



REPUBLIC OF CYPRUS  
SHIPPING DEPUTY MINISTRY

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To all Registered owners, Registered bareboat charterers  
Managers and Representatives of ships flying the Cyprus Flag

To all Owners, Managers, Representatives and  
Agents in Cyprus of Ships, irrespective of flag they are flying,  
calling at Cyprus ports

To all Recognised Organisations

**Subject: Entry into force of amendments to IMO International Conventions and Instruments: January to May 2024**

I refer to the above subject and I wish to inform you of the forthcoming entry into force of amendments to International Conventions and Instruments as shown in the Annex to this circular.

Dr Stelios D. Himonas  
Permanent Secretary

**Cc.**

- Maritime Offices of the Shipping Deputy Ministry abroad
- General Manager, Cyprus Ports Authorities
- Cyprus Shipping Chamber
- Cyprus Union of Shipowners
- Cyprus Shipping Association
- Cyprus Bar Association

## Amendments to International Conventions and Instruments

Date of entry into force	International Convention/ Instrument	Description
1 January 2024	<p><b>SOLAS</b> (records of equipment)</p> <p>FSS Code</p> <p>IGF Code</p> <p>LSA Code</p>	<p><i>ADOPTED BY MSC 101:</i></p> <ul style="list-style-type: none"> <li>• Amendments to the appendix to the annex to the 1974 SOLAS, concerning the addition of a footnote to Forms C, E and P in the Records of Equipment.</li> <li>• Amendments to chapter 15 of the International Code for Fire Safety Systems (FSS Code), relating to inert gas systems.</li> <li>• Amendments to parts A and A-1 of the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), including those relating to regulations on loading limit for liquefied gas fuel tanks, regulations for fuel distribution outside of machinery space, regulations for internal combustion engines of piston type and fire protection for fuel storage hold space; and amendments relating to the protection of the fuel supply for liquefied gas fuel tanks, aimed at preventing explosions.</li> <li>• Amendments to chapters IV and VI of the International Life-Saving Appliance Code (LSA Code), relating to general requirements for lifeboats and launching and embarkation appliances.</li> </ul> <p><b>IMO Resolutions:</b> Resolution MSC.456(101), MSC.457(101), MSC.458(101) and MSC.459(101) adopted on 13 June 2019.</p>
1 January 2024	<p><b>SOLAS</b> (safe mooring)</p> <p>IGF Code</p>	<p><i>ADOPTED BY MSC 102:</i></p> <ul style="list-style-type: none"> <li>• Amendments to chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS), related to towing and mooring. The amendments to SOLAS regulation II-1/3-8 (Towing and mooring equipment), require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation. Related guidelines were also adopted, covering the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring; and inspection and maintenance of mooring equipment including lines; as well as revised guidance on shipboard towing and mooring equipment.</li> <li>• Amendments to parts B-1, B-2 and B-4 of SOLAS chapter II-1 related to watertight integrity requirements. The amendments are expected to enter into force on 1 January 2024.</li> <li>• Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), related to the fuel containment systems, fire safety, welding of metallic materials and non-destructive testing.</li> <li>• Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), related to welding procedure tests for cargo</li> </ul>

	IGC Code	tanks and process pressure vessels.  <b>IMO Resolutions:</b> Resolution MSC.474(102), MSC.475(102) and MSC.476(102) adopted on 11 November 2020.
1 January 2024	<b>SOLAS</b>  LSA Code  FSS Code	<i>ADOPTED BY MSC 103:</i>  <ul style="list-style-type: none"> <li>• New SOLAS regulation II-1/25-1, requiring water level detectors on multiple hold cargo ships other than bulk carriers and tankers.</li> <li>• Amendments to SOLAS regulation III/33 and the LSA Code, aiming to remove the applicability of the requirements to launch free-fall lifeboats to test their strength with the ship making headway at speeds up to 5 knots in calm water on cargo ships of 20,000 GT and above.</li> <li>• Chapter 9 of the International Code for Fire Safety Systems (FSS Code), relating to fault isolation requirements for individually identifiable fire detector systems installed, in lieu of section identifiable fire detector systems on cargo ships and passenger ship cabin balconies; and clarifying the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector system on cabin balconies; and clarifying the acceptability of less complex and costly section identifiable fault isolation for individually identifiable fire detector systems.</li> </ul> <b>IMO Resolutions:</b> Resolution MSC.482(103), MSC.483(103), MSC.484(103) and MSC.485(103) adopted on 13 May 2021.
1 January 2024	<b>SOLAS</b> IGC Code  <b>1988 Load Lines Protocol</b>	<i>ADOPTED BY MSC 104:</i>  A minor amendment to chapter II (Conditions of assignment of freeboard), as well as amendments to chapter III (Freeboards) of annex I (Regulations for determining load lines) of Annex B to the 1988 Load Lines Protocol, concerning watertight doors on cargo ships, and associated amendments concerning watertight doors on cargo ships to chapter 2 (Ship survival capability and location of cargo tanks) of the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code).  <b>IMO Resolutions:</b> Resolution MSC.491(104) and MSC.492(104) adopted on 8 October 2021.
1 January 2024	<b>SOLAS</b> GMDSS HSC Codes SPS Codes MODU Codes	<i>ADOPTED BY MSC 105:</i>  <ul style="list-style-type: none"> <li>▪ Following a comprehensive review of the Global Maritime Distress and Safety System (GMDSS), the MSC adopted a set of amendments to complete the work on modernization of the GMDSS and to enable the future use of modern communication systems in the GMDSS whilst removing obsolete requirements. They include amendments to SOLAS chapters II-1, III, IV and V, and the appendix (Certificates); the 1988 SOLAS Protocol; the 1994 and 2000 HSC Codes; the 1983 and 2008 SPS Codes; and the 1979, 1989 and 2009 MODU Codes. Also substantial</li> </ul>

	IMDG Code	<p>number of amendments or revisions to existing related resolutions and guidelines, including performance standards for relevant equipment.</p> <ul style="list-style-type: none"> <li>▪ Updates to the International Maritime Dangerous Goods (IMDG) Code, in line with the updates to the United Nations Recommendations on the Transport of Dangerous Goods, which set the recommendations for all transport modes.</li> </ul> <p><b>IMO Resolutions:</b> Resolution MSC.496(105), MSC.498(105), MSC.499(105), MSC.501(105), MSC.504(105), MSC.505(105), MSC.506(105) adopted on 28 April 2022.</p>
1 January 2024	<b>FAL Convention</b>	<ul style="list-style-type: none"> <li>▪ Amendments to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping.</li> <li>▪ Other amendments adopted include lessons learnt from the COVID-19 pandemic and add new and amended Recommended Practices to prevent corruption and illicit activities in the maritime sector.</li> <li>▪ Mandatory Single Window - The amendments update the provisions of the FAL Convention on mandatory electronic data exchange in ports for ship clearance. The amendments to the annex of the Convention will make it mandatory for public authorities to establish, maintain and use single window (SW) systems for the electronic exchange of information required on arrival, stay and departure of ships in ports. In addition, public authorities will have to combine or coordinate the electronic transmission of the data to ensure that information is submitted or provided only once and re-used to the maximum extent possible.</li> <li>▪ Provisions derived from lessons learned during the course of the COVID-19 pandemic - Contracting Governments and their relevant public authorities are required to allow ships and ports to remain fully operational during a public health emergency of international concern (PHEIC), in order to maintain complete functionality of global supply chains to the greatest extent possible. Public authorities are also required to designate port workers and ships' crew as key workers (or equivalent), regardless of their nationality or the flag of their ship, when in their territory. Best practice recommendations aim to prevent obstacles to crew movement for repatriation, crew change and travel, and encourage dissemination of information about public health matters and expected protection measures by ship operators.</li> <li>▪ The amendments concerning arrival and departure of persons require public authorities to inform passengers about vaccination requirements sufficiently in advance of departure and vaccinators to use the International Certificate of Vaccination or Prophylaxis in order to assure uniform acceptance.</li> <li>▪ Tackling maritime corruption - Updates to the FAL</li> </ul>

		<p>Convention take a systemic approach to addressing the issue of corruption associated with the ship-shore interface in ports. Contracting Governments are now required to encourage public authorities to assess the risks of corruption and address them by developing and implementing preventive measures to strengthen integrity, transparency and accountability. Public authorities are required to coordinate efforts to detect, investigate and sanction corruption related to ships' calls in the port, including through national and international cooperation.</p> <ul style="list-style-type: none"> <li>Updated definitions - The amendments bring in updated definitions and general provisions for various terms used in the Convention, establishing agreed terminology. This means that all stakeholders, whether at a port, onboard a ship or a third party (such as a public authority, etc.) will now have a clear consensus on the meaning of terms such as 'actual time of arrival', 'estimated time of arrival', 'authenticate', etc.</li> </ul> <p><b>IMO Resolution:</b> Resolution FAL.14(46) adopted on 13 May 2022.</p>
1 January 2024	<b>MARPOL</b>	<p>Amendments to MARPOL Annex I with regards to watertight doors on cargo ships</p> <p><b>IMO Resolution:</b> Resolution MEPC.343(78) adopted on 10 June 2022.</p>
1 May 2024	<p><b>MARPOL</b></p> <p>Annex VI</p> <p>Annex V</p> <p>Annexes I, II, IV, V and VI</p> <p>Annex VI</p>	<p>Mediterranean Sea Emission Control Area for Sulphur Oxides and particular matter - designation of Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and Particular Matter, under MARPOL Annex VI. In such an Emission Control Area, the limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m.</p> <p>Mandatory garbage record books for smaller ships - amendments to MARPOL Annex V to make the Garbage Record Book mandatory also for ships of 100 gross tonnage and above and less than 400 gross tonnage. This extends the requirement for mandatory garbage record books to smaller ships, which will be required to keep records of their garbage handling operations, namely discharges to a reception facility ashore or to other ships, garbage incineration, permitted discharges of garbage into the sea, and accidental or other exceptional discharged or loss of garbage into the sea. The move supports implementation of IMO's Strategy and Action Plan to address marine plastic litter from ships.</p> <p>Protecting seas in the Arctic - regional arrangements for port reception facilities - amendments to the MARPOL annexes to allow States with ports in the Arctic region to enter into regional arrangements for port reception facilities. The amendments relate to MARPOL Annexes I (oil), II (noxious liquid substances), IV (sewage), V (garbage) and VI (air pollution).</p> <p>EEXI, CII and rating values - amendments to appendix IX of MARPOL Annex VI on the reporting of mandatory values related to the implementation of the IMO short-term GHG reduction measure, including attained EEXI, CII and rating values to the IMO Ship Fuel Oil Consumption Database (IMO DCS).</p> <p>Fuel flashpoint in bunker delivery note - amendments to appendix V of MARPOL Annex VI, to include flashpoint of fuel oil or a</p>

**Annex**

		<p>statement that the flashpoint has been measured at or above 70°C as mandatory information in the bunker delivery note (BDN).</p> <p><b>IMO Resolutions:</b> Resolution MEPC.360(79), MEPC.361(79) and MEPC.362(79) adopted on 16 December 2022.</p>
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