



*NAVIGATING STATUTORY
REQUIREMENTS*
2020 - 2021



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ALL SHIPS

Amendments entering into force on 1st January 2020

Convention	Reference	Summary	Origin	
MARPOL Annex VI	Reg 14	Chapter 3 - Requirements for control of emissions from ships Regulation 14 Sulphur Oxides (SOx) and Particulate Matter. The fuel oil standard in regulation 14.1.3 of MARPOL Annex VI shall become effective on 1 January 2020.	MEPC.280(70)	NE
MARPOL Annex VI	Reg 19.5	Phase 2 EEDI : 1 Jan 2020 / 31 Dec 2014 Ship of 400 gross tonnage and above	MEPC.203(62)	N
SOLAS	II-1/1	Stability - revision of Chap II-1 Implementation of probabilistic methodology for calculating damage stability <ul style="list-style-type: none"> • Definitions of draft, trim and bulkhead deck, • Minimum metacentric height (GM) or maximum center of gravity (KG) is to be accompanied by maximum permissible trim versus draught, • Stability information to be supplied to the master, • Required subdivision index R, • Special requirements concerning passenger ship stability, • System capabilities and operational information after a flooding casualty on passenger ships, • Double bottoms in passenger ships, • Construction and initial tests of watertight doors, • Damage control information, • Periodical operation and inspection of watertight doors, in passenger ships, etc. 	MSC.421(98)	N
SOLAS	II-1/3-12	Code on Noise Levels on Board The Code on Noise Levels on Board shall apply to ships contracted for construction before 1 July 2014 and the keels of which are laid or which are at a similar stage of construction on or after 1 January 2009.	MSC.409(97)	NE
SOLAS	II-2/10.5	Fire protection of domestic boilers In the case of domestic boilers of less than 175 kW, or boilers protected by fixed water-based local application fire-extinguishing systems, as required by paragraph 5.6, an approved foam-type extinguisher of at least 135 l capacity is not required.	MSC.409(97)	NE
SOLAS	II-2/18.5	Helicopter facilities Ships constructed on or after 1 January 2020, having a helicopter landing area, shall be provided with foam firefighting appliances which comply with the relevant provisions of chapter 17 of the Fire Safety Systems Code.	MSC.404(96)	N
SOLAS	III-1	Application of Chapter III - life-saving appliances and arrangements For ships constructed before 1 July 1998, the Administration shall: <ol style="list-style-type: none"> 1. Ensure that, subject to the provisions of paragraph 4.2, the requirements which are applicable under chapter III of the International Convention for the Safety of Life at Sea, 1974, in force prior to 1 July 1998 to new or existing ships as prescribed by that chapter are complied with; 2. Ensure that when life-saving appliances or arrangements on such ships are replaced or such ships undergo repairs, alterations or modifications of a major character which involve replacement of, or any addition to, their existing life-saving appliances or arrangements, comply with the requirements of this chapter. However, if a survival craft other than an inflatable liferaft is replaced without replacing its launching appliance, or vice versa, the survival craft or launching appliance may be of the same type as that replaced; and 3. Ensure that the requirements of regulations 30.3 and 37.3.9 are complied with 	MSC.421(98)	E

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Amendments entering into force on **1st January 2020**

Convention	Reference	Summary	Origin	
SOLAS	II-2/20	<p>Fire protection for spaces in which vehicles are carried</p> <p>Regulation 20 – Protection of vehicle, special category and ro-ro spaces</p> <p>2.1.2 On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than dedicated ro-ro spaces, provided that all the following conditions are met:</p> <ul style="list-style-type: none"> • The vehicles do not use their own propulsion within the cargo spaces; • The cargo spaces are in compliance with the appropriate requirements of regulation 19; and • The vehicles are carried in accordance with the IMDG Code, as defined in regulation VII/1.1. 	MEPC.MSC.421(98)	(NE)
SOLAS	III-3, III-20	<p>Life saving appliances</p> <p>Maintenance, testing and inspections of life-saving appliances shall be carried out in a manner having due regard to ensuring reliability of such appliances.</p> <p>Launching appliances, lifeboat and rescue boat release gear, including fast rescue boat release gear, free-fall lifeboat release systems, davit-launched liferaft automatic release hooks, lifeboats and rescue boats, including fast rescue boats shall be subject to a thorough examination at the annual surveys required by regulations I/7 or I/8, as applicable.</p>	MSC.402(96) MSC.404(96)	(NE)
SOLAS	Appendix - forms E,C and P	<p>Radionavigation receiver</p> <p>Addition of the multi-system shipborne radionavigation receiver in 3.1 of Records of equipment for ship safety forms P, E and C.</p>	MSC 421(98)	(NE)
FSS Code	chapter 8	<p>Amendments to the FSS Code</p> <p>Chapter 8 - Automatic sprinkler, fire detection and fire alarm systems</p> <p>2.4.1 General</p> <p>2.4.1.1 Any parts of the system which may be subjected to freezing temperatures in service shall be suitably protected against freezing.</p> <p>2.4.1.2 Special attention shall be paid to the specification of water quality provided by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals.</p>	MSC 403 (96)	(NE)
FSS Code	chapter 17	<p>Helicopter facilities</p> <p>A new chapter 17 is added after existing chapter 16 as follows: Chapter 17 - Helicopter facility foam firefighting appliances</p>	MSC 403 (96)	(N)
IGF Code	paragraph 11.3.2	<p>Ship arrangements - Windows and sidescuttles</p> <p>Removal of the requirement for A-0 fire-rated wheelhouse windows, i.e alignment of the fire integrity requirements for navigation bridge windows specified in paragraph 11.3.2 of the IGF Code with the amendment to paragraph 3.2.5 of the IGC Code, and those in SOLAS II-2/4.5.2.3.</p> <p>MSC.1/Circ.1568 on Notification of amendments to paragraph 11.3.2 of the IGF Code allows the voluntary early implementation of the amendment to the IGF Code.</p>	MSC.442(98)	(N)
LSA Code	6.1.1.5, 6.1.1.6	<p>Chapter VI - launching and embarkation appliances</p> <p>6.1 Launching and embarkation appliances</p> <p>6.1.1.5 The launching appliance and its attachments other than winches shall be of sufficient strength to withstand a factory static proof load test of not less than 2.2 times the maximum working load.</p> <p>6.1.1.6 Structural members and all blocks, falls, padeyes, links, fastenings and all other fittings used in connection with launching equipment shall be designed with a factor of safety on the basis of the maximum working load assigned and the ultimate strengths of the materials used for construction. A minimum factor of safety of 4.5 shall be applied to all structural members including winch structural components and a minimum factor of safety of 6 shall be applied to falls, suspension chains, links and blocks.</p>	MSC.425(98)	(NE)
2008 IS Code	part.A	<p>Amendments to Part A of the 2008 IS code</p> <p>Mandatory criteria : the footnote to the existing title of chapter 2 is deleted.</p> <p>These resolutions shall be read and interpreted together with res. MSC.413(97) as one single instrument.</p>	MSC.443(99) MSC.444(99)	(N)

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Amendments entering into force on **1st January 2020**

Convention	Reference	Summary	Origin
2008 IS Code	part A and part B	<p>Vessels engaged in anchor handling, towing or lifting duties</p> <p>Amendments to the introduction and Part A of the International code on intact stability, 2008 (2008 IS CODE)</p> <p>In paragraph 1.2, the following new subparagraphs .7 to .9 are inserted after the existing subparagraph.6:</p> <p>.7 Ships engaged in anchor handling operations;</p> <p>.8 Ships engaged in harbour, coastal or ocean-going towing operations and escort operations;</p> <p>.9 Ships engaged in lifting operations.</p> <p>The following new paragraphs 2.27 to 2.31 are inserted after the existing paragraph 2.26:</p> <p>2.27 Ship engaged in anchor handling operations means a ship engaged in operations with deployment, recovering and repositioning of anchors and the associated mooring lines of rigs or other vessels. Forces associated with anchor handling are generally associated with the winch line pull and may include vertical, transverse, and longitudinal forces applied at the towing point and over the stern roller.</p> <p>2.28 Ship engaged in harbour towing means a ship engaged in an operation intended for assisting ships or other floating structures within sheltered waters, normally while entering or leaving port and during berthing or unberthing operations.</p> <p>2.29 Ship engaged in coastal or ocean-going towing means a ship engaged in an operation intended for assisting ships or other floating structures outside sheltered waters in which the forces associated with towing are often a function of the ship's bollard pull.</p> <p>The following new paragraphs 3.4.1.7 to 3.4.1.10 are added after existing paragraph 3.4.1.6:</p> <p>3.4.1.7 For a ship engaged in an anchor handling operation, the standard loading conditions should be as follows, in addition to the standard loading conditions for a cargo ship in paragraph 3.4.1.2:</p> <ul style="list-style-type: none"> • Service loading condition at the maximum draught at which anchor handling operations may occur with the heeling levers as defined in paragraph 2.7.2 for the line tension the ship is capable of with a minimum of 67% stores and fuel, in which all the relevant stability criteria as defined in paragraph 2.7.4 are met; • Service loading condition at the minimum draught at which anchor handling operations may occur with the heeling levers as defined in paragraph 2.7.2 for the line tension the ship is capable of with 10% stores and fuel, in which all the relevant stability criteria as defined in paragraph 2.7.4 are met. <p>3.4.1.8 For a ship engaged in a harbour, coastal or ocean going towing operation and/or escort operation, the following loading conditions should be included in addition to the standard loading conditions for a cargo ship in paragraph 3.4.1.2:</p> <ul style="list-style-type: none"> • Maximum operational draught at which towing or escorting operations are carried out, considering full stores and fuel; • Minimum operational draught at which towing or escorting operations are carried out, considering 10% stores and fuel; and • Intermediate condition with 50% stores and fuel. <p>3.4.1.9 For ships engaged in lifting, loading conditions reflecting the operational limitations of the ship, while engaged in lifting shall be included in the stability booklet. Use of counter ballast, if applicable, shall be clearly documented, and the adequacy of the ships stability in the event of the sudden loss of the hook load shall be demonstrated.</p>	MSC 403 (96)MSC.413(97) MSC.414(97) MSC.415(97)

Amendments entering into force on **1st March 2020**

Convention	Reference	Summary	Origin
MARPOL Annex VI	Reg.14 Supplement to IOPP certificate	<p>Prohibition on the carriage of non-compliant fuel oil for combustion purposes</p> <p>When the ship operates outside of an emission control area specified in regulation 14.3, the sulphur content of fuel oil used or carried for use on board a ship shall not exceed 0.50% m/m, unless it benefits from an equivalent arrangement approved in accordance with regulation 4.1</p>	MEPC 305(73)

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Amendments entering into force on **1st October 2020**

Convention	Reference	Summary	Origin	
MARPOL Annex I		<p>Use of electronic record books as an alternative to hard copy record books To be approved by the Administration. A written declaration from the Administration should be carried on board the ship for the purpose of statutory surveys or inspections.</p> <p>Regulation 1 – Definitions "Electronic Record Book means a device or system, approved by the Administration, used to electronically record the required entries for discharges, transfers and other operations as required under this Annex in lieu of a hard copy record book."</p> <p>Regulation 17 – Oil Record Book Part I – Machinery space operations "The Oil Record Book, whether as a part of the ship's official log-book, as an electronic record book which shall be approved by the Administration taking into account the Guidelines developed by the Organization or otherwise, shall be in the form specified in appendix III to this Annex."</p>	MEPC 312 (74) MEPC 314(74)	NE
MARPOL Annex II Annex V		<p>Use of electronic record books as an alternative to hard copy record books To be approved by the Administration. A written declaration from the Administration should be carried on board the ship for the purpose of statutory surveys or inspections.</p> <p>Regulation 1 – Definitions A new paragraph 22 is added as follows: "Electronic Record Book means a device or system, approved by the Administration, used to electronically record the required entries for discharges, transfers and other operations as required under this Annex in lieu of a hard copy record book."</p> <p>Regulation 15 – Cargo Record Book The existing paragraph 1 is replaced by the following: "Every ship to which this Annex applies shall be provided with a Cargo Record Book, whether as a part of the ship's official logbook, as an electronic record book which shall be approved by the Administration taking into account Guidelines developed by the Organization, or otherwise, in the form specified in appendix 2 to this Annex."</p>	MEPC 312 (74) MEPC 314(74)	NE
MARPOL Annex VI NOX Code		<p>Use of electronic record books as an alternative to hard copy record books To be approved by the Administration. A written declaration from the Administration should be carried on board the ship for the purpose of statutory surveys or inspections.</p> <p>Regulation 2 – Definitions A new paragraph 51 is added as follows: "Electronic Record Book means a device or system, approved by the Administration, used to electronically record the required entries for discharges, transfers and other operations as required under this Annex in lieu of a hard copy record book."</p> <p>Regulation 12 – Ozone-depleting substances A new sentence is inserted at the end of paragraph 6 as follows: "An electronic recording system referred to in regulation 12.6, as adopted by resolution MEPC.176(58), shall be considered an electronic record book, provided the electronic recording system is approved by the Administration on or before the first International Air Pollution Prevention (IAPP) Certificate renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025, taking into account the Guidelines developed by the Organization"</p>	MEPC 312 (74) MEPC 314(74)	NE
MARPOL Annex VI NOX Code		<p>Regulation 13 – Nitrogen oxides (NOX) In paragraph 5.3, the words "or electronic record book," are inserted after the words "shall be recorded in such logbook".</p> <p>Regulation 14 – Sulphur oxides (SOX) and particulate matter In the last sentence of paragraph 6, the words "or electronic record book," are inserted after the words "shall be recorded in such logbook".</p>	MEPC 312 (74) MEPC 314(74)	NE

ALL SHIPS

Amendments entering into force on **28th October 2020**

Convention	Reference	Summary	Origin	
BWM	Reg D-3	<p>Code for approval of BWM system G8 guidelines are no longer applicable</p> <p>Regulation D-3 - Ballast water management systems installed 1 on or after 28 October 2020 shall be approved in accordance with the BWMS Code</p>	MEPC.296(72)	(N)

Amendments entering into force on **1st January 2021**

Convention	Reference	Summary	Origin	
GC code	Chap II	<p>Freeboard and intact stability 2.2.4 All ships, subject to the Code, should be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration, at the first scheduled periodical survey of the ship on or after 1 January 2016, but not later than 1 January 2021</p>	MSC.377(93)	(E)
MARPOL Annex I	Chap IV	<p>Freeboard and intact stability 6. All oil tankers shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration. Oil tankers constructed before 1 January 2016 shall comply with this regulation at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021</p>	MEPC.248(66)	(E)
MARPOL Annex VI	Reg 13	<p>Tier III in Baltic - North Sea Baltic Sea and the North Sea NOX Tier III Emission Control Area</p> <p>NOX Tier III emission control area Tier III NOx requirement is not applicable in ECA when a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500GT, with a length as defined in regulation 1.19 of Annex I to MARPOL, of 24 m or over when it has been specifically designed, and is used solely, for recreational purposes</p>	MEPC.251(66)	(E)
ISM Code		<p>Maritime cyber risk management in safety management systems Cyber risks are appropriately addressed in safety management systems no later than the first annual verification of the company's Document of Compliance after 1 January 2021.</p>	MSC 428(98)	(NE)

Amendments entering into force on **1st July 2021**

Convention	Reference	Summary	Origin	
IGC Code	Chap II	<p>Instrument for intact and damage stability 2.2.6 - All ships, subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration (...) Ships constructed before 1 January 2016 shall comply with this requirement at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 July 2021.</p>	Res. MSC.370(93)	(E)



PASSENGER SHIPS

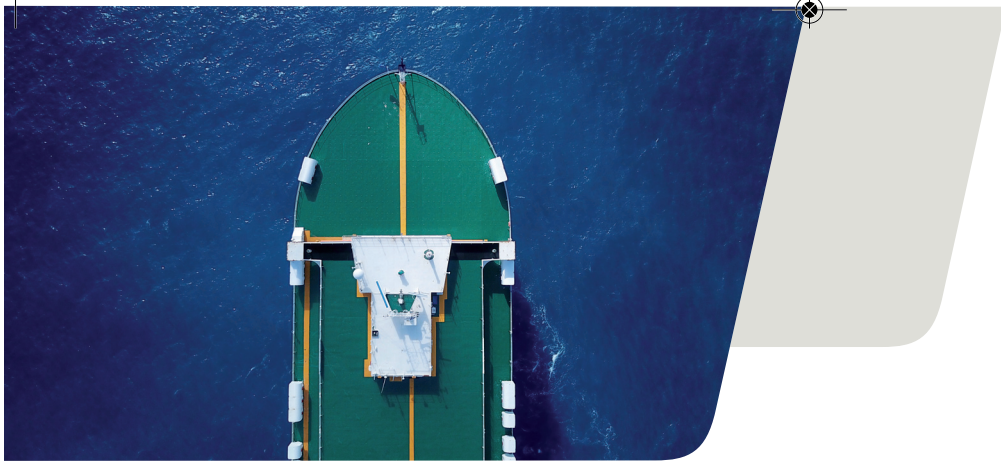
Amendments entering into force on 1st January 2020

Convention	Reference	Summary	Origin	
SOLAS	II-2/9.4.1.3	<p>Requirements for the fire integrity of windows on passenger ships</p> <p>4.1.3.5. For ships carrying more than 36 passengers, windows facing survival craft, embarkation and assembly stations, external stairs and open decks used for escape routes, and windows situated below liferaft and escape slide embarkation areas shall have fire integrity as required in table 9.1. Where automatic dedicated sprinkler heads are provided for windows, "A-0" windows may be accepted as equivalent.</p> <p>4.1.3.6. For ships carrying not more than 36 passengers, windows facing survival craft and escape slide, embarkation areas and windows situated below such areas shall have fire integrity at least equal to "A-0" class.</p>	MSC.421(98)	(N)
	II-2/13.3.2.7.1	<p>Evacuation analysis for passenger ships</p> <p>Escape routes of passenger ships constructed on or after 1 January 2020 carrying more than 36 passengers shall be evaluated by an evacuation analysis early in the design process. The analysis shall be used to identify and eliminate, as far as practicable, congestion which may develop during an abandonment, due to normal movement of passengers and crew along escape routes, including the possibility that crew may need to move along these routes in a direction opposite to the movement of passengers.</p> <p>The analysis refers to principles of the Revised Guidelines on evacuation analyses for new and existing passenger ships (MSC.1/Circ.1533).</p>	MSC.404(96)	(N)
	II-1/1, II-1/8-1.3	<p>Stability – computer – 1st renewal survey after 1st January 2020</p> <p>Amendments to SOLAS chapter II-1 require the provision on existing ships of a computer able to carry out damage stability calculations are considered to be necessary. Passenger ships constructed before 1 January 2014 of 120 m or more in length or with three or more main fire zones from the first renewal survey after 1 January 2025 Regulation II-1/8-1 henceforth includes a requirement for existing passenger ships to have either onboard or onshore the capability to assess stability after damage.</p>	MSC.436(99)	(E)
	II-1/19, III/30, III/37	<p>Damage control drills for passenger ships</p> <p>A damage control drill shall take place at least every three months. The entire crew need not participate in every drill, but only those crew members with damage control responsibilities.</p> <p>At least one damage control drill each year shall include activation of the shore-based support, if provided in compliance with regulation II-1/8-1.3, to conduct stability assessments for the simulated damage conditions.</p> <p>Every crew member with assigned damage control responsibilities shall be familiarized with their duties and about the damage control information before the voyage begins.</p> <p>A record of each damage control drill shall be maintained in the same manner as prescribed for the other drills in regulation III/19.5.</p>	MSC.421(98)	(NE)
FSS Code	chapter 13	<p>Amendments to the FSS Code - design of stairway widths</p> <p>Chapter 13 - Arrangement of means of escape</p> <p>In paragraph 2.1.2.2.1, the text of case 2 is replaced with the following: "Case 2: Passengers in public spaces occupied to 3/4 of maximum capacity, 1/3 of the crew distributed in public spaces; service spaces occupied by 1/3 of the crew; and crew accommodation occupied by 1/3 of the crew."</p>	MSC.410(97)	(N)

PASSENGER SHIPS

Amendments entering into force on **1st June 2021**

Convention	Reference	Summary	Origin
MARPOL Annex IV	Reg 11	Sewage from passenger ship The discharge of sewage from a passenger ship within a special area shall be prohibited for existing passenger ships, on a date determined by the Organization pursuant to regulation 13.2 of Annex IV, but in no event prior to 1 June 2021	MEPC.274(69) E



RO-RO



Amendments entering into force on 1st January 2020

Convention	Reference	Summary	Origin	
SOLAS	II-2/3.56	<p>Definition of vehicle carrier Regulation II-2/3.56 is replaced as follows: "Vehicle carrier means a cargo ship which only carries cargo in ro-ro spaces or vehicle spaces, and which is designed for the carriage of unoccupied motor vehicles without cargo, as cargo."</p>	MSC.421(98)	NE
	II-2/20, II-2/20-1	<p>Fire protection for spaces in which vehicles are carried Regulation 20 – Protection of vehicle, special category and ro-ro spaces 2.1.2 On all ships, vehicles with fuel in their tanks for their own propulsion may be carried in cargo spaces other than vehicle, special category or ro-ro spaces, provided that all the following conditions are met: 1 the vehicles do not use their own propulsion within the cargo spaces; 2 the cargo spaces are in compliance with the appropriate requirements of regulation 19; and 3 the vehicles are carried in accordance with the IMDG Code, as defined in regulation VII/1.1.</p> <p>Regulation 20-1 – Requirements for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo "2.1 In addition to complying with the requirements of regulation 20, as appropriate, vehicle carriers constructed on or after 1 January 2016 intended for the carriage of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion as cargo shall comply with the requirements in paragraphs 3 to 5 of this regulation."</p>	MSC.421(98)	NE





GAS CARRIERS

Amendments entering into force on 1st January 2020

Convention	Reference	Summary	Origin
IGC Code	Paragraph 3.2.5	<p>Ship arrangements - Windows and sidescuttles</p> <p>By removing the requirement for A-0 fire-rated wheelhouse windows, amendment aligns IGC code paragraph 3.2.5 with the requirements given in SOLAS regulation II-2/4.5.2.3.</p> <p>Chapter 3 - Ship arrangements 3.2 Accommodation, service and machinery spaces and control stations "3.2.5 Windows and sidescuttles facing the cargo area and on the sides of the superstructures and deckhouses within the limits specified in 3.2.4, except wheelhouse windows, shall be constructed to "A-60" class. Sidescuttles in the shell below the uppermost continuous deck and in the first tier of the superstructure or deckhouse shall be of fixed (non-opening) type."</p> <p>An associated circular on Notification of an amendment to paragraph 3.2.5 of the IGC Code (MSC.1/Circ.1549) has been issued to notify Administrations of the corrections to the text pending formal entry into force on 1 January 2020.</p>	MSC.411(97) MSC.1/Circ.1549 (N)
IGC Code, GC Code, EGC Code		<p>Certificate of Fitness</p> <p>Amendments to the model form of the Certificate of Fitness under the IGC, GC and EGC Code.</p> <p>6 The loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form.</p> <p>7 The ship must be loaded only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code.</p>	MSC.441(99) (NE)



TANKERS

Amendments entering into force on 1st January 2020

Convention	Reference	Summary	Origin	
IBC Code		<p>Amendments to the model form of the Certificate of Fitness under the IBC Code</p> <p>6 The loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form.</p> <p>7 The ship must be loaded only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code.</p>	MSC.440(99)	(NE)
BCH Code		<p>Amendments to the model form of the Certificate of Fitness under the BCH Code</p> <p>Ships constructed before 1 Jul 1986</p> <p>6 The loading and stability manuals required by paragraph 2.2.1.1 of the Code have been supplied to the ship in an approved form.</p> <p>7 The ship must be loaded only in accordance with loading conditions verified compliant with intact and damage stability requirements using the approved stability instrument fitted in accordance with paragraph 2.2.1.2 of the Code.</p>	MSC.446(99)	(E)

Amendments entering into force on 1st January 2021

Convention	Reference	Summary	Origin	
MARPOL Annex II	Chap 1 Annex 4 Chap 5 Annex 6	<p>Cargo residues – pre-wash requirement for persistent floating products</p> <p>Pre-wash requirement applicable in North-Sea</p>	MEPC 315(74)	
IBC Code	Chap II	<p>Freeboard and intact stability</p> <p>2.2.6 All ships, subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration (...). Ships constructed before 1 January 2016 shall comply with this requirement at the first scheduled renewal survey of the ship on or after 1 January 2016 but not later than 1 January 2021</p>	MSC.369(93) MEPC.250(66)	(E)
	Chap 16	<p>Cargo residues – pre-wash requirement for persistent floating products</p> <p>Consequential amendments of amendments to Marpol Annexe II</p> <p>16.2.7 "Where column o in the table of chapter 17 refers to this paragraph, the cargo is subject to the prewash requirements in regulation 13.7.1.4 of Annex II of MARPOL"</p>	MEPC 318(74) MSC.460(101)	
	Chap 17 Chap 18 Chap 21	<p>Review of criteria to assign carriage requirements</p> <p>Review of the list of requirements for specific cargoes (Chap 17 and 18)</p>	MSC.460(101) MSC.463(101) MEPC. 318(74) MEPC.319(74)	
BCH Code	Chap II	<p>Freeboard and intact stability</p> <p>2.2.1.2 All ships subject to the Code, shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration, at the first scheduled renewal survey of the ship on or after 1 January 2016, but not later than 1 January 2021</p>	MSC.376(93) MEPC.249(66)	(E)
	Chap V	<p>Cargo residues – pre-wash requirement for persistent floating products</p> <p>Consequential amendments of amendments to Marpol Annexe II</p> <p>5.2.7 "Where column m in the table of chapter VI of this Code refers to this paragraph, the cargo is subject to the prewash requirements in regulation 13.7.1.4 of Annex II of MARPOL"</p>	MEPC 319(74)	



CARGO SHIPS

Amendments entering into force on **1st January 2020**

Convention	Reference	Summary	Origin
SOLAS	XI-1/2-1	Harmonization of survey periods of cargo ships not subject to the ESP Code For cargo ships not subject to enhanced surveys under regulation XI-1/2, notwithstanding any other provisions, the intermediate and renewal surveys included in regulation I/10 may be carried out and completed over the corresponding periods as specified in the 2011 ESP Code.	MSC.409(97) NE

Amendments entering into force on **1st January 2021**

Convention	Reference	Summary	Origin
IMSBC Code		Entry into force of amendments (05-19) New cargo schedules for group A and group B cargoes Can be implemented on a voluntary basis from 1 January 2020	MSC 462(101) NE



HIGH SPEED CRAFT

Amendments entering into force on 1st January 2020

Convention	Reference	Summary	Origin
1994 HSC Code	Existing ships on international voyages constructed on or after 1 Jan 1996	<p>Exemption from the requirement to carry a rescue boat</p> <p>Clarification was needed regarding the application of the paragraphs 8.10.1.5 to 8.10.1.6 of the 1994 Code, which concern the exemption from the requirement to carry a rescue boat for high-speed craft of less than 20m.</p> <p>High-speed craft of less than 20m in length may be exempted from carrying a rescue boat, provided that the requirements in the sub-paragraphs of 8.10.1.6 are fulfilled, and provided a person can be rescued from the water in a horizontal or near-horizontal body position (MSC.1/Circ.1185/Rev.1).</p> <p>Chapter 8 -Life-saving appliances and arrangements</p> <p>8.10 Survival craft and rescue boats</p> <p>".5 notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:</p> <p>.5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or</p> <p>.5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and</p> <p>.5.3 the craft can be evacuated within the time specified in 4.8.</p> <p>.6 craft of less than 20 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:</p> <p>.6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;</p> <p>.6.2 recovery of the helpless person can be observed from the navigating bridge; and</p> <p>.6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."</p> <p>HSC craft under 20m need to be checked to ensure that they have a suitable arrangement or will have to add equipment to demonstrate they can rescue a helpless person from the water in a horizontal or near-horizontal body position.</p> <p>MSC.1/Circ.1569 on Notification of amendments to the 1994 and 2000 HSC Codes allows the voluntary early implementation of amendments to the 1994 and 2000 HSC Code which enter into force on 1 January 2020.</p>	MSC423(98) MSC.1/Circ.1569

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HIGH SPEED CRAFT

Amendments entering into force on **1st January 2020**

Convention	Reference	Summary	Origin
2000 HSC Code	after 1 July 2002	<p>Exemption from the requirement to carry a rescue boat</p> <p>HSC craft under 30m exempted from the rescue boat requirement need to be checked to ensure that they have a suitable arrangement or will have to add equipment to demonstrate they can rescue a helpless person from the water in a horizontal or near-horizontal body position.</p> <p>Chapter 8 -Life-saving appliances and arrangements</p> <p>8.10 Survival craft and rescue boats</p> <p>"1.5 notwithstanding the provision of .4 above, craft should carry sufficient rescue boats to ensure that, in providing for abandonment by the total number of persons the craft is certified to carry:</p> <p>.5.1 not more than nine of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; or</p> <p>.5.2 if the Administration is satisfied that the rescue boats are capable of towing a pair of such liferafts simultaneously, not more than 12 of the liferafts provided in accordance with 8.10.1.1 are marshalled by each rescue boat; and</p> <p>.5.3 the craft can be evacuated within the time specified in 4.8.</p> <p>1.6 craft of less than 20 m in length may be exempted from carrying a rescue boat, provided the craft meets all of the following requirements:</p> <p>.6.1 the craft is arranged to allow a helpless person to be recovered from the water in a horizontal or near-horizontal body position;</p> <p>.6.2 recovery of the helpless person can be observed from the navigating bridge; and</p> <p>.6.3 the craft is sufficiently manoeuvrable to close in and recover persons in the worst intended conditions."</p> <p>MSC.1/Circ.1569 on Notification of amendments to the 1994 and 2000 HSC Codes allows the voluntary early implementation of amendments to the 1994 and 2000 HSC Code which enter into force on 1 January 2020."</p>	<p>MSC.424(98)</p> <p>MSC.1/Circ.1569</p> <p>N</p>



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