



CONVENTION AMENDMENT MATRIX  
DECEMBER 2021



**Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2022 and Beyond for All Ship Types - December 2021**

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

Regulation	Reference Document - <a href="#">Hyperlink if Underlined</a>	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	No of Passengers	Size Parameter				Bst Cpty (m <sup>3</sup> )	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			Notes	day	month	year	Keel Lay, Delivery, or Contract	day	month		year	
1	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	Pass	>12				≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided
2	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	All					≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.
3	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	RoRoP	>12				≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
4	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design <a href="#">MSC.474(102)</a>	H	M	S	All Ships					≥ 500		N		1	1	2027	D	on after	1	1	2027	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.
5	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	GasLng					≥15000		N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
6	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	LNG					≥10000		N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
7	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	Cont					≥10000		N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
8	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	GenCar					≥3000		N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
9	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	PassC					≥25000		N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
10	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)
11	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design <a href="#">MSC.474(102)</a>	H	M	S	All Ships					≥ 500		N		1	7	2024	KL	on after	1	7	2024	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.



**Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2022 and Beyond for All Ship Types - December 2021**

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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
12	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	Pass	>12				≥ 500	N	1	7	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided	
13	SOLAS II-1 IGF Code <a href="#">MSC.458(101)</a>	H	M	S	All Ships					≥ 500	N	1	1	2024	C	on after	1	1	2024	Amendments to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.	
14	SOLAS II-1 IGF Code <a href="#">MSC.458(101)</a>	H	M	S	All Ships					≥ 500	N	1	1	2024	KL	on after	1	7	2024	Amendments to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.	
15	SOLAS II-1 IGF Code <a href="#">MSC.458(101)</a>	H	M	S	All Ships					≥ 500	N	1	1	2024	D	on after	1	1	2028	Amendments to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.	
16	SOLAS III LSA Code <a href="#">MSC.459(101)</a>	H	M	S	All					≥500	A	INS	1	1	2024	KL	on after	1	1	1900	An amendment to 4.4.8.1 of the LSA Code clarifies that buoyant oars need not be provided as lifeboat equipment for free-fall lifeboats and for those lifeboats which have two independent propulsion systems (two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries). An amendments to paragraph 6.1.1.3 of the LSA Cod permits, on cargo ships, the dedicated rescue boat to be manually launched (in lieu of being fitted with stored mechanical power) provided its mass does not exceed 700 kg in fully equipped condition without the crew and that a means is arranged to bring and hold the craft against the ship's side so that persons can embark safely.
17	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.	



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18	SOLAS II-1 / 3-8 Mooring/Towing Inspection and Maintenance <a href="#">MSC.474(102)</a>	H	M	S	All Ships					≥ 500	A	1	1	2024	KL	on after	1	1	1900	To complement the revised SOLAS II-1/Regulation 3-8 (resolution MSC.474(102)), mooring equipment and lines on ships will be subject to inspection by the Company based on criteria of the new MSC.1/Circ.1620 "Guidelines for inspection and maintenance of mooring equipment including lines". An onboard maintenance plan or equivalent maintenance management system should be established by the Company based on the manufacturer's recommendations. Records of inspection, maintenance and replacement of mooring lines should be retained on board for a period not less than the completion date of the next annual survey
19	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design <a href="#">MSC.474(102)</a>	H	M	S	All Ships					≥ 500	N	1	1	2024	C	on after	1	1	2024	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.
20	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	Pass	>12				≥ 500	N	1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided
21	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	All					≥ 500	N	1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.
22	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	All					≥ 500	N	1	1	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.
23	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	RoRoP	>12				≥ 500	N	1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
24	SOLAS II-1 Watertight and weathertight integrity <a href="#">MSC.474(102)</a>	H	M	S	RoRoP	>12				≥ 500	N	1	1	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
25	SOLAS II-1 IGF Code <a href="#">MSC.475(102)</a>	H	M	S	All Ships					≥ 500	N	1	1	2024	KL	on after	1	1	2024	The IGF Code amendments remove the need for tank cofferdams to be provided with a suitable pressure relief system; require fuel preparation rooms containing pumps, compressors or other potential ignition sources shall be provided with a fixed fire-extinguishing system under SOLAS II-2/10.4.1.1 and extend the cross-weld tensile strength to materials such as aluminum alloys
26	SOLAS VII IGC Code <a href="#">MSC.476(102)</a>	H	M	S	GasLNG					≥ 500	N	1	1	2024	KL	on after	1	1	2024	The IGC Code amendments extend the cross-weld tensile strength to materials such as aluminum alloys.
27	SOLAS II-1 / 25-1 Water Level Detection <a href="#">MSC.482(103)</a>	H	M	S	Gen					≥ 500	N	1	1	2024	KL	on after	1	1	2024	Multiple-hold cargo ships (other than bulk carriers and tankers) are to be fitted with water level detectors in each cargo hold intended for dry cargoes. The detectors are to sound an alarm at water levels of not less than 0.3m above the bottom of the cargo hold and at water levels of 15% of the depth of the cargo hold (but not more than 2m). As an alternative, to the water level detector at a height of not less than 0.3m a bilge level sensor serving the bilge pumping arrangement required by Regulation II-1/35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to 1. the fitting of the bilge level sensor at a height of no less than 0.3 m in the aft end of the cargo hold and 2. the bilge level sensor giving an audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by other water level detectors fitted in the cargo hold

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
28	SOLAS III / 33 Lifeboat Launching <a href="#">MSC.482(103)</a>	H	M	S	Cargo					≥ 20000		A		1	1	2024	KL	on after	1	1	1900	Regulation 33 of SOLAS Ch.III was clarified to require that only davit-launched lifeboats (and not free-fall lifeboats) are required to be capable of launch with the ship making headway at speeds up to 5 knots.
29	SOLAS II-2 FSS Code Ch.9 Fire Detection Systems <a href="#">MSC.484(103)</a>	H	M	S	Cargo					≥ 500		A		1	1	2024	KL	on after	1	1	1900	Individually identifiable fixed fire detection and fire alarm systems fitted in cargo ships and in passenger ship cabin balconies need not be provided with isolator modules at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.
30	SOLAS II-2 FSS Code Ch.9 Fire Detection Systems <a href="#">MSC.484(103)</a>	H	M	S	Pass	>12						A		1	1	2024	KL	on after	1	1	1900	Individually identifiable fixed fire detection and fire alarm systems fitted in cargo ships and in passenger ship cabin balconies need not be provided with isolator modules at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.
31	LSA Code Lifeboat Launching <a href="#">MSC.485(103)</a>	H	M	S	All					≥ 20000		A		1	1	2024	KL	on after	1	1	1900	Paragraph 4.4.1.3.2 of the LSA Code is revised to clarify that free-fall lifeboats are not be subject to the requirement of demonstrating capability of launching while the ship is making headway at speeds up to 5 knots in calm water
32	AFS Convention Ban on Cybutryne <a href="#">MEPC.331(76)</a>	H	M	AFS	All					≥ 0		A		1	1	2023	C	on after	1	1	1900	The Committee adopted amendments to the AFS Convention prohibiting ships to apply or re-apply anti-fouling systems containing cybutryne.
33	AFS Convention Ban on Cybutryne <a href="#">MEPC.331(76)</a>	H	M	AFS	All					≥ 0		A	INS	1	1	2023	C	on after	1	1	1900	The Committee adopted amendments to the AFS Convention requiring ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hull or external parts or surfaces shall either (1) remove the anti-fouling system; or (2) apply a coating that forms a barrier to this substance leaching from the underlying non-compliance anti-fouling system. This is to be done at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.
34	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	GasLng					≥ 15000		N		1	10	2022	K	on after	1	10	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
35	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	LNG					≥ 10000		N		1	10	2022	K	on after	1	10	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
36	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	Cont					≥ 10000		N		1	10	2022	K	on after	1	10	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
37	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	GenCar					≥ 3000		N		1	10	2022	K	on after	1	10	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
38	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	PassC					≥ 25000		N		1	10	2022	K	on after	1	10	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
39	BWM E-1 Commissioning Test of BWMS <a href="#">MEPC.325(75)</a>	H	M	B	All					≥ 400		A	FS	1	6	2022	KL	on after	1	1	1900	The BWM Convention has been amended to require that upon installation of a BWMS, a commissioning test is carried out (as part of either an Initial Survey or Additional Survey) in order to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical and biological processes are working properly. The commissioning test is to take into account BWM.2/Circ.70/Rev.1 "2020 Guidance for the Commissioning Testing of Ballast Water Management Systems".
40	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	GasLng					≥ 15000		N		1	4	2022	C	on after	1	4	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
41	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	LNG					≥ 10000		N		1	4	2022	C	on after	1	4	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.



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42	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	Cont				≥10000			N		1	4	2022	C	on after	1	4	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
43	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	GenCar				≥3000			N		1	4	2022	C	on after	1	4	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
44	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	H	M	M	PassC				≥25000			N		1	4	2022	C	on after	1	4	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
45	MARPOL I Ban on HFO in Arctic Waters <a href="#">MEPC.329(76)</a>	O	M	M	All				≥0			A		1	7	2024	C	on after	1	1	1900	New regulation 43A of MARPOL Annex I has been adopted to prohibit the use and carriage of heavy fuel oils in Arctic waters. For ships to which regulation 12A of MARPOL Annex I applies, or ships to which regulation 1.2.1 of Polar Code Ch.1/Part II-A applies, this prohibition will begin on 1 July 2029. Signatory states with coastlines bordering Arctic waters may grant waiver to this prohibition until 1 July 2029, for their own registered vessels and only when operating in their own jurisdictional waters.
46	SOLAS V Appendix Details of navigational systems and equipment <a href="#">MSC.456(101)</a>	O	M	S	All Ships				≥ 500			R	P	1	1	2024	KL	on after	1	1	1900	Minor amendments to the Record of Equipment which supplements the Form E, Form C and Form P certificates relates to the section concerning "Details of navigational systems and equipment", where Item 8.1 "Rudder, propeller, thrust, pitch and operational mode indicator" will have an added footnote to permit deletion of items which are not applicable in this line.
47	SOLAS II-2 FSS Code Ch.15 Inert Gas Systems <a href="#">MSC.457(101)</a>	O	M	S	All Ships				≥ 500			N		1	1	2024	KL	on after	1	1	2024	Amendments to the FSS Code clarify the location of the valve that isolates the inert gas main from the external supply of inert gas, and associated instrumentation requirements.
48	MARPOL IV Prevention of Sewage Pollution MEPC.275(69)	O	M	M	Pass	>12			> 0			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.
49	MARPOL VI Procedures for FO Sampling <a href="#">MEPC.324(75)</a>	O	M	M	All Ships				≥400			R	P	1	4	2023	KL	before	1	4	2022	MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure in for the "MARPOL delivered fuel oil sample" and to add verification procedures for the "in-use sample" and the "on board sample".
50	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Bulk				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Verification of the ship's attained EEXI shall take place at the first annual, intermediate or renewal survey (or initial survey) on or after 1 January 2023. Several additional resolutions providing guidance on EEXI have also been adopted by the Committee.
51	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	GasLng				≥2000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
52	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Oil				≥4000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
53	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Chem				≥4000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
54	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Cont				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.



**Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2022 and Beyond for All Ship Types - December 2021**

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

Regulation	Reference Document - <a href="#">Hyperlink if Underlined</a>	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	
55	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	GenCargo				≥3000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
56	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Refer				≥3000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
57	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Combo				≥4000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
58	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	LNG				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
59	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	RoRoV				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
60	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	RoRoC				≥1000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
61	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	RoRoP				≥250			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
62	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Pass	≥ 12			≥25000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
63	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Bulk				≥5000			A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
64	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	GasLng				≥5000			A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
65	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Oil				≥5000			A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to

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

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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
66	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Chem					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
67	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Cont					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
68	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	GenCargo					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
69	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Refer					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
70	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Combo					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
71	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	LNG					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
72	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	RoRo					≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
73	MARPOL VI Regs 26 and 28 CII Regulations <a href="#">MEPC.328(76)</a>	O	M	M	Pass	≥ 12				≥5000		A	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to
74	SOLAS XI-1/2 ESP Code <a href="#">MSC.483(103)</a>	O	M	S	Oil					≥ 500		A	1	1	2023	KL	on after	1	1	1900	The 2011 ESP Code is revised to change the scope of required thickness measurements in suspect areas only during Renewal Survey No.1 for double-hull oil tankers. This is reflected in the table "Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers" in Annex B / Part A / Annex 2 of the Code



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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
75	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Bulk				≥10000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
76	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Cont				≥400			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
77	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	GenCargo				≥10000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
78	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Refer				≥3000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
79	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Combo				≥4000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
80	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Pass							N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.



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81	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Oil				≥4000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
82	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	Chem				≥4000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
83	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	LNG				≥10000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
84	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	GasLng				≥2000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
85	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	PassC	≥ 12			≥25000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
86	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	RoRoV				≥10000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
87	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	RoRoC				≥1000			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.



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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	
88	MARPOL VI Amendments to EEDI Regulations <a href="#">MEPC.324(75)</a>	O	M	M	RoRoP				≥250			N	1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.	
89	MARPOL I Exemption of UNSP Barges <a href="#">MEPC.330(76)</a>	O	M	M	Cargo					≥150		A	1	11	2022	C	on after	1	1	1900	Amendments to MARPOL Annex I allow for the exemption of unmanned non-self-propelled (UNSP) barges from the requirements of this Annex. Issuance of a specific exemption certificate is required to document the non-application of this Annex for such a vessel. A UNSP is not propelled by mechanical means, carries no oil, has no machinery fitted that may use oil or generate oil residue/sludge, has no fuel oil, lubricating oil, oily bilge water or sludge tanks and has neither persons nor living animals on board	
90	MARPOL IV Exemption of UNSP Barges <a href="#">MEPC.330(76)</a>	O	M	M	Cargo					≥400		A	1	11	2022	C	on after	1	1	1900	Amendments to MARPOL Annex I allow for the exemption of unmanned non-self-propelled (UNSP) barges from the requirements of this Annex. Issuance of a specific exemption certificate is required to document the non-application of this Annex for such a vessel. A UNSP is not propelled by mechanical means, carries no oil, has no machinery fitted that may use oil or generate oil residue/sludge, has no fuel oil, lubricating oil, oily bilge water or sludge tanks and has neither persons nor living animals on board	
91	SOLAS VII IMDG Code <a href="#">MSC.477(102)</a>	O	M	S	All Ships					> 0		A	1	6	2022	KL	on after	1	1	1900	Resolution MSC.477(102) provides a consolidated text of The International Maritime Dangerous Goods (IMDG) Code. In addition to the periodic review of carriage requirements for new and existing substances, the amendments also introduce a new handling code for medical waste and other updated guidance.	
92	MARPOL VI Procedures for FO Sampling <a href="#">MEPC.324(75)</a>	O	M	M	All Ships					≥400		N	1	4	2022	KL	on after	1	4	2022	MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure in for the "MARPOL delivered fuel oil sample" and to add verification procedures for the "in-use sample" and the "on board sample".	
93	SOLAS V Bridge Equipment <a href="#">MSC.466(101)</a> <a href="#">MSC.191(79)</a>	H	G	S	All Ships					≥500		A	INS	1	1	2024	KL	on after	1	1	1900	Amendments to the recommended performance standard for presentation of navigation-related information on shipboard navigation displays incorporate reference to circular SN.1/Circ243 and MSC.1/Circ.1609, which are intended to provided standardization for the user interface of navigation equipment.
94	SOLAS II-1 (Explanatory Notes) <a href="#">MSC.429(98)</a>	H	G	S	All Ships					≥ 500		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.	
95	MARPOL IV Prevention of Sewage Pollution <a href="#">MEPC.284(70)</a> <a href="#">MEPC.227(64)</a> <a href="#">MEPC.159(55)</a>	H	G	M	Pass	>12				≥ 0		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	
96	Japanese QZSS Equipment <a href="#">MSC.480(102)</a>	O	G	S	All					≥ 300		A	INS	1	1	2024	KL	on after	1	1	1900	In support of Worldwide Radionavigation System (WWRNS) standardization, the Committee adopted the "Performance Standards for Shipborne Japanese Quasi-Zenith Satellite System (QZSS) Receiver Equipment. QZSS provides positioning, navigation and timing service within a specified Asia-Oceania coverage area. These standards are applicable to Japanese QZSS receiver equipment installed on or after 1 January 2024.



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Regulation	Reference Document - <a href="#">Hyperlink if Underlined</a>	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
97	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.333(76)</a>	O	G	M	All Ships					≥250		A	1	1	2023	C	on after	1	1	1900	MEPC.333(76) contains the 2021 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI). The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
98	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.334(76)</a>	O	G	M	All Ships					≥250		A	1	1	2023	C	on after	1	1	1900	MEPC.334(76) contains the 2021 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEXI). The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
99	MARPOL VI Regs 23 and 25 EEXI Regulations <a href="#">MEPC.335(76)</a>	O	G	M	All Ships					≥250		A	1	1	2023	C	on after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
100	MARPOL VI Regs 26 and 28 CII G1 Guidelines <a href="#">MEPC.336(76)</a>	O	G	M	All Ships					≥5000		A	1	1	2023	C	on after	1	1	1900	MEPC.336(76) contains the 2021 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
101	MARPOL VI Regs 26 and 28 CII G2 Guidelines <a href="#">MEPC.337(76)</a>	O	G	M	All Ships					≥5000		A	1	1	2023	C	on after	1	1	1900	MEPC.337(76) contains the 2021 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
102	MARPOL VI Regs 26 and 28 CII G3 Guidelines <a href="#">MEPC.338(76)</a>	O	G	M	All Ships					≥5000		A	1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
103	MARPOL VI Regs 26 and 28 CII G4 Guidelines <a href="#">MEPC.339(76)</a>	O	G	M	All Ships					≥5000		A	1	1	2023	C	on after	1	1	1900	MEPC.339(76) contains the 2021 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
104	1978 STCW Convention <a href="#">MSC.486(103)</a>	O	G	STCW	All Ships					≥ 500		A	1	1	2023	KL	on after	1	1	1900	The STCW Convention is revised to define "High-voltage" as alternating current (AC) or direct current (DC) voltage in excess of 1000 volts.
105	STCW Code <a href="#">MSC.487(103)</a>	O	G	STCW	All Ships					≥ 500		A	1	1	2023	KL	on after	1	1	1900	The STCW Code is revised to include the capacity of "Electro-technical officer" as a recognized role under the definition of "Operational level" in section A-I/1.

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106	SOLAS IV Performance Standards for Float-Free EPIRBs Operating on 406MHz <a href="#">MSC.471(101)</a>	O	G	S	All					>0	A	INS	1	7	2022	KL	on after	1	1	1900	A new standard governs the performance of Float-Free Emergency Position-Indicating Radio Beacons (EPIRBs) operating on 406 MHz, which form part of the Global Maritime Distress and Safety System (GMDSS). The standard is intended to standardize the physical attributes of these devices and the ambient conditions in which they are expected to perform, as well as the technical characteristics of the transmitted signal.
107	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Bulk					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
108	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Cont					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
109	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	GenCargo					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
110	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Refer					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
111	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Combo					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
112	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Pass	≥ 12				≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
113	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	RoRo					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.
114	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Oil					≥400	N		17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.

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115	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	Chem					≥400		N	17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.	
116	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	GasLNG					≥400		N	17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.	
117	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	PassC	≥ 12				≥400		N	17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.	
118	MARPOL VI/20 2018 Guidelines on Attained EEDI Calculation <a href="#">MEPC.332(76)</a>	O	G	M	LNG					≥400		N	17	6	2021	C	on after	17	6	2021	The Committee adopted amendments to the 2018 Guidelines on Calculation of the Attained EEDI for New Ships to provide detailed guidance on the reporting of EEDI values to the IMO. Regulation 22.3 of MARPOL Annex VI was amended to require the reporting of EEDI values within 7 months of the IAPP initial survey, or by 1 November 2022 for existing ships. These amendments to the Guidelines provide a template for reporting this information.	
119	LSA Code Revision MSC.81(70), as amended <a href="#">MSC.488(103)</a>	O	G	S	All					≥ 0		A	INS	13	5	2021	KL	on after	1	1	1900	The Recommendation on Testing of Life Saving Appliances (MSC.81(70)) are revised for the testing requirements for surface resistance to oil and porosity for inflatable life rafts and hydrostatic release units.
120	Recommended Action to Address Piracy <a href="#">MSC.489(103)</a>	O	G	S	All					≥ 0		A		14	5	2021	KL	on after	1	1	1900	The resolution recommends Member States, national authorities and the UN to strengthen legal enforcement to address piracy and armed robbery in the Gulf of Guinea and consider options for protection solutions.
121	Recommended Action to Prioritize COVID-19 Vaccination of Seafarers <a href="#">MSC.490(103)</a>	O	G	S	All					≥ 0		A		14	5	2021	KL	on after	1	1	1900	The resolution formalizes IMO's recommendation that Member States consider seafarers to be "Key Workers", and prioritize seafarers in their respective COVID-19 vaccination programmes.



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					No of Passengers	LLL (m)	LOA (m)				DWT (tons)	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 artifact 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)<sup>0.1667</sup>
- 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
  - Refrer 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 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
- 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