



Gibraltar Maritime Administration

HM Government of Gibraltar

Watergate House
2/8 Casemates Square
Gibraltar

Tel: +350 20046862 / 20047770
maritime.survey@gibraltar.gov.gi
maritime.registry@gibraltar.gov.gi

Shipping Information Notice – 135

Adopted IMO & ILO Requirements

Mach 2026 to January 2028

(Repeals SIN 106)

To: Owners, Operators, Masters, Designers, Builders, Recognized Organizations, and Insurers.

1. Introduction

- 1.1. This Shipping information Notice (SIN) 135 serves to inform stakeholders related to Gibraltar registered vessels, of currently adopted IMO & ILO Requirements entering into force between 01 March 2026 and 01 January 2028.
- 1.2. These currently adopted IMO & ILO Requirements are summarised in the appended table and may be subject to additional requirements adopted and entering into force during the specified timeframe. In any such cases, the Administration will update the information provided as required.

2. Application

- 2.1. Gibraltar registered vessels as per the scope of application described within the appended table.

Steve Gomez – Chief Surveyor

For and on behalf of the Maritime Administrator

Issue date: 18 June 2026

All notices are available through www.gibraltarship.com

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Appendix

Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter	
Adopted by MEPC.392(82)	Background: MEPC 82 adopted amendments to MARPOL Annex VI which will give effect to an ECA in the Canadian Arctic for NOx and SOx.
Entry into force 1 March 2026	This ECA is comprised of two segments starting at the Yukon mainland at 68.900° North 137.000° West; and ending at the north coast of Hans Island at 80.83183° North 66.45667° West and continuing from the south coast of Hans Island at 80.82144° North 66.45067° West, and ending at the coast of Newfoundland and Labrador at 60.000° North, 64.160° West. Implication: Shipowners and operators should be aware that for ships ordered for keel laying on or after 1 January 2025 and intending to operate in the ECA will need to install a NOx Tier III engine. In addition, shipowners and operators should be aware that from 1 March 2027, the sulphur limit of fuel oil used on board must not exceed 0.10%_{m/m} or to use an alternative compliance method such as an Exhaust Gas Cleaning System. Application: NOx requirements: Ships the keels of which are laid or at a similar stage of construction on or after 1 January 2025 which have a marine diesel engine with power output of more than 130kW and operating within the ECA SOx requirements: Ships operating in the ECA from 1 March 2027

Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter	
Adopted by MEPC.392(82) Entry into force 1 March 2026	Background: MEPC 82 adopted amendments to MARPOL Annex VI to give effect to an ECA in the Norwegian Sea. This ECA is defined as the same area specified in MARPOL Annex II regulation 13.9.4. Implication: Shipowners and operators should be aware that for ships with a building contract placed on or after 1 March 2026, keel laying or similar stage of construction on or after 1 September 2026 (in the absence of a building contract) or delivered on or after 1 March 2030 and intending to operate in the ECA will need to install a NOx Tier III engine. In addition, shipowners and operators should be aware that from 1 March 2027, the sulphur limit of fuel oil used on board must not exceed 0.10%<i>m/m</i> or to use an alternative compliance method such as an Exhaust Gas Cleaning System. Application: NOx requirements: Ships which have a marine diesel engine with power output of more than 130kW and which will operate in the ECA to which the building contract is placed on or after 1 March 2026; • In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 September 2026; or • The delivery of which is on or after 1 March 2030. SOx Requirements: Ships operating in the ECA from 1 March 2027.
Amendment to the IGC Code - paragraph 16.9 - Alternative fuels and technologies - on the possibility to use toxic cargo as fuel if accepted by the Administration	
Adopted by MSC.566(109) Entry into force 1 July 2026	Background: IGC Code Chapter 16.9 - Alternative fuels and technologies has been amended to allow the use of toxic cargo as fuels, subject to approval of the ship's flag Administration. Implication: Gas carriers, to which this amendment applies, will be allowed to use toxic cargo as fuel if they are able to demonstrate an equivalent level of safety to using natural gas (methane) carried as cargo as fuel. Special agreement from the ship's flag Administration will be required to permit this from 1 July 2026. Application: The amendments apply to new and, retroactively, to existing 2G/2PG ships which carry cargoes identified as toxic products in the IGC Code and are subject to the IGC Code. Related Instruments • MSC.1/Circ.1681 - Voluntary early implementation of the amendments to chapter 16 of the IGC Code, adopted by Resolution MSC.566(109)

Amendments to the NOx Technical Code with regard to certification of an engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation	
Adopted by MEPC.398(83) Entry into force 1 September 2026	Background: Noting MARPOL Annex VI, regulation 13, permits substantial modifications and therefore re-certification of already installed engines, these amendments to the NOx Technical Code set out the procedure for such a re-certification which has not previously been specified. These amendments also capture instances where an existing engine is to be certified to a Tier to which it was not certified at the time of installation in which case the same procedure is to be followed. Implication: Ship Owners and Operators: Should be aware that any existing marine diesel engine already installed with a power output of more than 130kW which undergoes modification which alters the NOx parameters, or is to be certified to a NOx Tier it was not certified to at the point of installation, is to follow the procedure newly introduced to the NOx Technical Code. Applicants Seeking re-certification: Should familiarise themselves with the detail of the procedure and be aware that they must prepare an Engine Emission Test Plan to be agreed by the ship's Administration or their Recognised Organisation before the testing regime is conducted. Guidance is available on the content of the Engine Emission Test Plan which will be published by the IMO at the time of the amendments to the Code entering force. Application: This applies to any marine diesel engine with a power output of more than 130kW which undergoes a substantial modification, or is to be certified to a NOx Tier to which it was not certified at the time of certification, therefore requiring re-certification.

Amendments to the IMSBC Code (Amendment 08-25)	
Adopted by MSC.575(110) Entry into force 1 January 2027	Background: The IMSBC Code is regularly reviewed to take account of new requirements for existing substances or new substances. These amendments have been published as Amendment 08-25. Implication: The new amendments are, but not limited to: • Amendments to existing individual schedules: - ALUMINIUM FERROSILICON POWDER UN 1395 - ALUMINIUM SILICON POWDER, UNCOATED UN 1398 - ALUMINIUM SMELTING BY-PRODUCTS or ALUMINIUM REMELTING BY-PRODUCTS UN 3170 - CASTOR BEANS or CASTOR MEAL or CASTOR POMACE or CASTOR FLAKE UN 2969 - FERROSILICON UN 1408 with 30% or more but less than 90% silicon (including briquettes) - FERROSILICON with at least 25% but less than 30% silicon, or 90% or more silicon - FISH MEAL (FISH SCRAP), STABILIZED Anti-oxidant treated, (group B) - IRON ORE PELLETS - DIRECT REDUCED IRON (A) - DIRECT REDUCED IRON (B) - FERROUS METAL BORINGS, SHAVINGS, TURNINGS or CUTTINGS UN 2793 • New individual schedules: - FISH MEAL (FISH SCRAP), STABILIZED, (group C) - PHOSPHATE ROCK FINES (uncalcined) IRON ORE BRIQUETTES - ZINC SLAG (coarse) - APATITE CONCENTRATE - TUFF (COARSE) - ALUMINIUM SULPHATE GRANULAR - FERRIC SULPHATE GRANULAR - CRUSHED GRANODIORITE, COARSE - ASPHALT GRANULATES - PEA PROTEIN CONCENTRATE PELLETS • Other draft amendments include: - Editorial modifications to the segregation tables in 9.3.3. - Various editorial amendments to update references to updated circulars. - A number of cargoes are to be considered non-cohesive when dry: - ALUMINIUM SULPHATE GRANULAR - ASPHALT GRANULATES - CRUSHED GRANODIORITE, COARSE - FERRIC SULPHATE GRANULAR - PEA PROTEIN CONCENTRATE PELLETS - PHOSPHATE ROCK FINES (uncalcined) MSC 110 (June 2025) has adopted the amendments.

	Application: The amendments are applicable to all ships (including cargo ships of less than 500GT) carrying goods in solid bulk form from 1 January 2027. Administrations can voluntarily apply the amendments from 1 January 2026. Related Instruments • MSC.1/Circ.1395/Rev.7 - Lists of solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted or for which a fixed gas fire-extinguishing system is ineffective • MSC.1/Circ.1264/Rev.1 - Revised recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds • MSC.1/Circ.1358/Rev.1 - Revised recommendations on the safe use of pesticides in ships
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Amendments to MARPOL Annex VI and the NOx Technical Code on the use of multiple engine operational profiles for a marine diesel engine	
Adopted by MEPC.397(83) Entry into force 1 March 2027	Background: The amendments to the Code control the use of auxiliary control devices for new and existing engines (that undergo significant modification) and address 'defeat devices' intended to circumvent the purpose of the NOx Technical Code. They also facilitate the certification of engines that are capable of operating in multiple profiles. The amendments introduce the definition and control of a rational emissions control strategy which aims to ensure that the emissions values at the individual mode points used during engine certification testing are representative of the emissions values during normal operation. Further the amendments require such a rational control strategy to be applied to each engine across the whole of its operating load and speed range therefore ensuring an engine has not been designed to circumvent the intent of the NTC. Implication: Engine manufacturers: will need to ensure engines not certified in the lead up to the implementation dates are capable of compliance and any manufacturer considering an upgrade or modification to an existing certified product could potentially be causing a substantial modification therefore making the additional requirements applicable. Owners and operators of ships with engines subject to the NTC: If considering a modification to an existing engine there is a need to be aware of the applicable definition of 'substantial modification'. If the modification being considered fits the definition, owners need to be aware of the implications and methods for seeking re-certification and the additional requirements that may not have been applicable at time of original engine certification. Application: The amendments to the Code apply to engines with power output of more than 130kW. MEPC confirmed that the amendments will enter into force on 1 March 2027, however, their implementation will be as follows: For new individual or parent engines not previously certified, the new requirements apply from 1 January 2028 based on the date of the EIAPP Certificate. For a new member engine to a family or group for which the parent engine was certified before 1 January 2028, prior to the certification of the member engine it will need to be shown that the engine family or group meet the new requirements by 1 January 2030 based on the date of the EIAPP for the member engine.

	For existing engines which are already certified, the new requirements do not apply unless the engine is subject to substantial modification on or after 1 January 2028, i.e. for installations on board ships constructed before 1 January 2000, this is to engines which undergo a substantial modification, being a modification that increases existing emission characteristics; and for installations on board ships constructed on or after 1 January 2000 this is to engines which undergo a substantial modification if an auxiliary control device is used and/or the engine has multiple operational profiles. In the case of identical replacement of an engine installation on or after 1 January 2028 the version of the Code at the time of the EIAPP is issued continues to apply unless the replaced engine is equipped with multiple operational profiles, in which case the new requirements apply.
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Amendment to MLC, 2006 - Standard A2.5.1 on repatriation	
Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Background: During the Covid-19 pandemic seafarers struggled to travel to and from the ships they were working on. This created considerable challenges for the industry and left seafarers stranded. Consequently, new requirements within the Maritime Labour Convention, 2006 (MLC, 2006) have been agreed for the repatriation of seafarers. Implication: Member States are to facilitate the repatriation of seafarers without discriminating against them on any grounds. This is irrespective of the flag State of the ship on which they are employed, engaged or work. When repatriating seafarers, its been clarified that shipowners should at least cover the costs of: • passage to the destination selected for the seafarer; • accommodation and food from when seafarers leave the ship to when they arrive at their destination; • transportation of up to 30kg of the seafarer’s luggage to the destination; and • medical treatment, when necessary, until the seafarers are medically fit to travel to the repatriation destination. Supporting guidance has been issued along with the above requirements which says that the shipowner’s costs mentioned above for seafarer repatriation should also include pay and allowances from when the seafarer leaves the ship until they reach the repatriation destination, when provided for by national laws, regulations or collective agreements. Supporting guidance has also been issued that says that member States should designate seafarers as key workers. This will require them to facilitate their travel in connection with their employment or work as a seafarer, which includes but is not limited to: • access to shore leave; • repatriation; • crew changes; and • medical care ashore. Application: The Maritime Labour Convention applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.

Amendments to MLC, 2006 - Standard A2.4 on shore leave	
Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Background: Seafarers have always struggled in some ports to go ashore for a break from the ship on which they live and work. Its important for their welfare that they get that short break. During the Covid-19 pandemic seafarers struggled more than normal to go ashore as borders closed. There are new requirements in the Maritime Labour Convention, 2006 (MLC, 2006) around shore leave. Implication: A new standard has been agreed on shore leave which places obligations on both the member State and on shipowners. Member States will be required to allow shore leave whilst a ship is in port on condition that all the relevant formalities have been fulfilled and there is no reason to refuse permission based on public health, security, public safety or public order. Where shore leave is refused, that is to be communicated by the public authorities in the port State to the Master and, if requested by the Master or seafarer, those reasons are to be communicated in writing. There should be no discrimination on any grounds on who is permitted to have shore leave. This is irrespective of the flag State of the ship on which they are employed, engaged or work. Seafarers will not be required to hold a visa or permit for shore leave. Shipowners will be required to permit shore leave for off duty seafarers when in port, unless the port State has the aforementioned restrictions in place, or it is unsafe or operationally unfeasible to do so. Supporting guidelines say that in cooperation with shipowners' and seafarers' organisations member States are to establish procedures on board ships and in ports to facilitate shore leave for seafarers. They should also ensure that port and terminal personnel are informed and trained on seafarers' rights to shore leave. Application: The MLC, 2006 applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.

Amendment to the MLC, 2006 on the investigation of marine casualties	
Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Background: Marine casualties occur from time to time and when they do it is important that seafarers are treated with respect and fairness. Implication: When carrying out an inquiry into a marine casualty, member States are to take due account of the IMO Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident, and the recommendations of the ILO/IMO Guidelines on the Fair Treatment of Seafarers in the event of a maritime accident and the ILO/IMO Guidelines on Fair Treatment of Seafarers detained in connection with alleged crimes. They should also co-operate as far as practicable with concerned States in applying the above guidelines. Application: The MLC, 2006 applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies. This requirement is placed on Member States.

Amendment to the MLC, 2006 on onboard complaints procedures	
Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Background: The Maritime Labour Convention, 2006 provides for there to be a process by which seafarers can make complaints. This has been strengthened with the latest agreed amendments. Implication: Seafarers will have an additional way to make a complaint as in addition to complaining to the Master or external authorities. They will be able to complain to appropriate shoreside personnel. Seafarers should not be victimised when filing complaints. Confidentiality of their complaints must be safeguarded. The term 'victimisation' is extended to include any adverse action taken by any person with respect to complainants, victims, witnesses and whistle-blowers. However, due regard should also be given against vexatious or malicious complaints. Application: The MLC, 2006 applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.

Amendments to the MLC, 2006 on the prevention of shipboard violence and harassment, including sexual harassment, bullying, and sexual assault	
Adopted by Amendments of 2025 to the MLC, 2006 Entry into force 23 December 2027	Background: The prevention of violence, harassment and sexual assault has been considered by the IMO's Maritime Safety Committee recently, and consequently seafarer training is now required under the STCW Convention. That work is now extended to the ILO where seafarer welfare is regulated. Implication: A new requirement has been agreed that shipboard violence and harassment, including sexual harassment, bullying, and sexual assault is to be prevented and eliminated through national laws set by member States. Consequently, shipowners will be required to put in place measures to prevent shipboard violence and harassment, including sexual harassment, bullying and sexual assault. Seafarers will be required to comply with those measures. Governments will be expected to put in place safe, fair and effective reporting mechanisms and procedures for cases of shipboard violence and harassment, including sexual harassment, bullying and sexual assault. Supporting guidelines have been issued that say that when establishing the system of licencing and certification of seafarers' recruitment and placement services, member States should require their recruitment and placement procedures to address measures to prevent and address violence and harassment, including sexual harassment, bullying and sexual assault. Further supporting guidelines say that governments are to ensure that the implications for health and safety include shipboard violence and harassment, including sexual harassment, bullying and sexual assault when drawing up national guidelines for the management of occupational safety and health. Member State occupational health and safety protection measures should take account of the ILO's Violence and Harassment Recommendation, 2019 (No. 206). Application: The Maritime Labour Convention applies to all commercial vessels undergoing voyages outside their flag jurisdiction or outside the declared sheltered waters of their flag State to which the MLC, 2006 applies.

Amendments to SOLAS - New Regulation II-1/3-4.2 – Emergency towing arrangements for new ships, other than tankers, of 20,000GT and over	
Adopted by MSC.549(108) Entry into force 1 January 2028	Background: The IMO has agreed a revision to SOLAS chapter II-1, regulation 3-4, which extends the scope of the requirements for emergency towing arrangements to new ships other than tankers of 20,000GT and over. The amended regulation will enter into force on 1 January 2028. MSC 110 also approved new supporting guidelines for ships other than tankers (MSC.1/Circ.1691) and amendments to MSC.1/Circ.1175/Rev.1 - Revised guidance on shipboard towing and mooring equipment and MSC.1/Circ.1255 - Revised guidelines for owners/operators on preparing emergency towing procedures. Implication: New ships will need to be fitted with towing arrangements which must, at all times, be capable of rapid deployment in the absence of main power on the ship and have adequate strength based on the size of the ship and the expected forces during bad weather conditions. The design and construction and prototype testing of emergency towing arrangements must be approved by the Administration or their Recognised Organisations. Application: Emergency towing arrangements are to be fitted on ships - other than tankers - of 20,000GT and above, constructed on or after 1 January 2028. The expression "ships constructed" means ships the keels of which are laid, or which are at a similar stage of construction. In addition, the term "a similar stage of construction" means the stage at which: • construction identifiable with a specific ship begins; and • assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less. Related Instruments • MSC.1/Circ.1691 - Interim guidelines for emergency towing arrangements on ships other than tankers • MSC.1/Circ.1255/Rev.1 - Revised guidelines for owners/operators on preparing emergency towing procedures

Amendments to paragraph 8.3.5 and annex 1 of the 1994 and 2000 HSC Codes with regard to lifejacket carriage requirements of SOLAS chapter III	
Adopted by MSC.573(110) MSC.574(110) Entry into force 1 January 2028	Background: The IMO adopted the amendments to paragraph 8.3.5 (lifejackets carriage requirements) and annex 1 (HSC Safety Certificate) of the 1994 and 2000 HSC Codes with respect to the number of infant life jackets and accessories to adult life jackets to accommodate large persons to harmonise the lifejacket carriage requirements in the Codes with those in SOLAS chapter III. The amendments aim to ensure that the safety of infants on high-speed craft in an emergency situation is equal to that of infants on other passenger ships and remove any inconsistencies in terms of definitions and requirements between SOLAS Chapter III and the HSC Codes. Implication: Shipowners and operators of high-speed craft are advised to note the following upcoming lifejacket requirements, entering into force on 1 January 2028. From the first High-Speed Craft Safety Certificate renewal survey: • Passenger craft on voyages of less than 24h are expected to need to carry infant lifejackets equal to 2.5% of the number of passengers on board; • Passenger craft on voyages of 24h or greater are expected to need to carry an infant lifejacket for each infant on board; and • Where adult lifejackets are not designed to fit persons weighing up to 140kg and with a chest girth of up to 1750mm, a sufficient number of accessories shall be available on board to allow them to be secured to such persons. The Record of Equipment for the High-Speed Craft Safety Certificate shall be updated accordingly. Application: This will apply to new and existing high-speed craft. The amendments will enter into force on 1 January 2028 and be applicable no later than the date of the first High-Speed Craft Safety Certificate renewal survey on or after 1 January 2028 for existing craft, and the High-Speed Craft Safety Certificate initial survey for new craft.

Amendments to SOLAS regulation V/23, MSC resolution on performance standards and consequential amendments to the 1994 and 2000 HSC Codes, to improve the safety of pilot transfer arrangements	
Adopted by MSC.572(110) MSC.573(110) and MSC.574(110) Entry into force 1 January 2028	Background: Accidents involving the tragic loss of pilots continue to happen worldwide despite previous efforts to improve pilot safety through amendments to SOLAS regulation V/23 (resolution MSC.308(88)) and standards for pilot transfers (resolution A.1045(27)). Statistics published by the International Maritime Pilots Association (IMPA) over the past few years show that an unacceptably high rate of non-compliant pilot transfer arrangements installed on all types of ships, together with the improper use of pilot ladders and a lack of regular and effective maintenance and inspection, are major contributing factors. In response to the above, the IMO has now adopted amendments to SOLAS regulation V/23 to make the performance standards for pilot transfer arrangements mandatory under the SOLAS Convention. An MSC resolution on Performance standards on pilot transfer arrangements has been adopted too, which contains detailed requirements for design, manufacture, construction, inspection, maintenance, replacement, rigging and training. There are consequential amendments to the 1994 and 2000 HSC Codes. The IMO, via an MSC circular, has also agreed to encourage interested Administrations to voluntarily implement above amendments prior to the entry into force. Implication: Ship owners/Operators: will need to comply with the new requirements. Specifically, • Regardless of installation date, all pilot transfer arrangements will be required to undergo inspection, stowage, maintenance, replacement, and familiarisation in accordance with parts D and E of the performance standards. • Accommodation ladders, together with any associated fittings intended for use in accordance with the performance standards are to meet the requirements for the means of embarkation on and disembarkation from ships as required by SOLAS regulation II-1/3-9. This includes those installed prior to 1 January 2010 which do not currently need to comply with SOLAS regulation II-1/3-9. • Regardless of date of installation, maintenance and inspection of accommodation ladders used in the combination arrangement shall be carried out in accordance with SOLAS regulation II-1/3-9.3. Equipment manufacturers: The design, manufacture, and construction of pilot transfer arrangements must comply with detailed requirements and be approved in accordance with Part F of the performance standards. Application: The new requirements will enter into force on 1 January 2028. A detailed application details are as follows:

	• All new and existing ships on which pilots may be employed are to be provided with pilot transfer arrangements. • Pilot transfer arrangements installed on or after 1 January 2028, are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards. "Installed on or after 1 January 2028" means: - a contractual delivery date for the pilot transfer arrangement or, - in the absence of a contractual delivery date, the actual delivery date of the arrangement to the ship on or after 1 January 2028. • Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS chapter I applies, (i.e. all ships engaged on international voyages unless expressly provided otherwise) are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards, not later than the first annual, periodical or renewal safety equipment survey (as referred to in MSC.1/Circ.1290) after 1 January 2029. • Pilot transfer arrangements installed before 1 January 2028 on ships to which SOLAS Chapter I does not apply, are to be designed, manufactured, constructed, secured and installed in accordance with parts A, B and C of the performance standards, no later than 1 January 2030. Related Instruments • MSC.576(110) - Performance standards for pilot transfer arrangements • MSC.1/Circ.1428/Rev.1 - Required pilot transfer arrangements for pilots and other personnel • MSC.577(110) - Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) • MSC.1/Circ.1690 - Voluntary early implementation of the amendments to SOLAS regulation V/23 on pilot transfer arrangements
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Amendments to the IGF Code - 2028	
Adopted by MSC.567(109) Entry into force 1 January 2028	Background: The IGF Code is reviewed regularly. These amendments incorporate a number of consolidations and additional new provisions based on the industry's experience. Implication: Owners and operators of ships using natural gas as fuel should be aware that from 1 January 2028: • Vessels are permitted to have a suction well installed in fuel tanks protruding below the fuel tank without the well being considered part of the fuel tank in the context of damage requirements below the fuel tank. • Fuel tanks must be segregated from cargo in accordance with the requirements of the IMDG Code, where fuel tanks are regarded as bulk packaging, and a fuel tank on the open deck will be considered as a class 2.1 package. Designers of ships intending to use natural gas as fuel, constructed on or after 1 January 2028, and potential owners of the same, should be aware of the following: • Pressure relief valves discharging liquid or gas from piping systems must discharge into fuel tanks whenever the tank maximum allowable relief valve setting pressure is lower than the setting of the pressure relief valves fitted at fuel tank inlets and shall be designed to ensure that the required discharge capacity is met. Alternatively, they may discharge to the vent mast, if means are provided to detect and dispose of any liquid that may flow into the vent system. • Fuel tank inlets from safety relief valve discharge lines, protecting the piping system shall be provided with non-return valves in lieu of valves that are automatically operated when the safety system is activated. Safe means for tank isolation during maintenance shall be available without affecting proper operation of safety relief valves. • For the purposes of SOLAS regulation II-2/9 machinery spaces will be considered as fuel preparation rooms as opposed to any space containing equipment for the fuel preparation. • An Administration may allow a non-A-60 boundary to be installed facing the fuel tank on the open deck which is separated by a minimum distance through heat analysis to provide protection equivalent to an A-60 class division as well as intermediate structures providing heat protection will be accepted. • For oil tankers and chemical tankers, A-60 insulation, required by SOLAS regulation II-2/9.2.4.2.5, will be considered to meet the requirements regarding A-60 boundary provisions provided that the fuel tank is located in the cargo area forward of accommodation spaces, service spaces, control stations, escape routes and machinery spaces. Consideration for the protection of accommodation block sides may be necessary. • Notwithstanding the requirements for A-60 boundaries in the Code, where no source of gas release from the fuel containment system is considered possible, e.g. a type C tank in which tank connections are in a tank connection space, A-60 class shielding is not required. • The existing provision for the fuel storage hold space surrounding a type C tank

	to be considered a cofferdam in the context of protecting the fuel containment system from machinery spaces or other rooms with high fire risk are changed so that the hold space can only be considered a cofferdam when the minimum distance to the A-60 boundary from the outer surface of the insulation system of type C tank or the boundary of the tank connection space, if any, is not less than 900mm. In this context, for the vacuum insulated type C tank, outer surface of the insulation system means outer surface of the outer shell. • Hazardous areas zone 1 will not include fuel preparation room ventilation outlets and instead include ventilation outlets from zone 1 spaces. • The following area will be designated as a Hazardous area zone 1, areas on open deck, or semi-enclosed spaces on open deck above and in the vicinity of fuel tank vent mast outlet within a vertical cylinder of unlimited height and 6m radius centred upon the centre of the outlet, and within a hemisphere of 6m radius below the outlet. Where due to the size and layout of the vessel it is not possible to maintain the above distances, a reduced zone can be accepted based on a dispersion analysis, based on 50% LEL criteria. The zone dimensions shall never be less than 3m, and Application shall include a surrounding zone 2 hazardous area of 1.5m. • In lieu of areas within 1.5m surrounding open or semi-enclosed spaces, Hazardous area zone 2 includes spaces 4m beyond the cylinder and 4m beyond the hemisphere defined in the above hazardous area zone 1 area surrounding fuel tank vent masts on open or semi enclosed deck spaces. • Where the ventilation ducts serving hazardous spaces pass through less hazardous spaces, the ducts shall be gas-tight and have under-pressure relative to less hazardous or non-hazardous spaces. Ventilation pipes serving hazardous spaces that pass through non-hazardous spaces, and that are fully welded and designed in accordance with the requirements for materials section of the Code, are acceptable without the need for under-pressure. Application: The application of the amendments are included under each item. In general, they will apply to ships constructed on or after 1 January 2028 which use low-flashpoint or gas fuel, other than ships certified to the IGC Code. Otherwise, they apply to both new and existing ships using low-flashpoint or gas fuel. "Constructed on or after 1 January 2028" in this context means: • For which the building contract is placed on or after 1 January 2028; or • In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2028; or • The delivery of which is on or after 1 January 2032.
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