete reporting of information to the IMO for future assessment of global trends in ship fuel efficiency.			