

REGULATORY RADAR · 2026

The rules have changed. *Our inspectors already know.*

2026 has brought one of the largest coordinated waves of SOLAS, MARPOL and STCW amendments in years — and PSC regimes, AMSA and RightShip are enforcing them from day one. Brigantine Marine Services tracks every change so your vessels arrive at the gangway already compliant.

WHAT CHANGED — AND WHAT'S COMING

IN FORCE · 1 JANUARY 2026

Container loss reporting is now mandatory

Masters must report lost or drifting containers without delay to ships in the vicinity, the coastal State and flag State — **SOLAS V/31 & V/32, MARPOL Protocol I**. Bridge procedures and SMS reporting chains must reflect this now; gaps are PSC deficiencies.

IN FORCE · 1 JANUARY 2026

PFOS firefighting media banned — by your first survey

All ships must evidence PFOS-free extinguishing media not later than the first survey on or after 1 Jan 2026 — **SOLAS II-2**. Where maker's declarations are unavailable, onboard sampling and testing is required.

IN FORCE · 1 JANUARY 2026

New training, cargo and equipment standards

Mandatory STCW training on violence, harassment and bullying (**Table A-VI/1-4**); IMDG Code **Amdt 42-24** now compulsory; fuel flashpoint declarations and BDN statements; electronic inclinometers on new boxships/bulkers $\geq 3,000$ GT; lifting appliance & anchor-handling winch requirements under **SOLAS II-1/3-13**; ro-ro fire safety upgrades under **SOLAS II-2 Reg 20**.

IN FORCE · 1 MARCH / 1 MAY 2026

New ECAs — and AMSA hard-wires SOLAS into Marine Orders

Two new Emission Control Areas (Canadian Arctic & Norwegian Sea) under **MARPOL Annex VI**, with a North-East Atlantic ECA in the pipeline. From 1 May 2026, AMSA's amended **Marine Orders 12 & 32** give effect to the new lifting appliance requirements — existing gear must be certified compliant by first renewal survey.

COMING · 1 SEPTEMBER – 30 NOVEMBER 2026

Joint CIC on Cargo Securing — every inspected ship, every port

Paris MoU and Tokyo MoU (with AMSA participating) will question every inspected vessel on its Cargo Securing Manual, lashing gear condition and certification, CSS Code compliance and crew competence. One wrong answer converts a gap into a recorded PSC deficiency.

ONGOING · AMSA NATIONAL COMPLIANCE PLAN 2025–26

2,400+ PSC inspections, sharper targeting

AMSA's enhanced risk-profiling directs more intrusive inspections at vessels with maintenance, SMS or deficiency-history weaknesses — with shipboard maintenance, pollution prevention and cargo securing as declared focus areas. BWM D-2 enforcement is also hardening as the experience-building phase ends.

Every change above maps to a service we already deliver.

Spotlight: Cargo Securing CIC

1 SEP – 30 NOV 2026

From 1 September to 30 November 2026, the Paris and Tokyo MoUs — with AMSA and most other PSC regimes participating — will apply a dedicated **cargo securing questionnaire to every vessel inspected**, on top of the standard PSC inspection. Each ship faces the CIC once during the campaign, and findings are recorded as normal PSC deficiencies affecting your risk profile and detention record. PSCOs will verify: **approval and ship-specific application of the Cargo Securing Manual · condition and certification of lashing gear** (including lashing eyes and sockets) · **stowage and safe access to securing equipment · practical compliance with the CSS Code · officer and crew competence** in securing procedures. Book a **Pre-CIC readiness check** with your next Pre-AMSA or vetting attendance — we close the gaps and drill your officers on the questionnaire before the first PSCO opens it.

REGULATORY CHANGE → OUR RESPONSE

- Container loss reporting (SOLAS V/31–32)** → SMS & bridge procedure updates, officer briefings on attendance
- PFOS ban — evidence by first survey** → Documentation verification during pre-AMSA / vetting inspections
- STCW anti-harassment training** → Office & onboard training packages, training manual preparation
- MO12/MO32 lifting appliances (1 May 2026)** → Lifting gear condition & certification review in condition inspections
- AMSA maintenance & SMS targeting** → Pre-AMSA + internal audit combined; six-monthly fleet trend reviews
- RightShip & SIRE 2.0 scrutiny** → Gap analysis, pre-inspection, attendance, closure & score improvement

VOYAGE GUIDANCE — READY BEFORE ARRIVAL

- Preparation shouldn't wait for the berth. With every Pre-AMSA inspection, our **Passage Guidance** prepares the vessel across the voyage:
- Pre-departure gap review** → Certificates, PSC history & prior observations screened before sailing
 - Voyage-stage checklists** → Day-by-day preparation tasks issued to the Master across the passage
 - Remote support en route** → Our inspectors answer queries and review evidence while at sea
 - Port-specific briefings** → Local requirements for Port Hedland, Karratha & Portland — pilot ladders, emergency steering readiness, current local notices
 - Arrival-ready confirmation** → Final pre-arrival verification so the Master boards the pilot confident

INSPECTORS ON STANDBY

Australia — 3 Master Mariners · 2 Chief Engineers **China** — 2 Master Mariners · 2 Chief Engineers **Singapore** — 1 Master Mariner **Europe** — 1 Master Mariner · 1 Chief Engineer

Master Mariners, Chartered Marine Engineers, Technical Superintendents and former Class Surveyors, plus a worldwide surveyor network trained to Brigantine standards. Preliminary reports within 24 hours; risk-ranked findings and photographic evidence via our secure client portal.

Book a 2026 Readiness Review

Pre-AMSA Inspection & Passage Guidance from **USD 2,360** (Australia) and **USD 2,450** (China). Safety Vetting + Internal Audit combined attendance — **USD 3,850**, excluding port