



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2015 and Beyond for All Ship Types - Jan 2015

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) MODU Code (B)	BWM Ship Anti- Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)				
		Operational or Hardware	Mandatory or Guidance				No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Best Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
1	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		R	INS	1	1	2020	KL	before	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydrochlorofluorocarbons are prohibited
2	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		N		1	1	2020	KL	on after	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydrochlorofluorocarbons are prohibited
3	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	LNG					≥ 400		N		1	9	2019	D	on after	1	9	2019	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has either conventional or non-conventional methods of propulsion, as defined in Regulations 2.40 and 2.41.
4	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	PassC					≥ 400		N		1	9	2019	D	on after	1	9	2019	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has a non-conventional method of propulsion, as defined in Regulation 2.41.
5	SOLAS II-2 FSS Code Breathing apparatus	MSC.338(91) MSC.339(91)	H	M	S	All Ships					≥ 500		A		1	7	2019	KL	on after	1	1	1990	Each compressed air breathing apparatus is to be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 liters.
6	SOLAS XIV Polar Code	MSC.386(94) MSC.385(94)	H	M	S	Cargo					≥ 500		R		1	1	2018	KL	before	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
7	SOLAS XIV Polar Code	MSC.386(94) MSC.385(94)	H	M	S	Pass	≥ 12						R		1	1	2018	KL	before	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
8	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					≥ 10000 < 20000		R	FS	1	7	2018	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
9	SOLAS II-2 Means of communication	MSC.338(91)	H	M	S	All Ships					≥ 500		R	A	1	7	2018	C	before	1	7	2014	At least two (2) two-way portable radiotelephones are to be provided for each fire party designated onboard tankers and those intended to be used in hazardous areas of all ships which are to be of an explosion-proof or intrinsically safe type.
10	SOLAS II-1/13-2 Noise Code	MSC.338(91) MSC.337(91)	H	M	S	All Ships					≥ 1600		N		1	7	2018	D	on after	1	7	2018	Ships (except MODUs) need to comply with the new Noise Code as per MSC.337(91). The Code has mandatory and recommendatory provisions which sets out to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. Compliance with the Code requires measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal service speed at no less than 80% of the maximum continuous rating (MCR). Deviation from this normal service condition may be permitted for ships with special propulsion and power configurations, such as diesel-electric systems

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
11	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS) MSC.350(92)	H	M	S	Cargo					≥ 500 < 3000		R	FS	1	7	2017	KL	before	1	7	2002	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
12	SOLAS XIV Polar Code MSC.386(94) MSC.385(94)	H	M	S	Cargo					≥ 500		N		1	1	2017	KL	on after	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
13	SOLAS XIV Polar Code MSC.386(94) MSC.385(94)	H	M	S	Pass	≥ 12						N		1	1	2017	KL	on after	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
14	SOLAS I/19.2 ECDIS MSC.282(86)	H	M	S	Cargo					> 20000 < 50000		R	FS	1	7	2017	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
15	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS) MSC.350(92)	H	M	S	Cargo					≥ 150 < 500		R	FS	1	7	2018	KL	before	1	7	2002	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
16	SOLAS XI-1/2 ESP Code Revisions MSC.381(94) MSC.325(90) A.1049(27)	H	M	S	Bulk					≥ 500		A		1	7	2016	KL	on after	1	1	1900	Revisions to the ESP Code to allow cargo tank testing on oil tankers carried out within the special survey "window" by the vessel's crew under the direction of the Master to be accepted as fulfilling the testing requirements, provided the RO's surveyor is satisfied that the tank testing has been satisfactorily carried out in accordance with an approved testing procedure. Acceptance of the testing is also contingent on there being no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank.
17	SOLAS XI-1/2 ESP Code Revisions MSC.381(94) MSC.325(90) A.1049(27)	H	M	S	Oil					≥ 500		A		1	7	2016	KL	on after	1	1	1900	Revisions to the ESP Code to allow cargo tank testing on oil tankers carried out within the special survey "window" by the vessel's crew under the direction of the Master to be accepted as fulfilling the testing requirements, provided the RO's surveyor is satisfied that the tank testing has been satisfactorily carried out in accordance with an approved testing procedure. Acceptance of the testing is also contingent on there being no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank.



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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
18	SOLAS XI-1/7 Atmosphere Testing Instrument MSC.380(94)	H	M	S	Cargo					≥ 500		A		1	7	2016	KL	on after	1	1	1900	Requires the carriage of portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Instruments required by other SOLAS requirements may be used to satisfy this regulation. Means to calibrate these instruments are also to be provided.
19	SOLAS XI-1/7 Atmosphere Testing Instrument MSC.380(94)	H	M	S	Pass	≥ 12						A		1	7	2016	KL	on after	1	1	1900	Requires the carriage of portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Instruments required by other SOLAS requirements may be used to satisfy this regulation. Means to calibrate these instruments are also to be provided.
20	MARPOL VI Chapter IV Attained EEDI MEPC.251(66)	H	M	M	LNG					≥ 400		N		1	3	2016	KL	on after	1	3	2016	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has either conventional or non-conventional methods of propulsion, as defined in Regulations 2.40 and 2.41.
21	MARPOL VI Chapter IV Attained EEDI MEPC.251(66)	H	M	M	PassC					≥ 400		N		1	3	2016	KL	on after	1	3	2016	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has a non-conventional method of propulsion, as defined in Regulation 2.41.
22	MARPOL VI Chapter IV Required EEDI MEPC.251(66)	H	M	M	LNG					≥ 10000		N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements apply to LNG carriers which have either conventional or non-conventional (diesel-electric, turbine and hybrid) propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
23	MARPOL VI Chapter IV Required EEDI MEPC.251(66)	H	M	M	RoRoV					≥ 10000		N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter.
24	MARPOL VI Chapter IV Required EEDI MEPC.251(66)	H	M	M	RoRoC					≥ 1000		N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter.



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		Operational or Hardware	Mandatory or Guidance					LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year	
25	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoP	≥ 12								1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter.
26	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	PassC	≥ 12				≥ 25000				1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements apply to LNG carriers which have either conventional or non-conventional (diesel-electric, turbine and hybrid) propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
27	Revised NOX Technical Code (Tier III Standard)	MEPC.177(58)	H	M	M	All	≥ 24				> 0				1	1	2016	KL	on after	1	1	2016	Desiel engines (>130 kW) installed on ships operating within an Emission Control Area are to meet the Tier I Nox emission standard (3.4 g/kWh when rpm < 130; $9n^{(0.2)}$ g/kWh when $130 \geq n < 2000$ rpm; 2.0 g/kWh rpm ≥ 2000) unless total propulsion power < 750kW.
28	MARPOL I (Approved Stability Instruments)	MEPC.248(66)	H	M	S	Oil					≥ 150				1	1	2016	KL	on after	1	1	2016	Oil carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
29	MARPOL I (Approved Stability Instruments)	MEPC.248(66)	H	M	S	Oil					≥ 150		R	P	1	1	2016	KL	before	1	1	2016	Oil carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year			
30	BCH Code (Approved Stability Instruments)	MEPC.249(66)	H	M	S	Chem						≥ 500		R	P	1	1	2016	KL	before	1	7	1986	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
31	IBC Code (Approved Stability Instruments)	MEPC.250(66)	H	M	S	Chem						≥ 500		N		1	1	2016	KL	on after	1	1	2016	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
32	IBC Code (Approved Stability Instruments)	MEPC.250(66)	H	M	S	Chem						≥ 500		R	P	1	1	2016	KL	before	1	1	2016	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
33	SOLAS V/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo						≥ 50000		R	FS	1	7	2016	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
34	SOLAS II-1 GBS Standards	MSC.287(87) MSC.290(87)	H	M	S	Oil			≥ 150					N		1	7	2016	C	on after	1	7	2016	Class society's rules for oil tankers are to meet the new Goal Based Ship construction standards, GBS, which provide for a design life of not less than 25 years under specified operating and environmental conditions for unrestricted ocean service (i.e., North Atlantic environmental conditions). GBS provides for adequate strength, integrity and stability to minimize the risk marine pollution environment due to the ship's structural failure resulting in flooding or loss of watertight integrity.



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35	SOLAS II-1 GBS Standards MSC.287(87) MSC.290(87)	H	M	S	Bulk		≥ 150					N	1	7	2016	C	on after	1	7	2016	Class society's rules for Single Side Skin bulk carriers (excluding ore carriers and combination carriers) are to meet the new Goal Based Ship construction standards, GBS, which provide for a design life of not less than 25 years under specified operating and environmental conditions for unrestricted ocean service (i.e., North Atlantic environmental conditions). GBS provides for adequate strength, integrity and stability to minimize the risk marine pollution environment due to the ship's structural failure resulting in flooding or loss of watertight integrity.
36	SOLAS II-1 GBS Compliance MSC.290(87) MSC.287(87)	H	M	S	Bulk		≥ 150					N	1	7	2016	C	on after	1	7	2016	Single Side Skin bulk carriers (excluding ore carriers and combination carriers) are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
37	SOLAS II-1 GBS Compliance MSC.290(87) MSC.287(87)	H	M	S	Bulk		≥ 150					N	1	7	2016	KL	on after	1	7	2017	Single Side Skin bulk carriers (excluding ore carriers and combination carriers) are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
38	SOLAS II-1 GBS Compliance MSC.290(87) MSC.287(87)	H	M	S	Bulk		≥ 150					N	1	7	2016	D	on after	1	7	2020	Single Side Skin bulk carriers (excluding ore carriers and combination carriers) are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
39	SOLAS II-1 GBS Compliance MSC.290(87) MSC.287(87)	H	M	S	Oil		≥ 150					N	1	7	2016	C	on after	1	7	2016	Oil tankers are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
40	SOLAS II-1 GBS Compliance MSC.290(87) MSC.287(87)	H	M	S	Oil		≥ 150					N	1	7	2016	KL	on after	1	7	2017	Oil tankers are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
41	SOLAS II-1 GBS Compliance MSC.290(87) MSC.287(87)	H	M	S	Oil		≥ 150					N	1	7	2016	D	on after	1	7	2020	Oil tankers are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
42	SOLAS II-1 Cargo Oil Tank Corrosion Protection MSC.291(87)	H	M	S	Crude							N	1	1	2016	D	on after	1	1	2016	The under deck and the bottom of cargo oil tanks on crude oil tankers and crude oil/product carriers are to be protected against corrosion. The means of protection are to be provided by applying protective coatings which have been verified to comply with the new IMO Cargo Oil Tank Corrosion Prevention Standard (COTCPS) as adopted by resolution MSC.290(87). An alternative means of corrosion protection that complies with the standards contained in the new adopted resolution MSC.289(87) or using corrosion resistance material to maintain required structural integrity for 25 years in accordance with the Performance standard for alternative means of corrosion protection as contained in the new adopted resolution MSC.289(87) may be used



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43	SOLAS II-2/10 Fire Extinguishing Systems	MSC.365(93)	H	M	S	Cont				≥ 500			N		1	1	2016	KL	on after	1	1	2016	New ships designed to carry containers on/above the weather deck are to carry, in addition to the required fixed fire-extinguishing systems and appliances, at least one water mist lance consisting of a tube with a piercing nozzle which is capable of penetrating a container wall and producing water mist inside the container when connected to the fire main. Ships carrying five or more tiers of containers on/above the weather deck shall carry, in addition to the minimum required, at least two mobile water monitors on ships with a breadth < 30 m and at least four mobile water monitors on ships with breadth ≥ 30 m
44	SOLAS II-2/20 Protection of ro-ro spaces	MSC.365(93)	H	M	S	RoRoV				≥ 500			N		1	1	2016	KL	on after	1	1	2016	Additional safety measures for ventilation and gas detection are specified for vehicle carriers with vehicle and ro-ro spaces intended for carriage, as cargo, of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion
45	SOLAS II-2/13 Means of Escape	MSC.365(93)	H	M	S	All Ships	≥ 12			≥ 500			N		1	1	2016	KL	on after	1	1	2016	Means of escape from machinery spaces and workshops and control rooms within, to a safe position outside of, the machinery space is required by a continuous fire shelter for new passenger and cargo ships. Additionally, inclined open-tread ladders/stairways providing an escape route are to be fitted with a steel shield on their underside to provide escaping personnel protection against heat and flame from beneath
46	SOLAS II-2/9 Ventilation Systems	MSC.365(93)	H	M	S	Pass	<36						N		1	1	2016	KL	on after	1	1	2016	New ventilation duct construction and arrangements are to be fitted with automatic and remotely controlled fire dampers at the lower end of exhaust galley ducts.
47	SOLAS II-2/9 Ventilation Systems	MSC.365(93)	H	M	S	Pass	≥ 36						N		1	1	2016	KL	on after	1	1	2016	Means of closure of ducts in laundries filters are to be automatically and remotely operated, fitted with readily removable filters and inspection hatches
48	SOLAS II-2/9 Ventilation Systems	MSC.365(93)	H	M	S	All Ships	≥ 12			≥ 500			N		1	1	2016	KL	on after	1	1	2016	Means of closure of ducts in in ventilation rooms are to be automatically and remotely operated, fitted with readily removable filters and inspection hatches
49	SOLAS II-1/9 Steering Gear Tests	MSC.365(93)	H	M	S	All Ships	≥ 12			≥ 500			A		1	1	2016	KL	on after	1	1	1900	Alternative methods for testing the main and auxiliary steering gear during sea trials are permitted where it is impractical to test the ship at the full load condition (the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch) two alternatives are provided (a) adjustment of the ahead speed for the submerged area of the rudder such that the force and torque applied to the main steering gear are not less than what would have been otherwise achieved at the full load condition; or (b) the rudder force and torque at the sea trial loading condition have been reliably predicted and extrapolated to the full load condition



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Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) BWM MODU Code Ship Anti- Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter				Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)					
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year		
50	SOLAS II-2 FSS Code Ch 15 IGS	MSC.367(93)	H	M	S	Chem				≥ 8000			N		1	1	2016	K	on after	1	1	2016	Inert Gas Systems are to meet MSC.367(93). Equivalent arrangements or means of protection may be accepted in lieu of fixed systems on new chemical and oil carriers (20,000 > dwt ≥ 8,000) provided equivalent arrangements are: (a) capable of preventing dangerous accumulations of explosive mixtures in cargo tanks during normal service throughout the ballast voyage and necessary in-tank operations; and (b) designed to minimize the risk of ignition of system-generated static electricity (e.g., use of shore-side nitrogen)
51	SOLAS III LSA Code	MSC.368(93)	H	M	S	All Ships	≥ 12			≥ 500			N	T	1	1	2016	KL	on after	1	1	1900	Lifejackets should be tested for compliance with the specified buoyancy and stability criteria.
52	SOLAS VII IBC Code Revisions Stability PC	MSC.369(93)	H	M	S	Chem				≥ 500			R	P	1	1	2016	K	before	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely
53	SOLAS VII IBC Code Revisions Stability PC	MSC.369(93)	H	M	S	Chem				≥ 500			N		1	1	2016	K	on after	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
54	SOLAS VII 2014 IGC Code	MSC.370(93)	H	M	S	GasLng				≥ 500			N		1	7	2016	K	on after	1	7	2016	The revised Code includes • Mandatory carriage of an approved stability instrument for verifying compliance with the applicable intact and damage stability requirements, revised cargo tank protective location requirements, revised application of the damage standard for G3 type vessels, new requirements for the analysis, construction and inspection of membrane tanks and the analysis of type B independent tanks, new requirements for emergency shutdown, cargo sampling and cargo transfer system, cargo venting restrictions, new specifications for pressure relief valves, more extensive requirements for water spray systems and increased areas requiring protection, completely new requirements for automation systems. revised criteria for maximum filling limits, and new provisions for the use of cargo vapor as fuel
55	SOLAS VII IGC Code Revisions Stability PC	MSC.370(93)	H	M	S	GasLng				≥ 500			R	P	1	7	2016	K	before	1	7	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) MODU Code (MC) Ship Anti- Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter				Bst Cpty (m ³)	Application to Age (All, New or Retroactive)	Notes	Compliance Date			Age of Ship (Keel Lay, Delivery, or Contract)			Overview of Regulation (refer to actual regulation for details)		
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT				day	month	year	day	month	year			
56	SOLAS VII ESP Code Revisions	MSC.371(93)	H	M	S	Bulk				≥ 500		A		1	1	2016	K	on after	1	1	2016	The ESP Code is revised to refer to the Common Structural Rules, as appropriate, and new requirements for minimum thickness.
57	SOLAS VII ESP Code Revisions	MSC.371(93)	H	M	S	Oil				≥ 500		A		1	1	2016	K	on after	1	1	2016	The ESP Code is revised to refer to the Common Structural Rules, as appropriate, and new requirements for minimum thickness.
58	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	Bulk				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
59	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	Cont				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
60	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	GenCar				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
61	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	Refer				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
62	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	Combo				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
63	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	Pass				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
64	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	RoRo				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.
65	MARPOL VI Chapter IV Attained EEDI	MEPC.203(62)	H	M	M	Tanker				≥ 400		N		1	7	2015	D	on after	1	7	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned, except if the ship has diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) BWM MODU Code Ship Recycling (BR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter				Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)				
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
66	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	Bulk				≥ 10000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
67	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	Chem				≥ 4000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
68	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	Combo				≥ 4000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
69	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	Cont				≥ 10000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
70	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	GasLng				≥ 10000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		day	month	year	day	month	year				
71	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	Oil				≥ 4000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
72	MARPOL VI Chapter IV EEDI	MEPC.203(62)	H	M	M	Refer				≥ 3000			N	1	7	2015	D	on after	1	7	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
73	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	LNG				≥ 400			N	1	9	2015	C	on after	1	9	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has either conventional or non-conventional methods of propulsion, as defined in Regulations 2.40 and 2.41.
74	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	PassC				≥ 400			N	1	9	2015	C	on after	1	9	2015	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has a non-conventional method of propulsion, as defined in Regulation 2.41.
75	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	LNG				≥ 10000			N	1	9	2015	C	on after	1	9	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements apply to LNG carriers which have either conventional or non-conventional (diesel-electric, turbine and hybrid) propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
76	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	LNG				≥ 10000			N	1	9	2015	D	on after	1	9	2019	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements apply to LNG carriers which have either conventional or non-conventional (diesel-electric, turbine and hybrid) propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	day	month	year	Keel Lay, Delivery, or Contract	day		month	year					
77	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoV				≥ 10000				N			1	9	2015	C	on after	1	9	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
78	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoV				≥ 10000				N			1	9	2015	D	on after	1	9	2019	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
79	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoC				≥ 1000				N			1	9	2015	C	on after	1	9	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
80	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoC				≥ 1000				N			1	9	2015	D	on after	1	9	2019	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
81	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoP	≥ 12			≥ 250				N			1	9	2015	C	on after	1	9	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.



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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year			
82	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoP	≥ 12			≥ 250				N		1	9	2015	D	on after	1	9	2019	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems. The flag Administration can postpone compliance for up to four years from the compliance date. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard.
83	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	PassC	≥ 12				≥ 25000					1	9	2015	C	on after	1	9	2015	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements only apply to cruise passenger ships which have non-conventional propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
84	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	PassC	≥ 12				≥ 25000					1	9	2015	D	on after	1	9	2019	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements only apply to cruise passenger ships which have non-conventional propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
85	MARPOL VI Nox Code	MEPC.251(66)	H	M	M	All					> 0			A	INS	1	9	2015	KL	on after	1	1	1900	Diesel engines (>130 kW) using gas mode operation of dual fuel engines using liquid fuel as pilot or balance fuel are to be certified under these revisions to the NOx Technical Code.
86	SOLAS V/19.2 ECDIS	MSC.282(86)	H	M	S	Tankers					≥ 3000			R	FS	1	7	2015	KL	before	1	7	2012	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date.
87	SOLAS II-1/13-2 Noise Code	MSC.338(91) MSC.337(91)	H	M	S	All Ships					≥ 1600			N		1	1	2015	KL	on after	1	1	2015	Ships need to comply with the new Noise Code as per MSC.337(91). The Code has mandatory and recommendatory provisions which sets out to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. Compliance with the Code requires measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal service speed at no less than 80% of the maximum continuous rating (MCR). Deviation from this normal service condition may be permitted for ships with special propulsion and power configurations, such as diesel-electric systems
88	IMSBC Code Revisions	MSC.354(92)	H	M	S	All Ships					≥ 500			A		1	1	2015	KL	on after	1	1	1900	The hazards, stowage and discharge arrangements and precautions to be implemented for individual schedules of solid bulk cargoes (including Ammonium Nitrate) are revised.



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) MODU Code (MC) Ship Recycling (BR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter				Bst Cpty (m ³)	Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT			day	month	year	Keel Lay, Delivery, or Contract	day	month		year		
89	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12					N		1	1	2018	D	on after	1	1	2018	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
90	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12					R		1	1	2018	KL	on after	1	1	1900	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under resolution MEPC.159(55); and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
91	MARPOL IV Prevention of Sewage Pollution	MEPC.218(63)	O	M	M	Pass	≥ 12					N		1	1	2018	D	on after	1	1	2018	The resolution urges the development of standards for sewage treatment plants for passenger ships operating within a special area (currently limited to the Baltic Sea).
92	MARPOL VI IAPP Supplement Revisions	MEPC.258(67)	O	M	M	All				≥ 400		A	FS	1	3	2016	KL	on after	1	1	1900	The Supplement to the IAPP Certificate has been extensively revised to provide information on the certification details of diesel engines.
93	SOLAS VII IMDG Code Revisions	MEPC.257(67)	O	M	S	All Ships				≥ 500		A		1	3	2016	KL	on after	1	1	1900	The criteria for the identification of harmful substances in packaged form, other than radioactive materials, is revised.
94	MARPOL I/43 Operation in the Antarctic Area	MEPC.256(67) MEPC.189(60)	O	M	M	All				> 0		A		1	3	2016	KL	on after	1	1	1900	The carriage in bulk as cargo on ballast tanks of ships is prohibited when operating in the Antarctic Area for crude oils having a density at 15°C higher than 900 kg/m ³ ; oils, other than crude oils, having a density at 15°C higher than 900 kg/m ³ or a kinematic viscosity at 50°C higher than 180 mm ² /s; or bitumen, tar and their emulsions.
95	SOLAS VI/2 Container Weight Verification	MSC.380(94) MSC.1/Circ.1475	O	M	S	All Ships				≥ 0		A		1	7	2016	KL	on after	1	1	1900	Requires the verification of the gross mass of cargo containers, except containers driven onboard ro-ro ships engaged in short international voyages (not more than 200 miles from port), by the shipper using calibrated and certified equipment. Guidelines for verifying the gross mass of a container carrying cargo are contained in MSC.1/Circ.1475. Containers include tank-containers, flat-racks, bulk containers, etc, but exclude offshore containers (defined in MSC/Circ.860).
96	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12					N		1	1	2016	C	on after	1	1	2016	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT			Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year		
97	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12						N		1	1	2016	KL	on after	1	1	2016	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
98	IBC Code (Tank Inerting)	MEPC.250(66)	O	M	S	Chem				≥ 500			A		1	1	2016	KL	on after	1	1	1900	Prior to inerting and before gas-freeing cargo tanks, they shall be purged with inert gas through outlet pipes that extend not less than 2 m above the deck level and maintain a minimum exit velocity of at least 20 m/s when any three tanks are being simultaneously supplied with inert gas. Purging is to continue until the concentration of hydrocarbon or other flammable vapours in the cargo tanks has been reduced to less than 2% by volume. When a product containing an oxygen-dependent inhibitor is to be carried and inerting is required under SOLAS, inert gas is not to be applied before loading or during the voyage, but shall be applied before commencement of unloading. Where inerting is not required by SOLAS, such product may be carried without inertion in tanks not greater than 3,000 m ³ .
99	SOLAS VII IBC Code Revisions IGS	MSC.369(93)	O	M	S	Chem				≥ 500			A		1	1	2016	K	on after	1	1	1990	When the application of inert gas is required by 11.1.1, before gas-freeing, the cargo tanks shall be purged with inert gas through outlet pipes with cross-sectional area such that an exit velocity of at least 20 m/s can be maintained when any three tanks are being simultaneously supplied with inert gas. The outlets shall extend not less than 2 m above the deck level. Purging shall continue until the concentration of hydrocarbon or other flammable vapours in the cargo tanks has been reduced to less than 2% by volume. Where an IG System is required, application of inert gas in a tank containing an oxygen-dependent inhibitor shall not take place before loading or during the voyage, but shall be applied before commencement of unloading. This does not apply to tanks ≤ 3,000 m ³
100	MARPOL VI Chapter IV SEEMP	MEPC.203(62)	O	M	M	All				≥ 400			N		1	7	2015	D	on after	1	7	2015	A Ship Energy Efficiency Management Plan (SEEMP), containing procedures to improve the energy efficiency of a ship's operation, is to be provided. MEPC.1/Circ.795 exempts Fixed and floating platforms (including floating production and/or storage units) and drilling rigs, regardless if self propelled or non-self propelled.
101	SOLAS V/11 Ship Reporting Systems	MSC.389(94)	O	M	S	All Ships				> 200			A		1	6	2015	KL	on after	1	1	1900	Amended mandatory ship reporting system "Off Chengshan Jiao Promontory".
102	SOLAS V/11 Ship Reporting Systems	MSC.389(94) A.761(18)	O	M	S	All Ships				≤ 200			A		1	6	2015	KL	on after	1	1	1900	Amended mandatory ship reporting system "Off Chengshan Jiao Promontory" - only applicable for passenger ships; oil tankers 150 GT and above; ships carrying hazardous cargo as defined in the resolution; or ships engaged in towing or pushing another ship.
103	MARPOL Annexes I and II RO Code	MEPC.238(65)	O	M	M	All				≥ 400			A		1	1	2015	KL	on after	1	1	1900	Ships subject to MARPOL I and/or II are required to be certified by a Recognized Organization found by the flag Administration to comply with the international standard in MEPC.237(65).



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Best Cpty (m ³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year		
104	SOLAS XI-1 RO Code	MSC.350(92)	O	M	S	All Ships	>12				≥ 500		A		1	1	2015	KL	on after	1	1	1900	Ships are required to be certified by a Recognized Organization found by the flag Administration to comply with the international standard in MEPC.237(65).
105	SOLAS III Emergency training/drills	MSC.350(92)	O	M	S	Pass	>12						A		1	1	2015	KL	on after	1	1	1900	On a voyage where passengers are scheduled to be on board for more than 24 hours, musters of, and safety briefings with, newly-embarked passengers shall take place prior to or immediately upon departure
106	SOLAS III Emergency training/drills	MSC.350(92) A.1050(27)	O	M	S	All Ships	>12				≥ 500		A		1	1	2015	KL	on after	1	1	1900	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).
107	SOLAS 1994 HSC Code Emergency training/drills	MSC.351(92) A.1050(27)	O	M	S	HSC	>12				≥ 500		A		1	1	2015	KL	on after	1	1	1900	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).
108	SOLAS 2000 HSC Code Emergency training/drills	MSC.351(92) A.1050(27)	O	M	S	HSC	>12				≥ 500		A		1	1	2015	KL	on after	1	1	1900	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).
109	ISM Code Amendments	MSC.353(92)	O	M	S	All Ships	>12				≥ 500		A		1	1	2015	KL	on after	1	1	1900	ISM Code revision requires the Company to ensure that the ship appropriately manned in order to encompass all aspects of maintaining safe operations on board based on the Principles of minimum safe manning (A.1047(27)). The Company should periodically verify whether all those undertaking delegated ISM related tasks are acting in conformity with the Company's responsibilities under the Code.
110	ICLL 88 Protocol RO Code	MSC.356(92)	O	M	L	All	>24						A		1	1	2015	KL	on after	1	1	1900	Ships are required to be certified by a Recognized Organization found by the flag Administration to comply with the international standard in MEPC.237(65).
111	DSC Code Emergency training/drills	MSC.360(92) A.1050(27)	O	M	S	DSC	>12				≥ 500		A		1	1	2015	KL	on after	1	1	1900	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT			day	month	year	Keel Lay, Delivery, or Contract	day	month		year		
112	SOLAS XIII Triple I Code MSC.366(93) A.1070(28)	O	M	S	All Ships	≥ 12			≥ 500			A	1	1	2015	KL	on after	1	1	1900	Flag States are subject to an audit under the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).	
113	STCW Convention Triple I Code MSC.373(93) MSC.374(93) A.1070(28)	O	M	STCW	All Ships	≥ 12			≥ 500			A	1	1	2015	KL	on after	1	1	1900	Amendments mandate compliance with the STCW Code which is amended to incorporate the Triple I Code (MSC.374(93)) which subjects flag States to an audit under the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).	
114	STCW Code Triple I Code MSC.374(93)	O	M	STCW	All Ships	≥ 12			≥ 500			A	1	1	2015	KL	on after	1	1	1900	Amendments clarify the extent to which flag States are subject to an audit under the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).	
115	ICLL Triple I Code MSC.375(93) A.1070(28)	O	M	L	All Ships	≥ 12			≥ 500			A	1	1	2015	KL	on after	1	1	1900	Specific provisions in the 1966 ICLL are identified that the Flag State is subject to an audit under the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).	
116	Polar Code MSC.385(94)	H	G	S	Pass	≥ 12						A	1	1	2018	KL	on after	1	1	1900	SOLAS-certified ships operating in Polar Waters should comply with the safety-related provision of the introduction and with part I-A of the Polar Code	
117	Polar Code MSC.385(94)	H	G	S	Cargo					≥ 500		A	1	1	2018	KL	on after	1	1	1900	SOLAS-certified ships operating in Polar Waters should comply with the safety-related provision of the introduction and with part I-A of the Polar Code	
118	MARPOL IV Prevention of Sewage Pollution MEPC.227(64) MEPC.159(55)	H	G	M	Ships					≥ 400		A	INS	1	1	2016	KL	on after	1	1	1900	Sewage treatment plants are to be type approved to meet the specified effluent standards except for the provisions in section 4.2 that relate to the treatment of discharge in Special Areas.
119	MARPOL IV Prevention of Sewage Pollution MEPC.227(64) MEPC.159(55)	H	G	M	Ships					< 400		A	INS	1	1	2016	KL	on after	1	1	1900	Sewage treatment plants installed on ships carrying more than 15 persons are to be type approved to meet the specified effluent standards except for the provisions in section 4.2 that relate to the treatment of discharge in Special Areas.
119	MODU Code (2009) Atmosphere Testing Instrument MSC.384(94) MSC.359(92) A.1050(27)	H	G	M	MODU					> 0		A	1	7	2016	KL	on after	1	1	2012	New requirement to carry on-board portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Means to calibrate these instruments are also to be provided.	
120	MODU Code (1989) Atmosphere Testing Instrument MSC.383(94) MSC.358(92) A.1050(27)	H	G	M	MODU					> 0		A	1	7	2016	KL	on after	1	5	1991	New requirement to carry on-board portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Means to calibrate these instruments are also to be provided.	
121	MODU Code (1979) Atmosphere Testing Instrument MSC.382(94) MSC.357(92) A.1050(27)	H	G	M	MODU					> 0		A	1	7	2016	KL	on after	15	11	1979	New requirement to carry on-board portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Means to calibrate these instruments are also to be provided.	



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122	MARPOL VI/13 Non-identical Engine Replacement	MEPC.230(65)	H	G	M	All						≥ 400		A	INS	1	1	2016	KL	on after	1	1	2000	Guidelines for replacing a MARPOL Annex VI certified engine (power output > 130 kW) with a non-identical replacement engine on or after 1 January 2016 requires that engine to be Tier III compliant if it is on a ship operating in an ECA, unless the replacement engine of a similar rating complying with Tier III is not commercially available or Tier III compliance requires the engine to be fitted with a NOx reducing device which cannot be installed in the limited space available on board or it releases extensive heat that could have adverse impact on the ships structure, sheeting, and/or equipment due to additional ventilation and/or insulation not being possible.
123	SOLAS VII BCH Code Revisions Stability PC	MSC.376(93)	H	G	S	Chem						≥ 500		R	P	1	1	2016	K	before	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.
124	SOLAS VII GC Code Revisions Stability PC	MSC.377(93)	H	G	S	GasLng						≥ 500		R	P	1	1	2016	K	before	1	7	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.
125	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Combo						≥ 4000		N		1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
126	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	GasLng						≥ 2000		N		1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
127	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Oil						≥ 4000		N		1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
128	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Chem						≥ 4000		N		1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships



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129	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Bulk				≥ 10000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
130	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Combo				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
131	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	GasLng				≥ 2000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
132	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Oil				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
133	MARPOL VI/21 Minimum Power Guidelines	MEPC.255(67)	H	G	M	Chem				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5 and extends the 2013 Interim Guidelines (MEPC.232(65)) to Phase-1 ships
134	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Bulk				≥ 10000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
135	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	GasLng				≥ 2000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
136	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Oil				≥ 4000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
137	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Chem				≥ 4000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.



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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		day	month	year	day	month	year			
138	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	Cont				≥ 10000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
139	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	Refer				≥ 3000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
140	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	Combo				≥ 4000			N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
141	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	RoRo					≥ 400		N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
142	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	RoRo	≥ 12						N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
143	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	Pass	≥ 12						N	1	7	2015	D	on after	1	7	2015	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
144	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	Bulk				≥ 10000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
145	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	GasLng				≥ 2000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
146	MARPOL VI/21 Reference Line for Required EEDI MEPC.231(65)	H	G	M	Oil				≥ 4000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2015 and Beyond for All Ship Types - Jan 2015

Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B)	BWM MODU Code Ship Recycling (BR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter				Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance					LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year
147	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Chem				≥ 4000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
148	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Cont				≥ 10000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
149	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Refer				≥ 3000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
150	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Combo				≥ 4000			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
151	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	RoRo				≥ 400			N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
152	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	RoRo	≥ 12						N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
153	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Pass	≥ 12						N	1	7	2015	KL	on after	1	7	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
154	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Bulk				≥ 10000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
155	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	GasLng				≥ 2000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.



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Black (mandatory hardware requirements) Green (Mandatory operational requirements) Blue (recommended hardware guidelines) Red (recommended operational guidelines)

Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B)	BWM MODU Code Ship Anti- Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter				Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance					LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	day	month	year	Keel Lay, Delivery, or Contract	day		month	year	
156	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Oil				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
157	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Chem				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
158	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Cont				≥ 10000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
159	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Refer				≥ 3000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
160	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Combo				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
161	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	RoRo				≥ 400			N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
162	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	RoRo	≥ 12						N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
163	MARPOL VI/21 Reference Line for Required EEDI	MEPC.231(65)	H	G	M	Pass	≥ 12						N	1	7	2015	C	on after	1	1	2013	These 2013 Guidelines provide the basis for calculating the reference lines for use with the Energy Efficiency Design Index (EEDI) for all types of ships specified in regulation 21.
164	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Bulk				≥ 10000			N	1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2015 and Beyond for All Ship Types - Jan 2015

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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) BWM MODU Code Ship Anti- Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		day	month	year	day	month	year				
165	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Combo				≥ 4000			N	1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
166	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	GasLng				≥ 2000			N	1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
167	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Oil				≥ 4000			N	1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
168	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Chem				≥ 4000			N	1	7	2015	KL	on after	1	7	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
169	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Bulk				≥ 10000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
170	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Combo				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
171	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	GasLng				≥ 2000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
172	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Oil				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5
173	MARPOL VI/21 Minimum Power Guidelines	MEPC.232(65)	H	G	M	Chem				≥ 4000			N	1	7	2015	C	on after	1	1	2013	These interim guidelines establish the minimum installed propulsion power to maintain the manoeuvrability in adverse conditions, as specified in regulation 21.5



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) BWM MODU Code Ship Recycling (BR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)				
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year		
174	SOLAS II-1 Inclinometers	MSC.363(92)	H	G	S	All Ships	>12				≥ 500		A	INS	1	7	2015	KL	on after	1	1	1900	Electronic inclinometers intended to support the decision-making process on board should comply with these performance standards.
175	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	Tanker					≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
176	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	GenCargo					≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
177	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	Cont					≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
178	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	Refer					≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
179	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	Combo					≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
180	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	RoRo					≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
181	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	Pass	≥ 12				≥ 400		N		1	7	2015	D	on after	1	7	2015	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
182	MARPOL VI Attained EEDI Survey and Certification Guidelines	MEPC.214(63)	O	G	M	Tanker					≥ 400		N		1	7	2015	KL	on after	1	7	2013	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) (B) MODU Code (MC) Ship Recycling (BR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)		
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m ³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year
183	MARPOL VI Attained EEDI Survey and Certification Guidelines MEPC.214(63)	O	G	M	GenCargo						≥ 400	N	1	7	2015	KL	on after	1	7	2013	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
184	MARPOL VI Attained EEDI Survey and Certification Guidelines MEPC.214(63)	O	G	M	Tanker						≥ 400	N	1	7	2015	C	on after	1	1	2013	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
185	MARPOL VI Attained EEDI Survey and Certification Guidelines MEPC.214(63)	O	G	M	GenCargo						≥ 400	N	1	7	2015	C	on after	1	1	2013	This resolution sets forth the 2012 Guidelines on Survey and Certification of the Energy Efficiency Design Index. Survey and certification of the EEDI should be conducted on two stages: preliminary verification at the design stage, and final verification at the sea trial.
186	MARPOL RO Code MEPC.237(65)	O	G	M	All						≥ 400	A	17	5	2015	KL	on after	1	1	1900	This resolution contains the international standard and consolidated instrument containing minimum criteria against which recognized organizations are assessed towards recognition and authorization and the guidelines for the oversight or ROs by flag States
187	MARPOL V Prevention of Garbage Pollution MEPC.239(65) MEPC.201(62)	O	G	M	All						≥ 0	A	17	5	2015	KL	on after	1	1	1900	Under these amendments to the 2012 Guidelines for the implementation of MARPOL Annex V, E-waste (e.g., electronic cards, gadgets, instruments, equipment, computers, printer cartridges, etc.) generated onboard the ship is to be separated from the other types of specified garbage.
188	SOLAS RO Code MSC.349(92)	O	G	S	All Ships	>12					≥ 400	A	17	5	2015	KL	on after	1	1	1900	This resolution contains the international standard and consolidated instrument containing minimum criteria against which recognized organizations are assessed towards recognition and authorization and the guidelines for the oversight or ROs by flag States
189	MODU Code (1979) Emergency training/drills MSC.357(92) A.1050(27)	O	G	S	MODU						> 0	A	1	1	2015	KL	on after	15	11	79	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).
190	MODU Code (1989) Emergency training/drills MSC.358(92) A.1050(27)	O	G	S	MODU						> 0	A	1	1	2015	KL	on after	1	5	1991	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).
191	MODU Code (2009) Emergency training/drills MSC.359(92) A.1050(27)	O	G	S	MODU						> 0	A	1	1	2015	KL	on after	1	1	2012	Crew members with enclosed space entry or rescue responsibilities onboard all ships and high speed craft need to participate in an enclosed space entry and rescue drill to be held on board the ship at least once every two months. Drills should be planned and conducted using the required equipment and should take into account the newly approved Recommendations for entering enclosed spaces aboard ships as per resolution A.1050(27).



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Regulation	Reference Document	Reg Status <small>Operational or Hardware Mandatory or Guidance</small>	SOLAS (S) MARPOL (M) Load Line (L) (B) BWM Code MODU Code Ship Anti-Fouling (AF) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)
					No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract	

This table is a summary for informational purposes only. While ABS attempts to highlight aspects of regulations that will interest the greatest number of readers, such a Summary cannot be a complete statement of all regulations nor of any particular regulation and the nuances of its implementation. ABS expressly disclaims all warranties including the warranties of merchantability and fitness for a particular purpose. This table should not be considered legal advice.

Notes:

- "P" = first periodic (renewal) survey after indicated date
- "SLR" = first safety radio survey after indicated date
- "SLE" = first safety equipment survey after indicated date
- "I" = first Intermediate (I) survey after date
- "A" = first Annual (A) survey after date
- "INS" = installed after date indicated
- "AN" = anniversary date in year
- "FS" = First survey (including survey during construction) after indicated date
- "DL" = Delivery Date
- "KL" = keel laying date; 1900 is artifice to capture all ships "B" =Date of build "D" =Delivery date
- "C" = Contracted for construction
- "a" = Adopted date of non-mandatory Resolutions
- "DD" = First out of water dry docking scheduled after indicated date
- "T" = tested after date indicated
- > = on or after indicated date
- < = before indicated date
- TBD = To Be Determined

Ship Types

- All** - all types of ships, barges and MODUs
- All Ships** - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS
- Pass** - a Passenger Ship is a ship which carries more than the indicated number of passengers
 - PassC** - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage
- RoRo** - a ship with RoRo cargo spaces as defined in SOLAS II-2/3(41)
 - RoRoV** - a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks
 - RoRoC** - a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units
 - RoRoP** - a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces
- HSC** - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)^{0.1667}
- Cargo** - is any ship type (including SP-MODUs) which is not a passenger ship
 - Cont** - is a ship designed exclusively for the carriage of containers in holds and on deck
 - GenCargo** - means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo
 - Refer** means a ship designed exclusively for the carriage of refrigerated cargoes in holds.
 - Tanker** - a "cargo ship" constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature
 - Oil** - a tanker constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any "chemical tanker" as defined in Annex II of the present
 - Crude** - an oil tanker engaged in the trade of carrying crude oil
 - Product** - an oil tanker engaged in the trade of carrying oil other than crude oil
 - Chem** - a cargo ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an "oil tanker" as defined in Annex I of the present Convention when it is
 - GasLng** - a cargo ship constructed or adapted and used for the carriage in bulk of any liquid gas (including LNG) or other product listed in Chapter 19 of the International Gas Carrier Code.
 - LNG carrier** - means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (only LNG)
 - Bulk** - a bulk carrier is a ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk and includes such types as ORE carriers and combination (COMBO) carriers
 - Combo** - a combination carrier is a ship designed to carry either oil or alternatively solid cargoes in bulk.
 - Ore** - a single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds only.
 - OSV** - A vessel primarily engaged in the transport of stores, materials and equipment to offshore installations which is designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea
- Fish** Fishing Vessel
- DSC** Dynamically Support Craft
- MODU** - a Mobile Offshore Drilling Unit is any vessel capable of engaging in drilling operations for the exploration or exploitation of resources beneath the sea-bed such as liquid or gaseous hydrocarbons, sulphur or salt
- SP-MODU** - a self propelled MODU

Ship Size

- LOA** - length overall
- LLL** - 1966 Load Line Length
- gt** - gross tonnage as per the 1969 Tonnage Convention
- dwt** - deadweight
- 88L** - length according to the 1988 Load Line Protocol
- 66L** - length according to the 1966 Load Line Convention