

## ***Summary of Pending IMO Legislation Affecting the Leisure Boating and Large Yacht Industries as at December 2024***

Table 1 provides a summary of the principal legislation originating from IMO that will have or will likely have an impact on the leisure boating and yachting industries.

The table provides the title of the regulation, the IMO Committee and/or Sub-Committee that is responsible for it, a brief description and assessment of the likely impact on the industry, details on the pros and cons on each of the rules, any suggested or actual actions being undertaken by ICOMIA and lastly, the entry into force date. The table is ordered by the relevant committee responsible for the regulation.

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The abbreviations for the various IMO Committees used in the table are as follows:

Current Committees and Sub-Committees:

MSC: Maritime Safety Committee

MEPC: Marine Environment Protection Committee

HTW: Sub-Committee on Human Element, Training and Watchkeeping

PPR: Sub-Committee on Pollution Prevention and Response

SDC: Sub-Committee on Ship Design and Construction

SSE: Sub-Committee on Ship Systems and Equipment

NCSR: Sub-Committee on Navigation Communications and Search and Rescue

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Comprehensive review of the STCW Convention and Code</i>	HTW	MSC	A new output to adapt the STCW Convention and Code to new technical developments in shipping, environmental protection, and climate change, with priority to be given to addressing the problems of sexual assault, harassment, and bullying	<u>Pros</u> <ul style="list-style-type: none"> <li>a) Better alignment between current technology and the Convention and Code</li> <li>b) Will provide better protection for seafarers</li> </ul> <u>Cons</u> <ul style="list-style-type: none"> <li>a) Possible greater training burden</li> </ul>	Maintain watch on discussions at IMO	Review expected to complete in 2026. Entry into force to be determined
<i>Amendments to the STCW Convention and Code for the use of Electronic certificates and documents for seafarers</i>	HTW	MSC	Amendments to the STCW Convention to permit the use of electronic certificates for seafarers.	<u>Pros</u> <ul style="list-style-type: none"> <li>a) Will remove the need to carry hard copy documents</li> </ul> <u>Cons</u> <ul style="list-style-type: none"> <li>a) Potential issues with validation e.g. may rely on internet access, may be subject to data loss through cyber attack</li> </ul>	None required	01/01/25
<i>Amendments to</i>	HTW	MSC	All seafarers will be required to undertake	<u>Pros</u>	None required	01/01/26

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>the STCW Code – Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault</i>			training on the Prevention and response to violence and harassment, including sexual harassment, bullying and sexual assault.	a) Will provide better workplace safeguards for seafarers  <u>Cons</u> a) Additional training and certification burden		
<i>Application of the Polar Code to non-SOLAS vessels</i>	SDC	MSC	Voluntary guidelines are being developed to apply aspects of the Polar Code to: fishing vessels and pleasure yachts above 300 GT and below 500 GT engaged in trade.	<u>Pros</u> a) Improved safety standards for crew and vessel  <u>Cons</u> a) None foreseen	ICOMIA was an active member of the correspondence group and will contribute to discussions at SDC as necessary	Non-mandatory – guidelines only
<i>Application of chapters 9 and 11 of the Polar Code to non-SOLAS ships</i>	NCSR	MSC	Chapters 9 (Safety of Navigation) and 11 (voyage Planning) of the Polar Code mandatory for non-SOLAS vessels. Low impact but may require additional equipment to be fitted	<u>Pros</u> a) Enhanced safety for vessels operating in Polar waters  <u>Cons</u> a) Possible additional equipment required e.g. echo sounder, clear-	ICOMIA participated in the correspondence and working groups	01/01/26

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
				view bridge windows, additional magnetic compass		

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Intact Stability Code 2008 – Second Generation Stability Criteria</i>	SDC	MSC	<p>Additional stability criteria are being introduced into the updated code as follows:</p> <ul style="list-style-type: none"> <li>• Pure loss of stability due to reduced righting levers</li> <li>• Parametric rolling</li> <li>• Dead ship conditions</li> <li>• Surf-riding/broaching</li> <li>• Excessive accelerations resulting from “excessive stability”</li> </ul> <p>Certain yacht designs may not fully comply with these additional criteria.</p>	<p><u>Pros</u></p> <p>a) Enhanced stability and safety standards.</p> <p><u>Cons</u></p> <p>a) Possible adverse effect on existing yacht designs.</p> <p>b) Possible additional building costs to meet new standards.</p>	None required	<p>MSC.1/Circ.1628 Interim Guidelines for the second generation intact stability Criteria approved at MSC 102</p> <p>Final entry into force date to be confirmed.</p>
<i>Safe Mooring Operations</i>	SDC with input from SSE and HTW	MSC	To amend SOLAS regulation II-1/3-8 (Towing and mooring equipment) and associated guidelines	<p><u>Pros</u></p> <p>a) Enhanced safety standards</p>	None required	Will apply to new vessels over 3000GT built on or after 01/01/24, except that the

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
			<p>(MSC.1/Circ.1175), as appropriate, for preventing unsafe and unhealthy work situations during mooring operations on new ships through innovative design features and more appropriate equipment. This new regulation would apply to vessels over 3000GT and vessels under this tonnage will be encouraged to comply as far as possible.</p> <p>This regulation could have a significant effect on the design and mooring equipment of yachts over this tonnage threshold</p>	<p><u>Cons</u></p> <p>a) Design and cost implications</p>		regulation on the provision of suitable arrangements, equipment and fittings apply to ships constructed on or after 1 January 2007. The section that deals with design of ships apply to ships contracted for construction from 1 January 2024 and ships due for delivery on or after 1 January 2027 (see MSC 102 report)
<i>Lifting appliances and winches</i>	SSE	MSC	Regulations will apply to vessels over 500 GT (inc. yachts) and to lifting appliances with a safe working load of 1000 KG and over	<p><u>Pros</u></p> <p>a) Improved safety standards</p> <p><u>Cons</u></p>	None required	01/01/26



Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
				a) No significant disadvantages foreseen		

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Single fall and hook systems with on-load release capability – Amendments to the LSA Code</i>	SSE	MSC	Enhanced safety requirements for launching appliances for lifeboats and rescue boats. Will apply to new installations with a single fall and hook system on vessels over 500 GT. Low impact on industry	<u>Pros</u> a) Improved safety standards <u>Cons</u> a) No significant disadvantages foreseen	None required	Applicable to new ships built on or after 01/01/26
<i>Prohibition of perfluorooctane sulfonic acid (PFOS) for fire-fighting on board ships</i>	SSE	MSC	Regulations will apply to vessels over 500 GT (inc. yachts) and include a ban on PFOS in fixed and portable foam fire-fighting systems. Low impact on industry	<u>Pros</u> a) Improved environmental standards <u>Cons</u> a) No significant disadvantages foreseen	None required	Applicable to new and existing ships not later than the first annual, periodical or renewal survey after the entry into force date, which is expected to be 01/01/26
<i>Comprehensive review of the requirements for maintenance, thorough examination, operational</i>	SSE	MSC	Much needed review of the resolution with respect to who is authorised to conduct testing, overhaul and repair of life-saving appliances falling under the resolution. The main point at issue concerns the terms	<u>Pros</u> a) Will clarify the requirements for authorising who is qualified to conduct testing, overhaul and repair of LSA <u>Cons</u>	None required	Expected 01/01/28

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96))</i>			<p>“make” and “type” as they apply to the certification of service technicians, which have been inconsistently interpreted by key stakeholders.</p> <p>Will have a beneficial impact.</p>	<p>a) Confusion will persist until the amendments enter into force</p>		
<i>Sub-Division and Damage Stability of Passenger Ships</i>	SDC	MSC	<p>SOLAS amendments applicable to passenger ships, covering stability information to the master; watertight integrity; periodic operation and inspection of watertight doors in passenger ships; survivability of passenger ships; and prevention and control of water ingress.</p> <p>These requirements will affect yachts built to the Passenger Yacht Code but the impact will be minimal due to</p>	<p><u>Pros</u></p> <p>a) Improved passenger ship safety.</p> <p><u>Cons</u></p> <p>a) None foreseen.</p>	None required. SYBAss successfully represented industry interests.	Applicable for ships where the contract for construction is signed on or after 01/01/20, or the keel is laid on or after 01/01/22 or delivered on or after 01/01/24.

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
			the contribution made by SYBAss to the development of the amendments.			
<i>Computerised Stability support for the master in case of flooding in passenger ships</i>	SDC	MSC	A requirement for an on-board stability computer or shore-based support to assist masters in assessing damage implications. Will apply to passenger ships (inc. passenger yachts) over 120m in length. This is a low-impact regulation that will improve safety.	<u>Pros</u> a) Improved safety  <u>Cons</u> a) Relatively minor additional cost.	None required	01/01/20. Passenger ships constructed before 1 January 2014 must comply not later than the first renewal survey after 5 years after the entry into force date.
<i>Fuel oil safety</i>		MSC	A requirement that ships be provided with a signed declaration by the fuel supplier's representative that the fuel is in conformity with SOLAS II.2/4.2.1 i.e. that the flashpoint has been measured and is at or above 70°C.  Minimal impact on the industry	<u>Pros</u> a) Improved safety standards for vessel  <u>Cons</u> a) None foreseen	None required	01/01/26

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Evaluation of adequacy of fire protection, detection and extinction arrangements in vehicle, special category and ro-ro spaces in order to reduce the fire risk of ships carrying new energy vehicles</i>	SSE	MSC	<p>A new output to address the risk of the carriage and charging of lithium-ion batteries</p> <p>Due to the lack of regulation on the carriage of Li-ion batteries this new output is likely to be a positive development</p>	<p><u>Pros</u></p> <ul style="list-style-type: none"> <li>a) Improved safety standards</li> <li>b) Clear direction on safety procedures to be followed</li> </ul> <p><u>Cons</u></p> <ul style="list-style-type: none"> <li>a) Potential for regulations to be overly restrictive/impractical</li> </ul>	Maintain watch on discussions at IMO	01/01/28 provided that the SOLAS amendments are adopted before 01/07/26
<i>Revision of SOLAS regulation V/23 and associated instruments to improve the safety of pilot transfer arrangements</i>	NCSR	MSC	<p>A new output for SOLAS amendments to provide requirements for the maintenance and inspection of pilot transfer arrangements and record keeping of these activities.</p> <p>This is a low-impact output</p>	<p><u>Pros</u></p> <ul style="list-style-type: none"> <li>a) Will improve safety for pilots</li> </ul> <p><u>Cons</u></p> <ul style="list-style-type: none"> <li>a) May require modification of existing pilot transfer arrangements</li> <li>b) Small additional maintenance/administrative burden</li> </ul>	Maintain watch on discussions at IMO	01/01/28 provided that the amendments are adopted before 01/07/26

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Development of measures to ensure the safe operation of elevators on board ships</i>	SSE	MSC	A new output to address the safe operation of elevators and development of non-mandatory guidelines for the design, installation, maintenance, inspection and operation of elevators  Likely to be a low impact output	<u>Pros</u>  a) Will improve standards of safety and reduce the possibility of injury to personnel working in elevator shafts  <u>Cons</u>  a) None foreseen	Maintain watch on discussions at IMO	01/01/32 provided that the amendments are adopted before 01/07/30
<i>Draft Amendments to SOLAS IV &amp; V and performance standards and guidelines to introduce VHF Data Exchange System (VDES)</i>	NCSR	MSC	VDES is a new communication system under the GMDSS that builds on the existing AIS allowing enhanced data rates through the system. The system will operate between ships, shore stations and satellites. It will apply to ships over 300 GT. This is a low-impact output	<u>Pros</u>  a) Will provide enhanced data exchange capabilities  <u>Cons</u>  a) Possible cost implications if new equipment becomes mandatory	Maintain watch on discussions at IMO	Predicted to be 01/01/28
<i>Ballast Water Management Convention – Ballast Water</i>		MEPC	New format of Ballast Water Record Book brought into force by amendments to Appendix II of the	<u>Pros</u>  a) Provides greater clarity on the records which need to be maintained	None required	01/02/25

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Record Book</i>			BWM Convention.  Low impact as all that is required is to ensure the revised version of the BWM record book is on board by the deadline and that entries are in accordance with requirements.	<u>Cons</u>  a) Risk of PSC deficiency for vessels which do not carry updated version of BWM record book		
<i>Ballast Water Management Convention –Use of Electronic Record Books</i>		MEPC	Guidelines have been produced for the use of electronic record books under the BWM Convention. The guidelines reference the need for electronic record books to be approved by the vessel's flag administration.	<u>Pros</u>  a) Record-keeping can be more efficient and robust with electronic record books  <u>Cons</u>  a) Small administrative burden of obtaining flag state approval of electronic record book format	None required	01/10/25
<i>Recycling of Ships – Hong Kong Convention</i>		MEPC	This convention sets standards of safety and environmental protection for the recycling of ships at the end of their lives. It applies to all vessels	<u>Pros</u>  a) Environmentally friendly  b) Improved levels of safety for workers.	None required.	06/06/25

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
			over 500GT. All vessels to which the convention applies will need to carry an inventory of hazardous materials.	<u>Cons</u> a) Cost of compliance, although not likely to be significant.		



Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>MARPOL Annex IV Amendments</i>	PPR	MEPC	<p>A requirement for a sewage management plan, a sewage record book and for annual surveys of sewage treatment plants to confirm the lifetime performance of the unit.</p> <p>Low impact on industry</p>	<p><u>Pros</u></p> <p>a) Will ensure that STPs operate according to specification throughout certification period.</p> <p><u>Cons</u></p> <p>a) Small additional administrative burden</p>	None required	Target completion year for amendments 2023. Entry into force around 2 years after
<i>MARPOL Annex VI Amendments – fuel sampling points</i>	PPR	MEPC	<p>The installation of sampling points for in-use fuel oil for all vessels over 400GT. This will be a low-impact regulation, however, class approval may be needed for the installation.</p>	<p><u>Pros</u></p> <p>a) Will permit simple means of verification that in-use fuel is of the correct specification</p> <p><u>Cons</u></p> <p>a) May require modifications to existing pipework and may require class approval</p>	None required	<p>New ships (keel laid on or after 1 April 2022): on delivery</p> <p>Existing ships (keel laid before 1 April 2022): no later than the first IAPP renewal survey on or after 1 April 2023</p>
<i>Amendments to MARPOL Annex VI regulation 27 and Appendix IX</i>	PPR	MEPC	<p>Requirement to report:</p> <p>1. Fuel consumption per consumer when underway and not underway</p>	<p><u>Pros</u></p> <p>a) Will provide more granular information on fuel consumption</p>	No action required	01/08/25

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>on IMO DCS</i>			2. Total onshore power supplied 3. Total transport work 4. Installation of innovative technology 5. Laden distance travelled (on a voluntary basis) Will apply to all vessels over 5000 GT. SEEMP II will need to be amended to describe how the additional data will be captured	<u>Cons</u> a) Administrative burden of SEEMP II amendments and approval of revised plan b) Administrative burden of collecting additional data		
<i>Amendments to MARPOL Annex VI regulations 2, 14, 18 &amp; Appendix I – (Low flashpoint fuels and other fuel-related issues)</i>	PPR	MEPC	Requirement for fuel oil suppliers to provide certain details on their bunker delivery notes (BDN). It is the vessel's responsibility to ensure BDNs include all required information. This is a low-impact regulation	<u>Pros</u> a) Will help ensure that correct specification of fuel is provided  <u>Cons</u> a) None envisaged	None required	01/08/25
<i>Draft Amendments to MARPOL Annex</i>	PPR	MEPC	MEPC 82 approved amendments to the NOx Technical code concerning the use of	<u>Pros</u> a) Enhanced certification options	None required	Expected to be adopted at MEPC 83 in April 2025 with an entry into

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>VI and the NOx Technical Code on the use of multiple engine profiles for a marine diesel engine</i>			multiple engine profiles for a marine diesel engine with a power output of more than 130kW. These amendments control the use of auxiliary control devices for new and existing engines (which undergo significant modification). They are intended to address the use of “defeat devices” and also facilitate the certification of engines that are capable of operating in multiple profiles.	<u>Cons</u>  a) Re-certification of existing engines undergoing modification may prove challenging		force date predicted to be 01/03/27
<i>Draft Amendments to the NOx Technical Code with regard to re-certification procedures of existing engines</i>	PPR	MEPC	New procedures to set out how re-certification of previously installed engines undergoing substantial modification can be achieved. Will apply to marine diesel engines with a power output of more than 130 kW.	<u>Pros</u>  a) Will provide clarity on re-certification procedures  <u>Cons</u>  a) Procedures may be complicated/burdenome to implement	None required	Predicted to be 01/03/27

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Draft Mid-Term GHG Reduction Measures</i>		MEPC	Development of measures to address reduction of emissions beyond 2027 consisting of a goal-based fuel standard and an economic pricing mechanism on GHG emissions. Details of both components are still under development but the reduction goals of the fuel standard are likely to be a reduction of the GHG fuel intensity of 20% by 2030, 70% by 2040 and 100% by 2050 in comparison to 2008 levels. The application of the regulations is still to be decided but it is expected that they will apply to vessels over 5000 GT and at a future date, ships over 400 GT. This is a potentially high impact regulation on the yachting sector	<u>Pros</u> <ul style="list-style-type: none"> <li>a) Will benefit the environment</li> <li>b) Will enable the yachting industry to contribute to the reduction of GHG emissions</li> <li>c) Will encourage the development of zero-emission ships and/or fuels</li> </ul> <u>Cons</u> <ul style="list-style-type: none"> <li>a) Significant cost implications</li> <li>b) Targets may be difficult to achieve</li> </ul>	Maintain watch on discussions at IMO and be prepared to intervene as necessary	Predicted to be 01/03/27

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>Amendments to Annex 1 of the Anti-fouling Convention</i>	PPR	MEPC	The use of Cybutryne in anti-fouling paint is to be prohibited.	<u>Pros</u> b) Will benefit the marine environment  <u>Cons</u> a) Will have cost implications for large yachts b) No sealer coat currently available so will be difficult to comply	ICOMIA is liaising with IPPIC in order to explore how industry interests can best be represented.	01/01/23 – no new applications containing Cybutryne.  Cybutryne to be removed from hull or barrier coat applied by first dry-docking on or after 01/01/23 but not later than 60 months following the last application
<i>Mediterranean Sea - Emission Control Area for Sulphur Oxides</i>		MEPC	The designation of the entire Mediterranean Sea as an emission control area, which means that the limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), compared with 0.50% m/m outside of ECAs  Minimal impact on industry as most yachts use low sulphur MGO or similar as fuel	<u>Pros</u> a) Will be of benefit to the marine environment  <u>Cons</u> a) None foreseen	None required	01/05/25
<i>Establishment of</i>	PPR	MEPC	All ships transiting the Red Sea and Gulf of	<u>Pros</u>	None required	01/01/25

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
<i>the date on which Red Sea and Gulf of Aden special areas under MARPOL I take effect</i>			Aden will need to comply with the Special Area regulations of MARPOL Annex I (oil pollution). Low-impact and mainly technical development	a) Will be of benefit to the marine environment  <u>Cons</u> a) None foreseen		
<i>Establishment of the date on which regulation 6 of MARPOL Annex V takes effect in the Red Sea</i>	PPR	MEPC	All ships transiting the Red Sea will need to comply with the Special Area regulations of MARPOL Annex V (garbage). Low-impact and mainly technical development	<u>Pros</u> a) Will be of benefit to the marine environment  <u>Cons</u> a) None foreseen	None required	01/01/25
<i>Amendments to MARPOL Annex VI establishing the Canadian Arctic Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter</i>		MEPC	Ships with marine diesel engines over 130kW operating in this ECA will need to install a Nox Tier III engine. In addition, the sulphur limit of fuel used onboard must not exceed 0.10% <sub>m/m</sub>  This is a low impact regulation as Tier III and low-sulphur fuels are already mandated in other areas and the	<u>Pros</u> a) Will be of benefit to the marine environment  <u>Cons</u> a) None foreseen	None required	01/03/26

Legislation	Sub-Committee	Committee	Description and likely impact	Pros and Cons	ICOMIA actions	Entry into force
			Canadian Arctic is rarely visited by the leisure boat and yachting sector			
<i>Amendments to MARPOL Annex VI establishing the Norwegian Sea Emission Control Area (ECA) for nitrogen oxides, sulphur oxides and particulate matter</i>		MEPC	<p>Ships with marine diesel engines over 130kW operating in this ECA will need to install a Nox Tier III engine. In addition, the sulphur limit of fuel used onboard must not exceed 0.10%m/m</p> <p>This is a low impact regulation as Tier III and low-sulphur fuels are already mandated in other areas.</p>	<p><u>Pros</u></p> <p>a) Will be of benefit to the marine environment</p> <p><u>Cons</u></p> <p>a) None foreseen</p>	None required	01/03/26