



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2017 and Beyond for All Ship Types - October 2018

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) BWM (B) MODU Code (MC) Ship Recycling (SR) 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		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
1	SOLAS II-1 Regulation 8-1 MSC.436(99) MSC.421(98)	H	M	S	Pass	> 12	≥120					R	P	1	1	2025	KL	before	1	1	2014	The provisions for safe return to port after a flooding casualty for new passenger ships are extended to existing passenger ships constructed before January 1, 2014. Revised SOLAS II-1/Regulation 8-1 requires an onboard stability computer or access to shore-based support for the purpose of providing operational information to the Master for facilitating the safe return to port after a flooding casualty on existing passenger ships. Guidelines on this operational information are provided in MSC.1/Circ.1400 (for existing passenger ships constructed before May 13, 2016) and MSC.1/Circ.1532 (for existing passenger ships constructed on/after May 13, 2016)
2	SOLAS II-1/35-1 Bilge pumping arrangements MSC.421(98)	H	M	S	Pass		91.5					N		1	1	2024	D	on/after	1	1	2024	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.
3	BWMS Code MEPC.300(72)	H	M	B	All					> 0		A	INS	28	10	2020	KL	on after	1	1	1900	This new Code for Approval of Ballast Water Management Systems (BWMS Code) incorporates, and is technically consistent with, the 2016 G8 Guidelines which will be revoked upon entry into force of the BWMS Code. Ballast water management systems installed before 28 October 2020 may be approved taking into account the earlier G8 Guidelines developed by the IMO. (Refer to resolutions MEPC.125(53), MEPC.174(58), or MEPC.279(70), as appropriate)
4	BWM A-1 and D-3 BWMS Code MEPC.296(72)	H	M	B	All Ships					>0		N	INS	28	10	2020	KL	on after	1	1	1900	Ballast water management systems are to be approved in accordance with the new Code for Approval of Ballast Water Management Systems (BWMS Code), which incorporates and is technically consistent with the 2016 G8 Guidelines. Upon entry into force of the BWMS Code, the 2016 G8 Guidelines will be revoked. Ballast water management systems installed before 28 October 2020 may be approved taking into account the earlier G8 Guidelines developed by the IMO. (Refer to resolutions MEPC.125(53), MEPC.174(58), or MEPC.279(70), as appropriate)
5	IRNSS Equipment MSC.449(99)	H	M	S	All Ships					≥ 0		A	INS	1	7	2020	KL	on after	1	1	1900	Performance standards are provided for shipborne Indian Regional Navigation Satellite System (IRNSS) receiver equipment. IRNSS is a regional navigation satellite system compatible with other navigation satellite systems worldwide. IRNSS is an independent regional system developed and operated by India which comprises of three major components: space segment, ground control segment and user terminals.
6	SOLAS II-1 (Complete Revision) MSC.421(98)	H	M	S	All Ships					≥ 500		N		1	7	2020	K	on/after	1	7	2020	This complete revision of SOLAS II-1 requires minimum GM curves to be accompanied by maximum permissible trim versus draught; a higher degree of subdivision as per the revised subdivision index R for passenger ships; reduced limits of heel for cargo ships fitted with cross-flooding devices; and calculation of the probability to survive in the final equilibrium stage of flooding. Arrangements of small wells arranged in double bottoms are revised and butterfly valves in lieu of screw-down valves in piping on cargo ships is now permitted.
7	SOLAS II-1/35-1 Bilge pumping arrangements MSC.421(98)	H	M	S	Pass		91.5					N		1	7	2020	K	on/after	1	7	2020	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.
8	SOLAS VII GC Code Revisions Stability PC MSC.447(99)	H	M	S	GasLng					≥ 500		A	P	1	1	2020	KL	on/after	1	1	1900	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. This resolution revises the model form of the Certificate of Fitness for Carriage of Liquefied Gases in Bulk to reflect confirmation of this instrument or an accepted alternative during surveys.



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) 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		Bst Cpty (m³)	Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year		
9	SOLAS VII BCH Code Revisions Stability PC	MSC.446(99)	H	M	S	Chem					≥ 500		A	P	1	1	2020	KL	on after	1	1	1900	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. This resolution revises the model form of the Certificate of Fitness for Carriage of Dangerous Chemicals in Bulk to reflect confirmation of this instrument or an accepted alternative during surveys.
10	Intact Stability Code Part A (as referenced by LL Convention)	MSC.444(99) MSC.414(97)	H	M	L	All Ships		≥ 24					N		1	1	2020	KL	on/after	1	7	2020	The footnote to title of chapter 2, General Criteria, of Part A of IS Code, which refers to parts on the non-mandatory criteria of Part B of the IS Code is deleted to remove any misunderstanding that the referenced regulations of Part B become mandatory via a footnote.
11	Intact Stability Code Part A (as referenced by SOLAS)	MSC.443(99) MSC.413(97)	H	M	S	All Ships					≥ 500		N		1	1	2020	KL	on/after	1	7	2020	The footnote to title of chapter 2, General Criteria, of Part A of IS Code, which refers to parts on the non-mandatory criteria of Part B of the IS Code is deleted to remove any misunderstanding that the referenced regulations of Part B become mandatory via a footnote.
12	SOLAS VII IGC Code Revisions Stability PC	MSC.441(99)	H	M	S	GasLng					≥ 500		A	P	1	1	2020	KL	on/after	1	1	1900	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. This resolution revises the model form of the Certificate of Fitness for Carriage of Liquefied Gases in Bulk to reflect confirmation of this instrument or an accepted alternative during surveys.
13	SOLAS VII IBC Code Revisions Stability PC	MSC.440(99)	H	M	S	Chem					≥ 500		A	P	1	1	2020	KL	on/after	1	1	1900	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. This resolution revises the model form of the Certificate of Fitness for Carriage of Dangerous Chemicals in Bulk to reflect confirmation of this instrument or an accepted alternative during surveys.
14	HSC Codes (2000) Radio Equipment	MSC.439(99)	H	M	S	HSC					≥ 500		A		1	1	2020	KL	on/after	1	1	1900	Various sections of HSC Code Chapter 14 and the Record of Equipment model form were amended to remove references to "Inmarsat" and replace with references to "a recognized mobile satellite service".
15	HSC Codes (1994) Radio Equipment	MSC.438(99)	H	M	S	HSC					≥ 500		A		1	1	2020	KL	on/after	1	1	1900	Various sections of HSC Code Chapter 14 and the Record of Equipment model form were amended to remove references to "Inmarsat" and replace with references to "a recognized mobile satellite service".
16	2010 FTP Code	MSC.437(99) FTP Code Revision	H	M	S	Pass					≥ 500		N		1	1	2020	KL	on/after	1	1	2020	The Code for Application of Fire Test Procedures, 2010, was revised by resolution MSC.437(99) to be consistent with SOLAS Chapter II which applies the same fire protection provisions for exposed floor coverings on passenger ships carrying not more than 36 passengers with those carrying more than 36 passengers.
17	SOLAS IV Recognized Mobile Satellite Service	MSC.436(99)	H	M	S	All Ships					≥ 500		A		1	1	2020	KL	on/after	1	1	1900	Various regulations of Chapter IV and the Record of Equipment model form were amended to remove references to "Inmarsat" and replace with references to "a recognized mobile satellite service".
18	LSA Code Revisions	MSC.425(98) MSC.48(66)	H	M	S	All Ships					≥ 500		A	T	1	1	2020	K	on after	1	1	1900	Corrections to the provisions relating to winch and winch brake test loads as prescribed in the LSA Code



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19	HSC Codes (2000) Rescue Boat MSC.424(98)	H	M	S	HSC		<30					A	1	1	2020	K	on/after	1	1	1900	HSC is exempted from carrying a rescue boat provided arrangements are available to allow the craft to maneuver in the worst intended conditions to rescue a person from the water in a near-horizontal body position and that the rescue can be observed from the craft's navigating bridge
20	HSC Codes (1994) Rescue Boat MSC.423(98)	H	M	S	HSC		<20					A	1	1	2020	K	on/after	1	1	1900	HSC is exempted from carrying a rescue boat provided arrangements are available to allow the craft to maneuver in the worst intended conditions to rescue a person from the water in a near-horizontal body position and that the rescue can be observed from the craft's navigating bridge
21	IGF Code (Ship Arrangement) MSC.422(98)	H	M	S	Ships					≥ 500		A	1	1	2020	K	on after	1	1	2020	IGF Code revised to remove the requirement for A-0 class divisions of boundaries, including navigation bridge windows, above the navigation bridge deck. Taking into account that the amendments will not enter into force until January 1, 2020, a new MSC.1/Circ.1568 was adopted and invites Member States to take action, which may include early application, pending formal entry into force permits Flag Administrations to take immediate action on this amendment for gas carriers constructed before 1 January 2020.
22	SOLAS II-1 (Complete Revision) MSC.421(98)	H	M	S	All Ships					≥ 500		N	1	1	2020	C	on/after	1	1	2020	This complete revision of SOLAS II-1 requires minimum GM curves to be accompanied by maximum permissible trim versus draught; a higher degree of subdivision as per the revised subdivision index R for passenger ships; reduced limits of heel for cargo ships fitted with cross-flooding devices; and calculation of the probability to survive in the final equilibrium stage of flooding; revises arrangements of small wells arranged in double bottoms and allows for butterfly valves in lieu of screw-down valves in piping on cargo ships
23	SOLAS II-1/35-1 Bilge pumping arrangements MSC.421(98)	H	M	S	Pass		91.5					N	1	1	2020	C	on/after	1	1	2020	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.
24	SOLAS II-2/20 Transport of Vehicles MSC.421(98)	H	M	S	All Ships					≥ 500		N	1	1	2020	K	on/after	1	1	2020	Cargo spaces on all ships used for the transport of motor vehicles (a) with fuel in their tanks for their own propulsion, that are loaded/unloaded into cargo spaces which do not meet the requirements of SOLAS II-2/20, "Protection of vehicle, special category and ro-ro spaces"; and (b) that do not use their own propulsion within the cargo space, are not required to comply with SOLAS II-2/20 provided the vehicles are carried in compliance with the appropriate requirements of regulation 19 and the IMDG Code, as defined in SOLAS VII/1.1.
25	SOLAS II-2/20 Integrity of Windows MSC.421(98)	H	M	S	Pass		<36					N	1	1	2020	K	on/after	1	1	2020	Windows facing survival craft, escape slides, embarkation areas and windows situated below such areas are to be at least equal to "A-0" class
26	Intact Stability Code Part A (as referenced by LL Convention) MSC.414(97)	H	M	L	All Ships		≥ 24					N	1	1	2020	C	on after	1	1	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to the Load Line Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
27	Intact Stability Code Part A (as referenced by LL Convention) MSC.414(97)	H	M	L	All Ships		≥ 24					N	1	1	2020	K	on after	1	7	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to the Load Line Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.



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28	Intact Stability Code Part A (as referenced by LL Convention)	MSC.414(97)	H	M	L	All Ships		≥ 24					N	1	1	2020	D	on after	1	1	2024	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to the Load Line Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
29	Intact Stability Code Part A (as referenced by SOLAS)	MSC.413(97)	H	M	S	All Ships					≥ 500		N	1	1	2020	C	on after	1	1	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to SOLAS Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
30	Intact Stability Code Part A (as referenced by SOLAS)	MSC.413(97)	H	M	S	All Ships					≥ 500		N	1	1	2020	K	on after	1	7	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to SOLAS Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
31	Intact Stability Code Part A (as referenced by SOLAS)	MSC.413(97)	H	M	S	All Ships					≥ 500		N	1	1	2020	D	on after	1	1	2024	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to SOLAS Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
32	IGC Code (Ship Arrangements)	MSC.411(97)	H	M	S	GasLNG					≥ 500		A	1	1	2020	K	on after	1	1	2020	Paragraph 3.2.5 of the IGC Code has been revised to remove the requirement for clear view screen windows arranged in the wheelhouse facing that cargo area to be constructed to "A-0" class for external fire loads. MSC.1/Circ.1549 permits Flag Administrations to take immediate action on this amendment for gas carriers constructed before 1 January 2020.
33	FSS Code	MSC.410(97)	H	M	S	Pass	≥ 12						A	1	1	2020	K	on after	1	1	1900	A revision has been made to Case 2 for the distribution of persons for passenger ship evacuation analysis (FSS Code, Ch.13, "Arrangement of Means of Escape") for the purpose of clarifying the distribution of crew in public spaces.
34	SOLAS II-1/3-12 Noise Code	MSC.409(97)	H	M	S	All Ships					≥ 1600		A	1	1	2020	D	before	1	7	2018	Revision was made to clarify application of the IMO Noise Code to ships delivered before 1 July 2018, regardless of their contract for construction or keel laying date.
35	SOLAS II-2 Fire Protection	MSC.409(97)	H	M	S	All Ships					≥ 500		A	1	1	2020	K	on/after	1	1	1900	Revision was made to clarify that boilers protected by fixed water-based local application fire-extinguishing systems will not also require a foam-type extinguisher to be kept in the boiler room.
36	SOLAS II-2/18 Helicopter Facilities	MSC.404(96)	H	M	S	All Ships					≥ 500		N	1	1	2020	K	on after	1	1	2020	Amendment to SOLAS Regulation II-2/18 requiring foam firefighting appliances for helicopter landing areas on ships constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).



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37	SOLAS II-2/18 Helicopter Facilities	MSC.404(96)	H	M	S	Pass	> 12				< 500		N		1	1	2020	K	on after	1	1	2020	Amendment to SOLAS Regulation II-2/18 requiring foam firefighting appliances for helicopter landing areas on ships constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
38	FSS Code Chapter 8 & 17	MSC.403(96)	H	M	S	All Ships					≥ 500		N		1	1	2020	K	on after	1	1	2020	A new provision is added to Chapter 8 requiring water quality for automatic sprinkler systems to be specified by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Also, a new Chapter 17 is added to the FSS Code containing specifications for foam firefighting appliances for the protection of helicopter facilities. The specifications reflect those previously contained in MSC.1/Circ.1431 which will be revoked when the new Chapter 17 enters into force. NOTE: MSC.1/Circ.1523 has been approved for the early implementation of this new FSS Code chapter.
39	FSS Code Chapter 8 & 17	MSC.403(96)	H	M	S	Pass	> 12				< 500		N		1	1	2020	K	on after	1	1	2020	A new provision is added to Chapter 8 requiring water quality for automatic sprinkler systems to be specified by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Also, a new Chapter 17 is added to the FSS Code containing specifications for foam firefighting appliances for the protection of helicopter facilities. The specifications reflect those previously contained in MSC.1/Circ.1431 which will be revoked when the new Chapter 17 enters into force. NOTE: MSC.1/Circ.1523 has been approved for the early implementation of this new FSS Code chapter.
40	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		R	INS	1	1	2020	K	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
41	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		N		1	1	2020	K	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
42	MARPOL VI/21 Required EEDI	MEPC.301(72)	H	M	M	RoRoC					≥ 400		A		1	9	2019	C	on after	1	9	2019	Regulation 21 of MARPOL Annex VI is revised by imposing a 20% offset to the EEDI reference line parameters for the Ro-Ro Cargo and Ro-Ro Passenger Ship types. A constant threshold value for Ro-Ro Cargo Ships of 17,000 DWT, and above, and for Ro-Ro Passenger Ships of 10,000 DWT, and above.
43	MARPOL VI/21 Required EEDI	MEPC.301(72)	H	M	M	RoRoP					≥ 400		A		1	9	2019	C	on after	1	9	2019	Regulation 21 of MARPOL Annex VI is revised by imposing a 20% offset to the EEDI reference line parameters for the Ro-Ro Cargo and Ro-Ro Passenger Ship types. A constant threshold value for Ro-Ro Cargo Ships of 17,000 DWT, and above, and for Ro-Ro Passenger Ships of 10,000 DWT, and above.
44	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.



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45	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.
46	SOLAS II-2 FSS Code Breathing apparatus	MSC.338(91) MSC.339(91)	H	M	S	All Ships					≥ 500		A		1	7	2019	K	on after	1	1	1900	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.
47	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.350(92)	H	M	S	Cargo					≥ 150 < 500		R	FS	1	7	2018	K	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).
48	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
49	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.
50	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					≥ 10000 < 20000		R	FS	1	7	2018	K	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.
51	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Cargo					≥ 500		R		1	1	2018	K	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)).
52	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Pass	≥ 12						R		1	1	2018	K	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)).



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53	MARPOL I Regulation 12 - Sludge	MEPC.266(68)	H	M	M	All					≥ 400	R	P	1	1	2017	K	before	1	1	2017	Revised MARPOL Annex I, Regulation 12 (Tanks for Oil Residues (Sludge)) - restructured to incorporate existing Unified Interpretations relating to means of disposal, interconnections and tank cleaning arrangements. Modifications that may be required to ships constructed before 1 January 2017 with MEPC.1/Circ.753/Rev.1 arrangements are to be completed no later than the first renewal survey carried out on or after 1 January 2017.
54	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
55	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 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
56	IBC Code (Approved Stability Instruments)	MEPC.250(66)	H	M	S	Chem					≥ 500	R	P	1	1	2016	K	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
57	BCH Code (Approved Stability Instruments)	MEPC.249(66)	H	M	S	Chem					≥ 500	R	P	1	1	2016	K	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



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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m³)	Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year		
58	MARPOL I (Approved Stability Instruments)	MEPC.248(66)	H	M	S	Oil																	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
59	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12																Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.
60	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12																Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.
61	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12																The resolution amends Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) to revise the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
62	SOLAS V/18 Integrated Navigation Systems	MSC.452(99) MSC.252(83)	O	M	S	All Ships																	Integrated Navigation Systems (INS) should comply with these revised performance standards.
63	SOLAS VII IMDG Code Amendments	MSC.442(99)	O	M	S	All Ships																	The International Maritime Dangerous Goods (IMDG) Code amends the following classification categories: Class 1: Explosives - hazard divisions for packages containing pyrotechnic substances are revised. Class 3: Flammable liquids - the marking, labelling and testing of packages containing viscous liquids are revised. Class 4: Flammable solids – revision of the classification of self-reactive substances. Class 5: Oxidizing substances and organic peroxides - packing instructions and methods are revised. Class 8: Corrosive substances - a completely new Chapter 2.8 is adopted Class 9: Miscellaneous dangerous substances and articles, and environmentally hazardous substances - the marking and packaging of lithium batteries are consolidated. MSC.1/Circ.1588 recommends voluntary application of the amendments as of January 1, 2019.



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64	BCH Code (Model Form of Certificate of Fitness) MEPC.303(72)	O	M	S	Chem					≥ 500		R	P	1	1	2020	KL	before	1	7	1986	Revised text has been added to the model form of the BCH Code Certificate of Fitness to correlate with recent amendments to paragraph 2.2.6 of the Code, which requires provision of an approved stability instrument onboard, or other approved methods for ensuring safe loading of cargoes.
65	IBC Code (Model Form of Certificate of Fitness) MEPC.302(72)	O	M	S	Chem					≥ 500		R	P	1	1	2020	KL	before	1	1	2016	Revised text has been added to the model form of the IBC Code Certificate of Fitness to correlate with recent amendments to paragraph 2.2.6 of the Code, which requires provision of an approved stability instrument onboard, or other approved methods for ensuring safe loading of cargoes.
66	SOLAS II-1 Assessment of Loading Conditions MSC.421(98)	O	M	S	All Ships					≥ 500		A		1	1	2020	D	on/after	1	1	1900	On completion of loading, the master is to ascertain and record that the ship's loading condition complies with the relevant stability criteria. Conditions for opening watertight doors during navigation are revised.
67	SOLAS II-1 Passenger Ship Damage Control MSC.421(98)	O	M	S	Pass	>12						A		1	1	2020	K	on/after	1	1	1900	Damage control drills and operational tests of associated equipment are specified and required to be carried out at least every three months. Operational tests of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-chutes and rubbish-chutes shall take place weekly. In ships in which the voyage exceeds one week in duration a complete set of operational tests shall be held before the voyage commences, and others thereafter at least once a week during the voyage. Muster lists are to be revised to include the duties assigned to crew for damage control for flooding emergencies for passenger ships.
68	SOLAS XI-1/2 ESP Code MSC.409(97)	O	M	S	All Ships					≥ 500		A	FS	1	1	2020	K	on after	1	1	1900	New regulation 2-1 of SOLAS Chapter XI-1 revises the SOLAS Safety Construction Renewal Survey window for cargo ships which are not subject to the Enhanced Survey Program (ESP) Code, so as to be harmonized with the Renewal Survey window under the ESP Code i.e. the renewal survey may be commenced at the fourth annual survey and be progressed during the succeeding year with a view to completion by the fifth anniversary date.
69	SOLAS II-2/13 Means of Escape MSC.404(96)	O	M	S	Pass	> 36						N		1	1	2020	K	on after	1	1	2020	Amendments to SOLAS Regulation II-2/13.3.2 mandate the evaluation of escape routes by an evacuation analysis early in the design process for passenger ships other than ro-ro passenger ships carrying more than 36 passengers constructed on or after 1 January 2020 .
70	SOLAS III/20.11 Launching Appliance Maintenance MSC.404(96)	O	M	S	All Ships					≥ 500		A		1	1	2020	K	on after	1	1	1900	Amendments to SOLAS Regulation III/20.11 mandate that the thorough examination, operational testing, overhaul required maintenance and repair of equipment specified within the regulation shall be carried out on/after 1 January 2020 in accordance with the specifications contained in new resolution MSC.402(96).
71	SOLAS III/20.11 Launching Appliance Maintenance MSC.404(96)	O	M	S	Pass	> 12				< 500		A		1	1	2020	K	on after	1	1	1900	Amendments to SOLAS Regulation III/20.11 mandate that the thorough examination, operational testing, overhaul required maintenance and repair of equipment specified within the regulation shall be carried out on/after 1 January 2020 in accordance with the specifications contained in new resolution MSC.402(96).



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72	SOLAS III/20 SOLAS III/36 Maintenance / Testing of Launching Appliances / Release Gear	MSC.402(96)	O	M	S	All Ships					≥ 500		A		1	1	2020	K	on after	1	1	1900	New specifications for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, required to be complied with in accordance with amendments to SOLAS Regulation III/20.11 (Resolution MSC.404(96)).
73	SOLAS III/20 SOLAS III/36 Maintenance / Testing of Launching Appliances / Release Gear	MSC.402(96)	O	M	S	Pass	> 12				< 500		A		1	1	2020	K	on after	1	1	1900	New specifications for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, required to be complied with in accordance with amendments to SOLAS Regulation III/20.11 (Resolution MSC.404(96)).
74	MARPOL VII/14 Sulphur Content in Fuel Oil	MEPC.280(70)	O	M	M	All					≥ 0		A	> =	1	1	2020	K	on after	1	1	1900	Notification of the MEPC decision that sulphur content of any fuel oil used on board ships outside of SOx Emission Control Areas (Global Cap) shall not exceed 0.50% m/m on or after 1 January 2020, in accordance with Regulation 14.10 of MARPOL Annex VI.
75	BWM E-1 and E-5 Endorsement of Surveys on the IBWM Cert	MEPC.299(72)	O	M	B	All					≥ 400		A		13	10	2019	KL	on after	1	1	1900	BWM Convention regulations E-1 and E-5 have been amended to clarify that: (a) "Additional Surveys" are not to be endorsed on the IBWM Certificate; and (b) regulations governing the early completion of "Annual Surveys" are also applicable for early completion of "Intermediate Surveys".
76	MARPOL VI/13 ECAs	MEPC.301(72)	O	M	M	All Ships					> 0		A		1	9	2019	KL	on after	1	1	1900	MARPOL VI, Regulation 13.5.3 is revised to clarify the recording of engine status upon entry/exit of a NOx Tier III emission control area.
77	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	C	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
78	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	K	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
79	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	D	on after	1	1	2021	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
80	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	C	on after	1	1	2019	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
81	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	K	on after	1	1	2019	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).



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82	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	D	on after	1	1	2021	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
83	MARPOL VI/13 Additional ECAs	MEPC.286(71)	O	M	M	All					> 0		A		1	1	2019	K	on after	1	1	2021	Amendments to Regulation 13 of MARPOL Annex VI establish both the North Sea area (including the English Channel) and the Baltic Sea area as new NOx Tier III Emission Control Areas (ECAs) for nitrogen oxides. Marine diesel engines will be required to comply with the NOx Tier III emission standard when these ships operate in either of these two new ECAs.
84	IMSBC Code Revisions	MSC.426(98)	O	M	S	Cargo					≥ 500		A		1	1	2019	K	on after	1	1	1900	The shipper is explicitly assigned with the responsibility to ensure that the test for determining the transportable moisture limit (TML) of a solid bulk cargo has been carried out within six months prior to the date of loading of such bulk cargo. Additionally, the interval between sampling/testing for the moisture content of solid bulk cargo and the commencement of loading is not to be more than seven days so as to ensure that the moisture content of the cargo is less than its TML. Four solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted have been identified and added to the list published by IMO as MSC.1/Circ.1395/Rev. 3.
85	MARPOL VI Data Collection System for Fuel Oil Consumption	MEPC.278(70)	O	M	M	All Ships					≥ 5000		A	>=	31	12	2018	K	on after	1	1	1900	New Regulation 22A is introduced into MARPOL VI, requiring fuel oil consumption reporting to the Administration on an annual basis, and supporting the development of an IMO Ship Fuel Oil Consumption Database. 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. New MARPOL VI / Appendices IX and X are also introduced to provide forms to be used for this reporting. *Requirements of Chapter 4 do not apply to self-propelled MODUs and platforms including FPSOs and FSUs in accordance with Regulation 19.2.2 of MARPOL Annex VI.
86	STCW Code Training for Polar Waters Part A	MSC.417(97)	O	M	STCW	All Ships					≥ 500		A		1	7	2018	K	on after	1	1	1900	In support of the IMO Polar Code, amendments to the STCW Code Part A have been adopted which revise the training and certification requirements for masters, chief mates, and officers onboard vessels operating in polar waters. Transitional provisions are also made to allow seafarers, who commenced approved seagoing service in polar waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.
87	STCW Code Training for Polar Waters	MSC.416(97)	O	M	STCW	All Ships					≥ 500		A		1	7	2018	K	on after	1	1	1900	In support of the IMO Polar Code, amendments to the STCW Code have been adopted which revise the training and certification requirements for masters, chief mates, and officers onboard vessels operating in polar waters. Transitional provisions are also made to allow seafarers, who commenced approved seagoing service in polar waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.
88	ESP Code	MSC.412(97)	O	M	S	Tanker					≥ 500		A	A	1	7	2018	K	on after	1	1	1900	Revisions to the Enhanced Survey Program (ESP) Code to clarify how close-up surveys and thickness measurements are to be performed for oil tankers and bulk carriers.
89	ESP Code	MSC.412(97)	O	M	S	Bulk					≥ 500		A	A	1	7	2018	K	on after	1	1	1900	Revisions to the Enhanced Survey Program (ESP) Code to clarify how close-up surveys and thickness measurements are to be performed for oil tankers and bulk carriers.



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90	BWM B-3 Determination of Survey Referred to in B-3/10	MEPC.298(72)	O	M	B	All Ships					≥400		A	a	13	4	2018	KL	on after	1	1	1900	The renewal survey referred to in Regulation B-3/10 of the Convention is the renewal survey associated with the IOPP Certificate pursuant to MARPOL Annex I.
91	MARPOL I / Appendix II Form B of Supp. To IOPP Certificate	MEPC.276(70)	O	M	M	Oil					≥ 400		A	P	1	3	2018	K	on after	1	1	1900	A revised template of Form B of the Supplement to the IOPP Certificate "Record of Construction and Equipment for Oil Tankers" is to be used. Amendments have been made to Sections 1.11 "Particulars of Ship" and 5 "Construction" to eliminate unnecessary sections and simplify its use for oil tankers.
92	MARPOL V Substances Harmful to the Marine Environment	MEPC.277(70)	O	M	M	All					≥ 0		A		1	3	2018	K	on after	1	1	1900	References to SOLAS Ch.VI/1-1.2 have been added to require shippers of solid bulk cargoes to classify cargoes in accordance with MARPOL V / Appendix I to declare whether they are harmful to the marine environment (HME). A new Appendix I to MARPOL V is also added with criteria to classify HME substances.
93	MARPOL V Form of Garbage Record Book	MEPC.277(70)	O	M	M	All					≥ 400		A		1	3	2018	K	on after	1	1	1900	The "Form of Garbage Record Book" has been revised to reflect identification of HME substances, and also to provide fields for more detailed recording of location and quantity of garbage discharges.
94	SOLAS VII IMDG Code Amendments	MSC.406(96)	O	M	S	All Ships					> 0		A		1	1	2018	K	on after	1	1	1900	2016 edition of the IMDG Code incorporating numerous changes such as changes to the classification of substances in Part 2, new packing instructions added for certain items, updates to the DGL and special provisions added, revised or removed for certain common items. NOTE: the amendments may be applied (in whole or in part) on a voluntary basis as from 1 January 2017.
95	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	O	M	S	Oil					≥ 500		A	FS	1	1	2018	K	on after	1	1	1900	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
96	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	O	M	S	Bulk					≥ 500		A	FS	1	1	2018	K	on after	1	1	1900	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
97	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).



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98	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12						R		1	1	2018	K	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.
99	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.
100	SOLAS II-1 (Explanatory Notes)	MSC.429(98)	H	G	S	All Ships							N		1	1	2024	D	on/after	1	1	2024	Due to the extensive revisions to subdivision and damage stability regulations in SOLAS chapter II-1, adopted by resolution MSC.421(98), revised Explanatory Notes on the application of the revised SOLAS II-1 are provided.
101	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12						R		1	6	2023	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines. Amendments to MEPC.107(49) clarifying that the validity of 15 ppm bilge alarms' calibration certificates are to be checked at IOPP annual, intermediate and renewal surveys. Calibration and testing of the equipment is required to be conducted by a manufacturer or per
102	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12						R		1	6	2021	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
103	SOLAS IV GMDSS Performance Standards	MSC.434(98)	H	G	S	All Ships							A	INS	1	1	2021	K	on after	1	1	1900	Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98).



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2017 and Beyond for All Ship Types - October 2018

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) BWM (B) MODU Code (MC) Ship Recycling (SR) 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		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year	
104	SOLAS IV GMDSS Performance Standards	MSC.434(98)	H	G	S	All Ships					≥ 500	A	INS	1	1	2021	K	on after	1	1	1900	Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98) or MSC.130(75), if installed after 1 February 1999; A.808(19) if installed on or after 23 November 1996 and before 1 February 1999; A.698(17) if installed before 23 November 1996
105	Special Purpose Ships Code	MSC.445(99)	H	G	S	Cargo					≥ 500	A	P	1	1	2020	KL	on/after	1	1	1900	The form of the Record of Equipment for Compliance with the SPS Code (Form SPS) has been revised in the "Radio Facilities" section, to refer to the use of a "Recognized mobile satellite service ship earth station", rather than referring to a "Inmarsat ship earth station".
106	2009 MODU Code Revisions	MSC.435(98)	H	G	MC	MODU					>0	N		1	1	2020	K	on after	1	1	2020	The 2009 MODU Code revisions address: - operational control over well integrity and station-keeping capability - maintenance and repair of hazardous area certified equipment - the location of "H-60" standard explosion-proof bulkheads/decks - the provision of a deluge system and enhanced fire-extinguishing arrangements for the drill floor - increased average body mass of lifeboat occupants from 82.5 to 95 kg - prohibition of a lifeboat to be accepted as a rescue boat - quarterly abandonment drills are to include lowering of a liferaft - use of certified equipment in hazardous area zone 0, zone 1 or zone 2
107	SOLAS II-1 Damage Stability Explanatory Notes	MSC.429(98)	H	G	S	All Ships					≥ 500	N		1	1	2020	K	on after	1	1	2020	Explanatory notes correspond to the extensive revisions of SOLAS chapter II-1, adopted by resolution MSC.421(98)
108	Intact Stability Code Part B	MSC.415(97)	H	G	S	All Ships					≥ 500	N		1	1	2020	K	on after	1	1	2020	Revisions to Part B of the IS Code were adopted which provide recommended criteria for ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters, in association with revisions made to Part A of the IS Code by Resolution MSC.413(97).
109	Intact Stability Code Part B	MSC.415(97)	H	G	L	All Ships				≥ 24		N		1	1	2020	K	on after	1	1	2020	Revisions to Part B of the IS Code were adopted which provide recommended criteria for ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters, in association with revisions made to Part A of the IS Code by Resolution MSC.414(97).
110	MODU Code (2009) Chapter 9	MSC.407(96)	H	G	MC	MODU					> 0	N		1	1	2020	K	on after	1	1	2020	Amendment to paragraph 9.16 of the 2009 MODU Code requiring foam firefighting appliances for helicopter landing areas on units constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
111	SOLAS IV/7 Enhanced Group Call (EGC) Equipment	MSC.431(98) MSC.306(87)	H	G	S	All Ships					≥ 300	A	INS	1	7	2019	K	on after	1	1	1900	EGC equipment should be type-approved to the performance standards not inferior to MSC.306(87), as amended by MSC.431(98)



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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	
112	SLS III NAVTEX MSC.430(98) MSC.148(77)	H	G	S	All Ships	> 12				≥ 500		A	INS	1	7	2019	K	on after	1	1	1900	Amendments to resolution MSC.148(77) on Revised Performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX).
113	MARPOL IV Prevention of Sewage Pollution MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	> 12				≥ 0		N		1	6	2019	C	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships). Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
114	MARPOL IV Prevention of Sewage Pollution MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	> 12				≥ 0		N		1	6	2019	K	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships). Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
115	MARPOL IV Prevention of Sewage Pollution MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	> 12				≥ 0		N		1	6	2019	D	on after	1	1	2021	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships). Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
116	Polar Code MSC.385(94)	H	G	S	Pass	≥ 12						A		1	1	2018	K	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	K	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	SOLAS IX Cyber Security MSC.428(98)	O	G	S	All Ships					≥ 500		A	AD	1	1	2021	K	on after	1	1	1900	Recommendations on the implementation of cyber risk management take into account that safe operational practices in ship operation should identify risks and establish appropriate safeguards to ships, personnel and the environment under the ISM. Approved safety management system should take into account cyber risk management and addressed in safety management systems.
119	MARPOL VI Ship Fuel Oil Consumption Database Guidelines MEPC.293(71)	O	G	M	All Ships					≥ 5000		A		1	1	2020	K	on after	1	1	1900	These 2017 Guidelines provide guidance to the IMO Secretariat on the development and management of the IMO Ship Fuel Oil Consumption Database (hereafter "the database"), and describe methods that will be used to anonymize ship data to ensure the completeness of the database.
120	MARPOL VI Ship Fuel Oil Consumption Verification Guidelines MEPC.292(71)	O	G	M	All Ships					≥ 5000		A		1	1	2020	K	on after	1	1	1900	These 2017 Guidelines provide guidance to assist Administrations in developing their program to verify ship's fuel oil consumption data.



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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	
121	SOLAS XI-2 Stowaways	MSC.448(99) MSC.312(88) A.871(20)	O	G	S	All Ships					≥ 0	A		1	7	2018	KL	on/after	1	1	1900	These revised guidelines provide recommendations to prevent access by stowaways and to allocate responsibilities to seek the successful resolution of stowaway cases.
122	GMDSS Mobile Satellite Services	MSC.451(99)	O	G	S	All Ships					≥ 0	A	INS	24	5	2018	KL	on after	1	1	1900	MSC recognizes that mobile satellite services by Iridium Satellite LLC that meet criteria provided in resolution A.1001(25) are acceptable for use in the GMDSS.
123	GMDSS Mobile Satellite Services	MSC.450(99)	O	G	S	All Ships					≥ 0	A	INS	24	5	2018	KL	on after	1	1	1900	MSC recognizes that mobile satellite services by INMARSAT Global Ltd that meet criteria provided in resolution A.1001(25) are acceptable for use in the GMDSS.
124	Initial IMO Strategy on Reduction of GHG Emissions from Ships	MEPC.304(72)	O	G	M	All					> 0	A	a	13	4	2018	KL	on after	1	1	1900	Acknowledging that the IMO is the United Nations specialized agency for safe, secure and efficient shipping and prevention of pollution from ships, the MEPC adopted the Initial Strategy on reduction of GHG emission from ships. This strategy is in support of the United Nations 2030 Agenda for Sustainable Development, and defines terms by which future efforts will be considered for further reduction of emissions from shipping. The strategy presents emission reduction targets, candidate measures for reaching those targets, and how the impact of such measures should be assessed.
125	SOLAS V/11 Particularly Sensitive Sea Area	MEPC.294(71)	O	G	S	All					> 0	A		1	1	2018	K	on after	1	1	1900	Designation of the the region surrounding Tubbataha Reefs Natural Park as a Particularly Sensitive Sea Area. A PSSA is subject to special discharge requirements and ship routing because of its significance for recognized ecological, socio-economic, or scientific reasons and because it may be vulnerable to damage by international shipping activities.
126	BWM Implementation Monitoring and Experience-building	MEPC.290(71)	O	G	B	All					≥ 0	A		8	9	2017	K	on after	1	1	1900	The resolution urges port States, flag States and other stakeholders to gather, prepare and submit data to the IMO so as to allow the MEPC to monitor the implementation of the Convention and to identify aspects of the Convention's implementation that are working well and to shed light on issues that require further attention. An analysis of the submitted data will allow the MEPC to develop a package of amendments to the Convention as appropriate.

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

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



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Regulation	Reference Document	Reg Status Operational or Hardware Mandatory or Guidance	SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) 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)
					No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	day	

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

Refr 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 Convention

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

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

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