SOLAS

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International Convention for the Safety of Life at Sea, 1974

Supplement

January 2026

The following amendments to the International Convention for the Safety of Life at Sea, 1974 *(SOLAS) were adopted by the Maritime Safety Committee (MSC) at its 106th, 107th and 108th sessions and enter into force on 1 January 2026.*

Resolution	Amends	Date of entry into force	Page
MSC.520(106)	**Chapter II-2** Construction – Fire protection, fire detection and fire extinction (Parts A and B)	1 January 2026	2
MSC.522(106)	**Appendix** Certificates	1 January 2026	4
MSC.532(107)	**Chapter II-1** Construction – Structure, subdivision and stability, machinery and electrical installations (Parts A and A-1) **Chapter II-2** Construction – Fire protection, fire detection and fire extinction (Parts A and C) **Chapter V** Safety of navigation **Chapter XIV** Safety measures for ships operating in polar waters **Appendix** Certificates	1 January 2026	7
MSC.533(107)	**Appendix** Certificates	1 January 2026	14
MSC.534(107)	**Appendix** Certificates	1 January 2026	15
MSC.550(108)	**Chapter II-2** Construction – Fire protection, fire detection and fire extinction (Parts B, C and G) **Chapter V** Safety of navigation	1 January 2026	16

Resolution MSC.520(106)
adopted on 10 Nov 2022

Chapter II-2
Construction – Fire protection, fire detection and fire extinction

Part A
General

Regulation 1
Application

1 *Paragraph 2.5 is replaced by the following:*

"**2.5** Ships constructed before 1 July 2012 shall also comply with regulation 10.10.1.2, as adopted by resolution MSC.338(91) and regulations 4.2.1.6 to 4.2.1.8, as amended by resolution MSC.520(106)."

Regulation 3
Definitions

2 *The following new paragraphs are added after existing paragraph 58, together with the associated footnotes:*

"**59** *Confirmed case (flashpoint)* is when a representative sample analysed in accordance with standards acceptable to the Organization* by an accredited laboratory† reports the flashpoint as measured to be below 60°C.

* ISO 2719:2016, *Determination of flash point – Pensky-Martens closed cup method*, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels).

† The laboratory is to be accredited to ISO/IEC 17025:2017 or an equivalent standard for the performance of the given flash point test ISO 2719:2016.

60 *Representative sample* is a product specimen having its physical and chemical characteristics identical to the average characteristics of the total volume being sampled.

61 *Oil fuel* is defined in regulation 1 of Annex 1 of the *International Convention for the Prevention of Pollution from Ships, 1973*, as modified by the Protocol of 1978 relating thereto."

Part B
Prevention of fire and explosion

Regulation 4
Probability of ignition

3 *At the end of paragraph 2.1.4, the word* "and" *is deleted and at the end of paragraph 2.1.5,* "." *is replaced by* ";".

4 *The following new sub-paragraphs are added after existing paragraph 2.1.5, together with the associated footnotes:*

"**.6** ships carrying oil fuel shall prior to bunkering be provided with a declaration signed and certified by the oil fuel supplier's representative, that the oil fuel to be supplied is in conformity with paragraph 2.1 of this regulation, and the test method used for determining the flashpoint. A bunker delivery note for the

oil fuel delivered to the ship shall contain either the flashpoint specified in accordance with standards acceptable to the Organization,* or a statement that the flashpoint has been measured at or above 70°C;†

* ISO 2719:2016, *Determination of flash point – Pensky-Martens closed cup method*, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels).

† This information may be included in the bunker delivery note according to MARPOL Annex VI/18.

.7 Contracting Governments undertake to ensure that appropriate authorities designated by them inform the Organization, for transmission to Contracting Governments and Member States thereof, of all confirmed cases (flashpoint) where oil fuel suppliers have failed to meet the requirements specified in paragraph 2.1 of this regulation; and

.8 Contracting Governments undertake to ensure that appropriate authorities designated by them take action, as appropriate, against oil fuel suppliers that have been found to deliver oil fuel that does not comply with paragraph 2.1 of this regulation."

Resolution MSC.522(106)

adopted on 10 November 2022

Appendix
Certificates

The existing form of the Cargo Ship Safety Equipment Certificate is replaced by the following:

"Form of safety equipment certificate for cargo ships

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety (Form E)

(Official seal) *(State)*

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974,
as modified by the Protocol of 1978 relating thereto

under the authority of the Government of

_____

(name of the State)

by _____

(person or organization authorized)

Particulars of ship[1]

Name of ship _____

Distinctive number or letters _____

Port of registry _____

Gross tonnage _____

Deadweight of ship (metric tons)[2] _____

Length of ship (regulation III/3.12) _____

IMO number[3] _____

Type of ship[4]

Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Cargo ship other than any of the above

[1] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[2] For oil tankers, chemical tankers and gas carriers only.

[3] In accordance with the *Integrated IMO Identification Number Scheme* (resolution A.1215(34)).

[4] Delete as appropriate.

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced _____

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation I/8 of the Convention, as modified by the 1978 Protocol.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;

2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.3 the ship was provided with a line-throwing appliance in accordance with the requirements of the Convention;

2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.5 the ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.6 in all other respects the ship complied with the relevant requirements of the Convention;

2.7 the ship was/was not[5] subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38[5] of the Convention;

2.8 a document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements[5] is/is not[5] appended to this Certificate.

3 That the ship operates in accordance with regulation III/26.1.1.1[6] within the limits of the trade area _____

4 That in implementing regulation I/6(b) the Government has instituted:

– mandatory annual surveys;

– unscheduled inspections.

5 That an Exemption Certificate has/has not[5] been issued.

This certificate is valid until _____

Completion date of the survey on which this certificate is based: _____
(dd/mm/yyyy)

Issued at _____
(Place of issue of certificate)

_____ _____
(Date of issue) *(Signature of authorized official issuing the certificate)*

(Seal or stamp of the issuing authority, as appropriate)

[5] Delete as appropriate.

[6] Refer to the 1983 amendments to SOLAS (resolution MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998 in the case of self-righting partially enclosed lifeboat(s) on board.

Intermediate survey (for tankers of 10 years of age and over)

THIS IS TO CERTIFY that at an intermediate survey required by regulation I/8 of the Convention, as modified by the 1978 Protocol, this ship was found to comply with relevant provisions of the Convention.

Signed: _____
(Signature of authorized official)

Place: _____

Date: _____

(Seal or stamp of the authority, as appropriate)

Mandatory annual surveys or unscheduled inspections

THIS IS TO CERTIFY that the ship has been surveyed in accordance with regulation I/6(b) of the Convention, as modified by the 1978 Protocol and the relevant recommendations of the Organization.[6]

mandatory annual survey[7, 8]

unscheduled inspection[7]

Signed: _____
(Signature of authorized official)

Place: _____

Date: _____

(Seal or stamp of the authority, as appropriate)

Under the provisions of regulation I/14 of the Convention, as modified by the 1978 Protocol, the validity of this Certificate is extended until _____ .

Signed: _____
(Signature of authorized official)

Place: _____

Date: _____

(Seal or stamp of the authority, as appropriate)

[6] Reference is made to the *Guidelines on surveys required by the 1978 SOLAS Protocol*, the *International Bulk Chemical Code* and the *International Gas Carrier Code* (resolution A.560(14), as amended by resolution MSC.84(70)), and applicable parts of the *Survey guidelines under the Harmonized System of Survey and Certification (HSSC)*, 2025 (resolution A.1207(34), as may be amended).

[7] Delete as appropriate.

[8] An intermediate survey, but not an unscheduled inspection, may take the place of a mandatory annual survey.″

Resolution MSC.532(107)
adopted on 8 June 2023

Chapter II-1
Construction – Structure, subdivision and stability, machinery and electrical installations

Part A
General

Regulation 2
Definitions

1 *The following new paragraphs are added after existing paragraph 29:*

"**30** *Lifting appliance* means any load-handling ship's equipment:

.1 used for cargo loading, transfer or discharge;

.2 used for raising and lowering hold hatch covers or mov bulkheads;

.3 used as engine-room cranes;

.4 used as stores cranes;

.5 used as hose handling cranes;

.6 used for launch and recovery of tender boats and similar applications; and

.7 used as personnel handling cranes.

31 *Anchor handling winch* means any winch for the purpose of deploying, recovering and repositioning anchors and mooring lines in subsea operations.

32 *Loose gear* means an article of ships equipment by means of which a load can be attached to a lifting appliance or an anchor handling winch but which does not form an integral part of the appliance or load.

33 The expression *installed on or after 1 January 2026*, as provided in regulation 3-13, means:

.1 for ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or

.2 for ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026."

Part A-1
Structure of ships

2 *The following new regulation is added after existing regulation II-1/3-12, together with the associated footnotes:*

"**Regulation 3-13**
Lifting appliances and anchor handling winches

1 Application

1.1 Unless expressly provided otherwise, this regulation shall apply to lifting appliances and anchor handling winches, and loose gear utilized with the lifting appliances and the anchor handling winches.

1.2 Notwithstanding the above, this regulation does not apply to:

.1 lifting appliances on ships certified as MODUs;*

.2 lifting appliances used on offshore construction ships, such as pipe/cable laying/repair or offshore installation vessels, including ships for decommissioning work, which comply with standards acceptable to the Administration;

.3 integrated mechanical equipment for opening and closing hold hatch covers; and

.4 life-saving launching appliances complying with the *International Life-Saving Appliance* (LSA) *Code*.

1.3 The Administration shall determine to what extent the provisions of paragraphs 2.1 and 2.4 do not apply to lifting appliances which have a safe working load below 1,000 kg.

2 Design, construction and installation

2.1 Lifting appliances installed on or after 1 January 2026 shall be:

.1 designed, constructed and installed in accordance with the requirements of a classification society which is recognized by the Administration in accordance with the provisions of regulation XI-1/1 or standards acceptable to the Administration which provide an equivalent level of safety; and

.2 load tested and thoroughly examined after installation and before being taken into use for the first time and after repairs, modifications or alterations of major character.

2.2 Anchor handling winches installed on or after 1 January 2026 shall be designed, constructed, installed and tested to the satisfaction of the Administration, based on the Guidelines developed by the Organization.†

2.3 Lifting appliances installed on or after 1 January 2026 shall be permanently marked and provided with documentary evidence for the safe working load (SWL).

2.4 Lifting appliances installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization‡ and comply with paragraph 2.3 no later than the date of the first renewal survey on or after 1 January 2026.

2.5 Anchor handling winches installed before 1 January 2026 shall be tested and thoroughly examined, based on the Guidelines developed by the Organization† no later than the date of the first renewal survey on or after 1 January 2026.

3 Maintenance, operation, inspection and testing

All lifting appliances and anchor handling winches, regardless of installation date, and all loose gear utilized with any lifting appliances and anchor handling winches, shall be operationally tested, thoroughly examined, inspected, operated and maintained, based on the Guidelines developed by the Organization.†, ‡

4 Inoperative lifting appliances and anchor handling winches

Except as provided in regulation I/11(c), while all reasonable steps shall be taken to maintain lifting appliances, anchor handling winches and loose gear to which this regulation applies in working order, malfunctions of that equipment shall not be assumed as making the ship unseaworthy or as a reason for delaying the ship in ports, provided that action has been taken by the master to take the inoperative lifting appliance or anchor handling winch into account in planning and executing a safe voyage.†, ‡

* Ships certified as MODUs are those subject to the MODU Code and which carry a MODU Code Certificate on board issued by the Administration or a recognized organization. The carriage of this certificate includes authorized electronic versions available on board.

† Refer to the *Guidelines for anchor handling winches* (MSC.1/Circ.1662).

‡ Refer to the *Guidelines for lifting appliances* (MSC.1/Circ.1663)."

Chapter II-2
Construction – Fire protection, fire detection and fire extinction

Part A
General

Regulation 1
Application

2 Applicable requirements to existing ships

3 *The following new paragraph 2.10 is added after existing paragraph 2.9, together with the associated footnote:*

"**2.10** All ships constructed before 1 January 2026 shall comply with regulation 10.11.2, as adopted by resolution MSC.532(107), not later than the date of the first survey* on or after 1 January 2026.

* Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations (MSC.1/Circ.1290)."

Part C
Suppression of fire

Regulation 10
Fire fighting

4 *The following new section 11 is added after existing section 10:*

"11 Fire-extinguishing media restrictions

The purpose of this paragraph is to protect persons on board against exposure to dangerous substances used in fire, as well as to minimize the impact of fire-extinguishing media that are deemed detrimental to the environment.

11.1 Application

This paragraph applies to ships constructed on or after 1 January 2026.

11.2 General

11.2.1 The prohibited substances in this paragraph shall be delivered to appropriate shore-based reception facilities when removed from the ship.

11.2.2 Use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS) shall be prohibited."

Chapter V
Safety of navigation

Regulation 2
Definitions

5 *The following new paragraphs are added after existing paragraph 7, together with the associated footnotes:*

"**8** *Bulk carrier* means a bulk carrier as defined in regulation XII/1.1[*].

9 *Containership* means a ship which is intended primarily to carry containers.[†]

[*] Refer to *Clarification of the term bulk carrier and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with regulation XII/1.1 and chapter II-1* (resolution MSC.277(85)).

[†] Refer to the term *container* as defined in article II of the *International Convention for Safe Containers (CSC), 1972*."

Regulation 18
Approval, surveys and performance standards of navigational systems and equipment and voyage data recorder

6 *The following reference is added to the footnote corresponding to paragraph 2:*

"*Performance standards for electronic inclinometers* (resolution MSC.363(92))"

Regulation 19
Carriage requirements for shipborne navigational systems and equipment

2 Shipborne navigational equipment and systems

7 *The following new paragraph 2.12 is added after existing paragraph 2.11:*

"**2.12** Containerships and bulk carriers of 3,000 gross tonnage and upwards constructed on or after 1 January 2026 shall be fitted with an electronic inclinometer, or other means, to determine, display and record the ship's roll motion."

Chapter XIV
Safety measures for ships operating in polar waters

Regulation 2
Application

8 *Regulation 2 is replaced by the following:*

"**Regulation 2**
Application

1 Unless expressly provided otherwise, this chapter applies to the following ships operating in polar waters:[*]

.1 ships certified in accordance with chapter I;

.2 fishing vessels of 24 metres in length overall and above;

[*] Refer to *Interim safety measures for ships not certified under the SOLAS Convention operating in polar waters* (resolution A.1137(31)).

.3 pleasure yachts of 300 gross tonnage and upwards not engaged in trade; and

.4 cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage.

2 Ships subject to paragraph 1.1 constructed before 1 January 2017 shall meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

3 Ships subject to paragraphs 1.2, 1.3 or 1.4 constructed before 1 January 2026 shall meet the relevant requirements of chapters 9-1 and 11-1 in part I-A of the Polar Code by 1 January 2027.

4 In applying part I-A of the Polar Code, consideration should be given to the additional guidance in part I-B of the Polar Code.

5 This chapter shall not apply to ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service. However, ships owned or operated by a Contracting Government and used, for the time being, only in government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.

6 Nothing in this chapter shall prejudice the rights or obligations of States under international law."

Regulation 3
Requirements for ships to which this chapter applies

9 *Regulation 3 is replaced by the following:*

"**Regulation 3**
Requirements for ships certified in accordance with chapter I

1 Ships subject to regulation 2.1.1 above shall comply with the requirements of the safety-related provision of the introduction and with part I-A of the Polar Code and shall, in addition to the requirements of regulations I/7, I/8, I/9 and I/10, as applicable, be surveyed and certified, as provided for in that Code.

2 Ships subject to regulation 2.1.1 above holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI-1/4. For this purpose, such certificates shall be treated as a certificate issued under regulation I/12 or I/13."

10 *The following new regulation is inserted after existing regulation 3:*

"Regulation 3-1
Requirements for fishing vessels of 24 metres in length overall and above, pleasure yachts of 300 gross tonnage and upwards not engaged in trade and cargo ships of 300 gross tonnage and upwards but below 500 gross tonnage

1 Ships subject to regulations 2.1.2, 2.1.3 or 2.1.4 on all voyages in the Antarctic area and voyages in Arctic waters beyond the outer limit of the territorial sea of the Contracting Government whose flag the ship is entitled to fly shall comply with the provisions of chapters 9-1 and 11-1 of part I-A of the Polar Code, taking into account the introduction and the safety-related provisions of paragraphs 1.2, 1.4 and 1.5 of chapter 1 of part I-A of the Polar Code.

2 Notwithstanding paragraph 1 above, the Administration shall determine to what extent the provisions of regulations 9-1.3.1 and 9-1.3.2 of chapter 9-1 of part I-A of the Polar Code do not apply to:

.1 fishing vessels of 24 metres in length overall and above; and

.2 ships of 300 gross tonnage and upwards but below 500 gross tonnage not engaged in international voyages."

Appendix
Certificates

RECORD OF EQUIPMENT FOR PASSENGER SHIP SAFETY (FORM P)

2 Details of life-saving appliances

11 *In the table for "***Details of life-saving appliances***", entries 10 to 10.2 are replaced by the following:*

"

10	Number of immersion suits	

"

Form of safety equipment certificate for cargo ships

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

Type of ship

12 *The following new entry is added after "*Gas carrier*":*

"Containership".

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM E)

2 Details of life-saving appliances

13 *In the table for "***Details of life-saving appliances***", entries 9 to 9.2 are replaced by the following:*

"

9	Number of immersion suits	

"

3 Details of navigational systems and equipment

14 *In the table for "***Details of navigational systems and equipment***", the following new entry is added after existing entry "***15 (Bridge navigational watch alarm system (BNWAS))***":*

"

16	Electronic inclinometer	

"

Form of nuclear cargo ship safety certificate

NUCLEAR CARGO SHIP SAFETY CERTIFICATE

Type of Ship

15 *The following new entry is added after "*Gas carrier*":*

"Containership".

RECORD OF EQUIPMENT FOR CARGO SHIP SAFETY (FORM C)

2 Details of life-saving appliances

16 *In the table for "***Details of life-saving appliances***", entries 9 to 9.2 are replaced by the following:*

"

9	Number of immersion suits	

"

5 Details of navigational systems and equipment

17 *In the table for "***Details of navigational systems and equipment***", the following new entry is added after existing entry "***15 (Bridge navigational watch alarm system (BNWAS))***":*

"

16	Electronic inclinometer	

"

Resolution MSC.533(107)

adopted on 8 June 2023

Appendix
Certificates

Form of safety equipment certificate for cargo ships

Type of ship

1 *The following new entry is added after "*Gas carrier*":*

"Containership".

Resolution MSC.534(107)

adopted on 8 June 2023

Appendix
Certificates

Form of safety equipment certificate for cargo ships

Type of ship

1 *The following new entry is added after "*Gas carrier*":*

"Containership".

Form of safety certificate for cargo ships

Type of ship

2 *The following new entry is added after "*Gas carrier*":*

"Containership".

Resolution MSC.550(108)

adopted on 23 May 2024

Chapter II-2
Construction – Fire protection, fire detection and fire extinction

Part B
Prevention of fire and explosion

Regulation 4
Probability of ignition

2 Arrangements for oil fuel, lubrication oil and other flammable oils

2.1 Limitations in the use of oils as fuel

1 *At the end of paragraph 2.1.7, the word "*and*" is deleted and at the end of paragraph 2.1.8, "." is replaced by "*; and*".*

2 *The following new sub-paragraph is added after existing paragraph 2.1.8:*

"**.9** oil fuel delivered to and used on board ships shall not jeopardize the safety of ships or adversely affect the performance of the machinery or be harmful to personnel."

Part C
Suppression of fire

Regulation 7
Detection and alarm

5 Protection of accommodation and service spaces and control stations

3 *Paragraph 5.2 is replaced by the following:*

"**5.2 Requirements for passenger ships carrying more than 36 passengers**

A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in service spaces, control stations and accommodation spaces, including corridors, stairways and escape routes within accommodation spaces. Smoke detectors need not be fitted in private bathrooms and galleys. Spaces having little or no fire risk such as voids, public toilets, carbon dioxide rooms and similar spaces need not be fitted with a fixed fire detection and fire alarm system. Detectors fitted in cabins, when activated, shall also be capable of emitting, or cause to be emitted, an audible alarm within the space where they are located."

4 *Section 5.5 (***Cargo ships***) is replaced by the following:*

"**5.5 Cargo ships**

(The requirements of paragraph 5.5 shall apply to ships constructed on or after 1 January 2026. Ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 5.5.)

Accommodation and service spaces and control stations of cargo ships shall be protected by a fixed fire detection and fire alarm system and/or an automatic sprinkler, fire detection and fire alarm system as follows depending on a protection method adopted in accordance with regulation 9.2.3.1.

5.5.1 *Method IC*

A fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms.

5.5.2 *Method IIC*

An automatic sprinkler, fire detection and fire alarm system of an approved type complying with the relevant requirements of the Fire Safety Systems Code shall be so installed and arranged as to protect accommodation spaces, galleys and other service spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms.

5.5.3 *Method IIIC*

A fixed fire detection and fire alarm system shall be so installed and arranged as to detect the presence of fire in all accommodation spaces and service spaces providing smoke detection in corridors, stairways and escape routes within accommodation spaces, except spaces which afford no substantial fire risk such as void spaces, sanitary spaces, etc. In addition, a fixed fire detection and fire alarm system shall be so installed and arranged as to provide smoke detection in all corridors, stairways and escape routes within accommodation spaces and in all control stations and cargo control rooms."

Regulation 9
Containment of fire

6 Protection of cargo space boundaries

5 *Paragraph 6.1 is deleted and the subsequent paragraphs are renumbered accordingly.*

Part G
Special requirements

Regulation 20
Protection of vehicle, special category and ro-ro spaces

6 *The title of regulation 20 is replaced by the following:*

"**Regulation 20**
Protection of vehicle, special category, open and closed ro-ro spaces, and weather decks intended for the carriage of vehicles"

1 Purpose

7 *Paragraph 1.1 is replaced by the following:*

"**.1** fire protection systems shall be provided to adequately protect the ship from the fire hazards associated with vehicle, special category and ro-ro spaces, and weather deck intended for the carriage of vehicles;"

2 General requirements

2.1 Application

8 *The following new paragraph 2.1.3 is added after existing paragraph 2.1.2:*

"**2.1.3** Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall also comply with regulations 20.4.1.6, 20.4.4 and 20.6.2.3, as adopted by resolution MSC.550(108)."

3 Precaution against ignition of flammable vapours in closed vehicle spaces, closed ro-ro spaces and special category spaces

9 *Paragraph 3.1.5 is replaced by the following:*

"**3.1.5** ***Permanent openings***

In cargo ships, permanent openings in the side plating, the ends or deckhead of the space shall be so situated that a fire in the cargo space does not endanger stowage areas and embarkation stations for survival craft and accommodation spaces, service spaces and control stations in superstructures and deckhouses above the cargo spaces."

4 Detection and alarm

10 *The following new paragraph is added under the existing title of section 4 (***Detection and alarm***):*

"Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 4.1.6 not later than the first survey on or after 1 January 2028."

4.1 Fixed fire detection and fire alarm systems

11 *Section 4.1 (***Fixed fire detection and fire alarm systems***) is replaced by the following:*

"**4.1 Fixed fire detection and fire alarm systems**

(The requirements of paragraphs 4.1.1 through 4.1.4 shall only apply to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 4.1.6 and the previously applicable requirements of paragraph 4.1. The requirements of paragraph 4.1.5 shall apply to cargo ships constructed on or after 1 January 2026. Cargo ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 4.1.)

4.1.1 In vehicle, special category and ro-ro spaces, there shall be provided an individually identifiable fixed fire detection and fire alarm system. The system shall comply with the requirements of the Fire Safety Systems Code.

4.1.1.1 The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. The Administration may accept linear heat detectors as the required system for heat detection. The system shall be capable of rapidly detecting the onset of fire. The location of detectors shall be to the satisfaction of the Administration, taking into account the effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.

4.1.2 If a fixed water-based deluge system is used for vehicle, special category and ro-ro spaces, then a fire detection and fire alarm system identifiable to the same sections of the deluge system shall be arranged.

4.1.3 The fire detection and fire alarm system shall be designed with a system interface which provides logical and unambiguous presentation of the information, to allow a quick and correct understanding and decision-making. In particular, section numbering of the alarm system shall coincide with that of other systems, such as a fixed water-based fire-extinguishing system or video monitoring system, if available.

4.1.4 There shall be provided a fixed fire detection and fire alarm system for the area on the weather deck intended for the carriage of vehicles. The fixed fire detection system shall be capable of rapidly detecting the onset of the fire anywhere on the area. The type of detectors and their spacing and location shall be to the satisfaction of the Administration, taking into account the effects of weather conditions, cargo obstruction and other relevant factors. Different settings may be used for specific operation sequences, such as during loading or unloading and during voyage, in order to reduce the false alarms.

4.1.5 In cargo ships, vehicle spaces, special category spaces and ro-ro spaces shall be provided with a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The type of detectors and their spacing and location shall be to the satisfaction of the Administration, taking into account the effects of ventilation and other relevant factors. After being installed, the system shall be tested under normal ventilation conditions and shall give an overall response time to the satisfaction of the Administration.

4.1.6 For passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, a fixed fire detection and fire alarm system complying with the requirements of the Fire Safety Systems Code shall

be provided in special category spaces, open and closed ro-ro and vehicle spaces. The fixed fire detection system shall be capable of rapidly detecting the onset of fire. The fixed fire detection and fire alarm system shall provide smoke and heat detection throughout vehicle, special category and ro-ro spaces. In this context, heat detectors shall comply with the spacing and coverage area requirements as applicable for smoke detectors. Heat detectors are only required where there is already a smoke detector."

4.3 Special category spaces

12 *Paragraph 4.3.1 is replaced by the following:*

"**4.3.1** An efficient fire patrol system shall be maintained in special category spaces."

13 *The following new section 4.4 is added after existing section 4.3 (***Special category spaces***):*

"4.4 Video monitoring

(The requirements of paragraphs 4.4.1 and 4.4.2 apply to ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraphs 4.4.1 and 4.4.2 not later than the first survey on or after 1 January 2028.)

4.4.1 For passenger ships, an effective video monitoring system shall be arranged in vehicle, special category and ro-ro spaces for continuous monitoring of these spaces. The system shall be provided with immediate playback capability to allow for quick identification of fire location, as far as practicable. Cameras shall be installed to cover the whole space, high enough to see over cargo and vehicles after loading.

4.4.2 The videos recorded by this monitoring system shall be available for replay at a continuously manned control station or at the safety centre for at least 7 days for installation on ro-ro passenger ships constructed on or after 1 January 2026 and 24 hours for existing ro-ro passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012. The correspondence between any one video camera and the section of the fixed water-based fire-extinguishing system protecting the space covered by this camera shall be clearly displayed close to the video monitor. Continuous monitoring of the video image by the crew is not required."

5 Structural fire protection

14 *Section 5 (***Structural fire protection***) is replaced by the following, together with the associated footnote:*

"5 Structural fire protection and arrangement of openings

(This paragraph applies to passenger ships constructed on or after 1 January 2026. Passenger ships constructed before 1 January 2026 shall comply with the previously applicable requirements of paragraph 5.)

5.1 Structural fire protection

5.1.1 In passenger ships carrying more than 36 passengers, the boundary bulkheads and decks of special category and ro-ro spaces shall be insulated to "A-60" class standard. However, where a category (5), (9) and (10) space, as defined in regulation 9.2.2.3, is on one side of the division, the standard may be reduced to "A-0". Where fuel oil tanks are below a special category space, the integrity of the deck between such spaces may be reduced to "A-0" standard.

5.1.2 Where a special category space or ro-ro space is subdivided with internal decks, the fire rating of these decks shall be determined based on the capacity and arrangement of the fixed water-based fire-extinguishing system. If the fixed water based fire-extinguishing system cannot simultaneously cover the applicable area above and below a given deck, this deck shall be of "A-30" standard while any ramps and doors between decks shall be made of steel and of a design being as tight as practical.

5.2 Arrangement of openings in ro-ro spaces and special category spaces

5.2.1 Openings in the side plating, the ends or deckhead of the ro-ro space shall be situated and arranged so that a fire in the ro-ro space does not endanger:

.1 stowage areas for survival craft;

.2 embarkation stations and assembly stations, including access to such stations; and

.3 accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses above the ro-ro space.

Openings are not permitted for all decks directly below these objects and within a safety distance of minimum 6.0 m measured horizontally.

5.2.2 This requirement does not apply to openings fitted with closing arrangements, such as ramps and doors. Ramps and doors shall be of steel for all decks directly below accommodation spaces, control stations and normally occupied service spaces, and minimum "A-0" for all decks directly below survival craft, embarkation stations and assembly stations.

5.2.3 Openings are, however, accepted in ro-ro spaces below accommodation spaces, control stations and normally occupied service spaces, when the fire integrity of the ship's side, including windows and doors, is "A-60" on boundaries in a rectangular area measured 6.0 m horizontally forward and aft of the openings and vertically minimum two deck levels above the deck level with the opening. "A-0" windows protected by a water-based system with an application rate of at least 5.0 L/min per square metre may be accepted as equivalent to "A-60" windows. Ventilation inlets shall be designed to minimize the risk of contamination*.

* Refer to regulations 5.2, 8.2, 9.7.1.5 and 20.3.1.4.

5.2.4 Openings for mechanical ventilation of ro-ro and special category spaces are permitted below accommodation spaces, service spaces and control stations in superstructures, if the opening is protected by a closing device, with a closing arrangement not likely to be cut off in case of a fire in the ro-ro spaces, capable of being closed from a readily accessible position. The closing device shall be made of steel or other fire-resistant material. Such openings are not permitted below survival craft, the emergency generator and air intakes for the engine-room(s).

5.2.5 Notwithstanding the above, air intakes serving machinery used for the ship's main propulsion, power generation and emergency power generation shall be in a position minimizing the risk of being contaminated by a fire in the ro-ro space or special category space.

5.3 Arrangement of weather deck intended for the carriage of vehicles

5.3.1 Appropriate arrangements shall be made so that a fully developed fire on weather decks intended for the carriage of vehicles does not endanger:

.1 stowage areas for survival craft;

.2 embarkation stations and assembly stations including access to these; and

.3 accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck.

5.3.2 Appropriate arrangements shall be made providing a safety distance, measured horizontally, from the designated vehicle lanes of more than 6.0 m to accommodation spaces, control stations and normally occupied service spaces in superstructures and deckhouses adjacent to the weather deck.

5.3.3 The safety distance can be reduced to 3.0 m when boundaries, including windows and doors, within 6.0 m are of "A-60" integrity. Alternatively, "A-0" boundaries protected by a water-based system with an application rate of at least 5.0 L/min per square metre may be accepted as equivalent.

5.3.4 Survival craft and embarkation stations, including access to these, shall be protected with a safety distance of more than 12.0 m. Safety distances shall be measured horizontally.

5.3.5 Notwithstanding the above, air intakes serving machinery used for the ship's main propulsion, power generation and emergency power generation shall be in a position minimizing the risk of being contaminated by a fire on the weather deck intended for carriage of vehicles."

6 Fire extinction

6.1 Fixed fire-extinguishing systems

15 *The explanatory paragraph under the title of existing section 6.1 (***Fixed fire extinguishing systems***) is replaced by the following:*

"(The requirements of paragraphs 6.1.1 and 6.1.2 shall apply to ships constructed on or after 1 July 2014. Ships constructed before 1 July 2014 shall comply with the previously applicable requirements of paragraphs 6.1.1 and

6.1.2. The requirements of paragraphs 6.2.1 and 6.2.2 shall apply to ro-ro passenger ships constructed on or after 1 January 2026. Passenger ships with vehicle, special category or ro-ro spaces constructed before 1 January 2026, including those constructed before 1 July 2012, shall comply with the requirements of paragraph 6.2.3 not later than the first survey on or after 1 January 2028.)"

16 *The following new section 6.2 is inserted after existing section 6.1 (***Fixed fire extinguishing systems***) and the subsequent section (***Portable fire extinguishers***) and its paragraphs are renumbered accordingly:*

"6.2 Fixed water-based fire-extinguishing system on weather decks intended for carriage of vehicles

6.2.1 In passenger ships, a fixed water-based fire-extinguishing system based on monitor(s) shall be installed in order to cover weather decks intended for the carriage of vehicles. The monitor(s) shall comply with the provisions of the Fire Safety Systems Code.

6.2.2 In passenger ships, drainage shall be provided where a fixed water-based fire-extinguishing system is installed to cover weather decks intended for carriage of vehicles. The system shall be sized to remove no less than 125% of the combined capacity of both the monitor(s) and the required number of fire hose nozzles.

6.2.3 For passenger ships constructed before 1 January 2026, including those constructed before 1 July 2012, a fixed water-based fire extinguishing system based on monitor(s) shall be installed in order to protect areas on weather decks intended for the carriage of vehicles. Monitors shall be located in positions which ensure unobstructed protection of vehicles in the area on the weather deck intended for carriage for vehicles, as far as practicable. Operation of monitors shall be ensured by safe access ways or remote control not to be impaired by a fire in the area protected by that monitor. Capacity of each monitor shall be at least 1,250 L/min. The Administration may permit lower flow rates when the required rate is not practical given the size and arrangement of the ship. The Administration may also permit alternative arrangements for ships that have already installed a fixed water-based fire extinguishing system based on monitor(s) prior to 1 January 2026."

17 *Under the renumbered section 6.3 (***Portable fire extinguishers***), in the chapeau of the renumbered paragraph 6.3.2, the reference to paragraph "*6.2.1*" is replaced by "*6.3.1*" consequentially, as follows:*

"6.3 Portable fire extinguishers

6.3.2 In addition to the provision of paragraph 6.3.1, the following fire-extinguishing appliances shall be provided in vehicle, ro-ro and special category spaces intended for the carriage of motor vehicles with fuel in their tanks for their own propulsion:"

18 *The following new section 7 is added after existing section 6 (***Fire extinction***) with the associated footnotes:*

"7 Decision-making

(The requirements of paragraph 7 shall apply to passenger ships constructed on or after 1 January 2026.)

In passenger ships, vehicle, special category and ro-ro spaces, where fixed pressure water-spraying systems are fitted, shall be provided with suitable signage and marking on deckhead and bulkhead and on the vertical boundaries allowing easy identification of the sections of the fixed fire-extinguishing system. Suitable signage and markings shall be adapted to typical patterns of crew movement taking into consideration obstruction by cargo or fixed installations. Section number signs shall be of photoluminescent material*. The section numbering indicated inside the space shall be same as section valve identification and section identification at the safety centre or continuously manned control station.

* Refer to chapter 11 of the FSS Code for the evaluation and testing of photoluminescent material."

Regulation 23
Safety centre on passenger ships

6 Control and monitoring of safety systems

19 *Paragraph 6.10 is replaced by the following:*

"**.10** fire detection and fire alarm system;"

Chapter V
Safety of navigation

Regulation 31
Danger messages

20 *The following new paragraphs are inserted after existing paragraph 1, together with the associated footnote:*

"**2.1** The master of every ship involved in the loss of freight container(s), shall communicate the particulars of such an incident by appropriate means without delay and to the fullest extent possible to ships in the vicinity, to the nearest coastal State, and also to the flag State.

2.2 In the event of the ship referred to in paragraph 2.1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

2.3 The flag State, once informed in accordance with paragraph 2.1, shall report to the Organization on the loss of freight container(s).*

* Refer to *Notification and circulation through the Global Integrated Shipping Information System (GISIS)* (resolution A.1074(28)).

2.4 The master of every ship that observes freight container(s) drifting at sea, shall communicate the particulars of such an observation by appropriate means without delay and to the fullest extent possible to ships in the vicinity and to the nearest coastal State."

21 *Existing paragraphs 2, 3 and 4 are renumbered as paragraphs 3, 4 and 5, respectively.*

Regulation 32
Information required in danger messages

22 *The following new paragraph is inserted after existing paragraph 2 (*Tropical cyclones (storms)*):*

"**3** Loss or observation of freight container(s)

.1 Loss of freight container(s) from a ship

It is recognized that at the time of the initial reporting, not all of the information elements may be available. Any subsequent and/or additional information shall be reported by the master at the earliest opportunity after the initial reporting. The report shall include:

.1 General information

- Type of report: Loss of freight container(s) from a ship
- Time (Universal Coordinated Time) and date
- Ship's identity (IMO number/name/call sign/MMSI)
- From: Master of the ship, or contact details of their representative reporting on master's behalf
- To: Nearest coastal State where the incident occurred and flag State
- The message number: In chronological order if other freight container loss messages are sent following the first one.

At the earliest, safe and practicable opportunity, a thorough inspection shall be conducted. The number or estimated number of lost freight container(s) shall be verified. A message containing this verified number shall be marked as "final" and sent to the same recipients.

.2 Position reporting*

Position in latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark (where possible)

- Position of the ship when freight container(s) were lost; or
- If the position of the ship when the freight container(s) were lost is not known, the estimated position of the ship when the freight container(s) were lost; or

– If an estimated position of the ship when the freight container(s) were lost is not known or cannot be determined, the position of the ship upon discovery of the loss.

* Where available, a system of mechanical, electronic and/or visual aids can be used, allowing near real-time reporting of the drop point of the freight container(s).

.3 Total number or estimated number of freight container(s) lost, as appropriate:

.4 Type of goods in freight container(s):

– Dangerous goods: Yes/No

– UN number (if known)

.5 Description of freight container(s) lost as far as available and practicable:

.1 Dimension of freight container(s) (e.g. 20 foot);

.2 Type(s) of freight container(s) (e.g. reefer); and

.3 Number or estimated number of empty freight container(s).

.6 The master may provide additional information, if available and practicable, for example but not limited to:

– Cargo description according to the dangerous goods manifest (if applicable)

– Description of any cargo spill

– Wind direction and speed

– Sea current direction and speed

– Estimated drift direction and speed of lost freight container(s)

– Sea state and wave height

.2 Observation of freight container(s) drifting at sea

.1 General information

– Type of report: Observation of freight container(s) drifting at sea

– Time (Universal Coordinated Time) and date

– Ship's identity (IMO number/name/call sign/MMSI)

– From: Master of the ship

– To: Nearest coastal State to the position of observation

.2 Position reporting

Time (Universal Coordinated Time), date and position of the observed freight container(s) in latitude and longitude, or true bearing and distance in nautical miles from a clearly identified landmark (where possible)

.3 Total number of freight container(s) observed

.4 The master may provide additional information, if available and practicable, for example but not limited to:

– Dimension of freight container(s) (e.g. 20 foot)

– Type(s) of freight container(s) (e.g. reefer)

– Description of any cargo spill

– Wind direction and speed

– Sea current direction and speed

– Estimated drift direction and speed of observed freight container(s)

– Sea state and wave height "

23 *Existing paragraphs 3, 4 and 5 are renumbered as paragraphs 4, 5 and 6, respectively.*