
# CONVENTION AMENDMENT MATRIX

## NOVEMBER 2023

ABS

*For questions or customized filtering of this matrix, please contact ABS Regulatory Affairs (E-mail: ABSRegAff@eagle.org)*

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
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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 | (refer to actual regulation for details) |
| 1 | SOLAS Chapter V Performance Standards for ECDIS | MSC.530(106) | H | M | S | All Ships | | | | | | | A | INS | 1 | 1 | 2029 | D | on after | 1 | 1 | 1900 | The resolution aims to ensure that ECDIS systems installed on ships meet the necessary safety requirements , and includes detailed technical specifications and performance requirements for ECDIS equipment. The resolution emphasizes the importance of proper maintenance, testing, and training related to the use of ECDIS systems, and highlights the need for proper backup and redundancy measures to be in place. |
| 2 | LSA Code Chapter IV - Ventilation of Totally Enclosed Lifeboats | MSC.535(107) | H | M | S | All Ships | | | | | >0 | | A | INS | 1 | 1 | 2029 | K | on after | 1 | 1 | 1900 | Amendments to the LSA Code to provide performance requirements for the ventilation of totally enclosed lifeboats. These amendments will require totally enclosed lifeboats to provide a means of ventilation operable from inside the lifeboat at a rate of not less than 5 m3/hour per person, for the number of persons which the lifeboat is permitted to accommodate and for a period of at least 24 hours. Where the means of ventilation is powered, the source of power shall not be the radio batteries and if dependent upon the lifeboat engine, then sufficient fuel shall be provided. The openings for the ventilation are to be provided with a means of closing that is operable from inside the lifeboat and positioned so as to minimize the ingress of water |
| 3 | Amendments to the Revised Recommendation onTesting of Life-Saving Appliances (Resolution MSC.81(70)) | MSC.544(107) | H | M | S | All Ships | | | | | ≥ 500 | | A | | 1 | 1 | 2029 | D | on after | 1 | 1 | 1900 | Revised Recommendations on testing of life-saving appliances (MSC.81(70)) requiring that testing of the capacity of the lifeboat's fuel tank, needed to maneuver the lifeboat at a minimum speed of 6 knots for 4 hours, must also include the fuel consumed by the powered ventilation system. For totally enclosed lifeboats, a ventilation performance test is required with all entrances and hatches closed to confirm the ventilation rate noted above. Additionally, the lifeboat is to be incrementally rotated to an angle of heel of 180° and upon release, the lifeboat is to return to the upright position without the assistance of its occupants. |
| 4 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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 |
| 5 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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. |
| 6 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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 |
| 7 | SOLAS II-1 / 3-8 Mooring and Towing Equipment Design | MSC.474(102) | 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. |
| 8 | MARPOL VI Amendments to EEDI Regulations | MEPC.324(75) | 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. |
| 9 | MARPOL VI Amendments to EEDI Regulations | MEPC.324(75) | 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. |
| 10 | MARPOL VI Amendments to EEDI Regulations | MEPC.324(75) | 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. |
| 11 | MARPOL VI Amendments to EEDI Regulations | MEPC.324(75) | 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. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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| | | | 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 | 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 | (refer to actual regulation for details) |
| 12 | MARPOL VI Amendments to EEDI Regulations | MEPC.324(75) | 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. |
| 13 | SOLAS II-1 - Amendments to IGC Code - High Manganese Austenitic Steel | MSC.523(106) | H | M | S | GasLng | | | | | ≥ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | Amendments to Table 6.3 of the IGC Code confirm the acceptability of high manganese austenitic steel under this Code and provide testing requirements for its use in cryogenic service. The general requirements for metallic materials are amended to include High manganese austenitic steel – hot rolling and controlled cooling and the notes to the Table 6.3 are updated. |
| 14 | SOLAS II-1 Amendments to IGF Code - High Manganese Austenitic Steel | MSC.524(106) | H | M | S | All Ships | | | | | ≥ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | Amendments to Table 7.3 of the IGF Code confirm the acceptability of high manganese austenitic steel under this Code and provide testing requirements for its use in cryogenic service. |
| 15 | SOLAS Chapter II-1 / Reg.3-13 - Onboard Lifting Appliances and Anchor Handling Winches (OLAW) | MSC.532(107) | H | M | S | All Ships | | | | | >500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | New requirements have been established for onboard lifting appliances and anchor handling winches, as stated in the new SOLAS regulation II-1/3-13. These regulations are applicable to both new and existing ships.<br>The new regulations outline specific requirements for the design, construction, and installation of lifting appliances and anchor handling winches apply to:<br>1. For ships the keel of which is laid or which is at a similar stage of construction on or after 1 January 2026, any installation date on the ship; or<br>2. For ships other than those specified in .1, including those constructed before 1 January 2009, a contractual delivery date for lifting appliance or anchor handling winches, or in the absence of a contractual delivery date, the actual delivery date of the lifting appliance or anchor handling winches to the ship on or after 1 January 2026.<br><br>Lifting appliances include all load-handling equipment present on ships, which are utilized for various purposes such as handling cargo, stores, hatch covers, moveable bulkheads, engine-room equipment, cargo hoses, tender boats, and personnel via cranes. On the other hand, anchor handling winches pertain to any winch deployed for the purpose of deploying, recovering, and repositioning anchors and mooring lines during subsea operations. It is important to note that these winches should not be confused with a ship's windlasses. |
| 16 | SOLAS Chapter II-2 / Reg.10 - Prohibition of PFOS Fire Extinguishing Media | MSC.532(107) | H | M | S | All | | | | | >500 | | N | | 1 | 1 | 2026 | K | on after | 1 | 1 | 2026 | New paragraph 11 to Chapter II-2/10 has been added to address the restrictions on fire-extinguishing media. The main objective of this paragraph is to ensure the safety of persons on board by minimizing their exposure to hazardous substances used in firefighting and reducing the negative impact of fire-extinguishing media on the environment. This regulation is applicable to ships that have been constructed on or after 1 January 2026. It prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). |
| 17 | SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters | MSC.532(107) | H | M | S | Fish | | | >24 | | | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | The amendments to SOLAS Chapter XIV have been introduced to enforce safety measures in accordance with the Polar Code for non-SOLAS ships operating in polar waters. These amendments will incorporate a new Regulation 3-1 within SOLAS Chapter XIV, outlining the new requirements from the Polar Code that will be applicable to the non-SOLAS ships in question. The implementation of these additional safety measures will specifically target three types of ships:<br><br>1) Fishing vessels with an overall length of 24 meters and above.<br>2) Pleasure yachts with a gross tonnage of 300 and above, not involved in trade.<br>3) Cargo ships with a gross tonnage of 300 and above, but below 500.<br><br>These amendments will come into effect on January 1, 2026, for newly built vessels. Existing vessels will also be required to comply with these measures one year after the entry into force date. |

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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 | (refer to actual regulation for details) |
| 18 | SOLAS Chapter XIV - Polar Code Compliance Including Non-SOLAS Ships Operating in Polar Waters | MSC.532(107) | H | M | S | Cargo | | | | | 300 ≤ GT ≤ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | The amendments to SOLAS Chapter XIV have been introduced to enforce safety measures in accordance with the Polar Code for non-SOLAS ships operating in polar waters. These amendments will incorporate a new Regulation 3-1 within SOLAS Chapter XIV, outlining the new requirements from the Polar Code that will be applicable to the non-SOLAS ships in question. The implementation of these additional safety measures will specifically target three types of ships:<br><br>1) Fishing vessels with an overall length of 24 meters and above.<br>2) Pleasure yachts with a gross tonnage of 300 and above, not involved in trade.<br>3) Cargo ships with a gross tonnage of 300 and above, but below 500.<br><br>These amendments will come into effect on January 1, 2026, for newly built vessels. Existing vessels will also be required to comply with these measures one year after the entry into force date. |
| 19 | SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic Inclinometers | MSC.532(107) | H | M | S | Cont | | | | | ≥ 3000 | | N | | 1 | 1 | 2026 | K | on after | 1 | 1 | 2026 | Amendments have been made to SOLAS Chapter V, mandating the installation of an electronic inclinometer on newly constructed containerships and bulk carriers with a gross tonnage of 3,000 or more. The purpose of this device is twofold: it enables the Voyage Data Recorder (VDR) to record roll motion data for incident investigation purposes, and it provides vital stability information to the navigational officer onboard each vessel, thereby aiding in the prevention of cargo shifting or loss during severe weather conditions.<br><br>This new regulation does not apply to cargo ships that occasionally transport bulk cargoes or general cargo ships carrying containers on deck. Furthermore, it has been determined that there is no requirement for electronic or mechanical backup systems for inclinometers, as they are not considered critical navigation safety equipment but rather operational equipment. |
| 20 | SOLAS Chapter V/Reg.19 - Mandatory Carriage of Electronic Inclinometers | MSC.532(107) | H | M | S | Bulk | | | | | ≥ 3000 | | N | | 1 | 1 | 2026 | K | on after | 1 | 1 | 2026 | Amendments have been made to SOLAS Chapter V, mandating the installation of an electronic inclinometer on newly constructed containerships and bulk carriers with a gross tonnage of 3,000 or more. The purpose of this device is twofold: it enables the Voyage Data Recorder (VDR) to record roll motion data for incident investigation purposes, and it provides vital stability information to the navigational officer onboard each vessel, thereby aiding in the prevention of cargo shifting or loss during severe weather conditions.<br><br>This new regulation does not apply to cargo ships that occasionally transport bulk cargoes or general cargo ships carrying containers on deck. Furthermore, it has been determined that there is no requirement for electronic or mechanical backup systems for inclinometers, as they are not considered critical navigation safety equipment but rather operational equipment. |
| 21 | 1978 SOLAS Protocol - Form of Safety Equipment Certificate for Cargo Ships | MSC.533(107) | H | M | S | All Ships | | | | | >500 | | A | | 1 | 1 | 2026 | K | on after | 1 | 1 | 2026 | Amendments have been made to the appendices of the annexes to the 1978 SOLAS Protocols. These amendments specifically address the mandatory requirement for electronic inclinometers. The appendices now include a definition for "containership" in SOLAS chapter V. As a result, modifications to the certificate appendices for both SOLAS Protocols will be necessary. These amendments are scheduled to come into effect on January 1, 2026. |
| 22 | 1988 SOLAS Protocol - Form of Safety Equipment Certificate for Cargo Ships | MSC.534(107) | H | M | S | All Ships | | | | | >500 | | A | | 1 | 1 | 2026 | K | on after | 1 | 1 | 2026 | Amendments have been made to the appendices of the annexes to the 1988 SOLAS Protocols. These amendments specifically address the mandatory requirement for electronic inclinometers. The appendices now include a definition for "containership" in SOLAS chapter V. As a result, modifications to the certificate appendices for both SOLAS Protocols will be necessary. These amendments are scheduled to come into effect on January 1, 2026. |
| 23 | 1994 HSC Code Chapter 7 - Prohibition of PFOS Fire Extinguishing Media | MSC.536(107) | H | M | S | HSC | | | | | >500 | | All | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | New paragraph 7.9.4 has been added to 1994 HSC Code Chapter 7 to address the restrictions on fire-extinguishing media. The main objective of this paragraph is to minimize the exposure of persons onboard to hazardous substances used in firefighting and reducing the negative impact of fire-extinguishing media on the environment. This regulation is applicable to all ships certificated under this code. It prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). |

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| 24 | 2000 HSC Code Chapter 7 - Prohibition of PFOS Fire Extinguishing Media | MSC.537(107) | H | M | S | HSC | | | | | >500 | | All | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | New paragraph 7.9.4 has been added to 2000 HSC Code Chapter 7 to address the restrictions on fire-extinguishing media. This regulation prohibits the use or storage of extinguishing media containing perfluorooctane sulfonic acid (PFOS). The main objective of this paragraph is to minimize their exposure of persons onboard to hazardous substances used in firefighting and reducing the negative impact of fire-extinguishing media on the environment. This regulation is applicable to ships constructed on or after 1 January 2026 certificated under this code. Ships constructed prior to this date must comply with this regulation by the first survey on or after 1 January 2026. |
| 25 | Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels | MSC.538(107) | H | M | S | Fish | | | >24 | | | | All | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | Amendments have been made to the Polar Code Part I-A in order to enhance safety measures for non-SOLAS ships operating in polar waters. Specifically, Chapter 9 (Safety of Navigation) and Chapter 11 (Voyage Planning) have been modified to include new Chapters 9-1 and 11-1, respectively, which address the unique characteristics and requirements of these ship profiles.<br><br>Chapter 9-1 focuses on the functionality of navigational equipment in extremely low temperatures and latitudes over 80 degrees, while Chapter 11-1 provides guidance on route planning through polar waters, outlining considerations that must be taken into account by the master.<br><br>For ships registered under an Arctic state's flag, these regulations will apply when the voyage extends beyond the outer limit of the territorial sea of that particular Arctic state. Additionally, due to the absence of a SOLAS certification framework for such ships, the Committee has decided that the responsibility of issuing certificates demonstrating compliance with the newly introduced requirements of Polar Code Part I-A, chapters 9-1 and 11-1 should be left to the discretion of the Flag Administration.<br><br>These amendments will come into effect on January 1, 2026, for newly constructed vessels. Existing vessels will also be subject to these requirements one year after the entry into force date. |
| 26 | Polar Code Parts I-A and I-B - Navigation and Voyage Planning for Non-SOLAS Vessels | MSC.538(107) | H | M | S | Cargo | | | | | 300 ≤ GT ≤ 500 | | All | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | Amendments have been made to the Polar Code Part I-A in order to enhance safety measures for non-SOLAS ships operating in polar waters. Specifically, Chapter 9 (Safety of Navigation) and Chapter 11 (Voyage Planning) have been modified to include new Chapters 9-1 and 11-1, respectively, which address the unique characteristics and requirements of these ship profiles.<br><br>Chapter 9-1 focuses on the functionality of navigational equipment in extremely low temperatures and latitudes over 80 degrees, while Chapter 11-1 provides guidance on route planning through polar waters, outlining considerations that must be taken into account by the master.<br><br>For ships registered under an Arctic state's flag, these regulations will apply when the voyage extends beyond the outer limit of the territorial sea of that particular Arctic state. Additionally, due to the absence of a SOLAS certification framework for such ships, the Committee has decided that the responsibility of issuing certificates demonstrating compliance with the newly introduced requirements of Polar Code Part I-A, chapters 9-1 and 11-1 should be left to the discretion of the Flag Administration.<br><br>These amendments will come into effect on January 1, 2026, for newly constructed vessels. Existing vessels will also be subject to these requirements one year after the entry into force date. |
| 27 | 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) |

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| 28 | SOLAS II-1 / 3-8 Mooring and Towing Equipment Design | MSC.474(102) | 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. |
| 29 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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 |
| 30 | Amendments to IBC Code - Watertight Doors | MEPC.345(78) | H | M | M | Chem | | | | | > 0 | | A | | 1 | 7 | 2024 | KL | on after | 1 | 7 | 1986 | Amendment to Chapter 2 of IBC Code. The revision considers additional openings that may be excluded from contributing to progressive flooding if the final waterline is above their lower edge. These are quick-acting or single-action type hinged watertight access doors with open/closed indication locally but also at the navigation bridge that are normally closed at sea and hinged watertight doors permanently closed at sea. |
| 31 | Amendments to IBC Code - Prevention of Progressing Flooding | MSC.526(106) | H | M | S | Chem | | | | | ≥ 0 | | N | | 1 | 7 | 2024 | KL | on after | 1 | 7 | 2024 | The amendments aim to improve the safety of ships carrying dangerous chemicals in bulk by replacing a paragraph in chapter 2 about ship survaval capability and location of cargo tanks. Paragraph 2.9.2.1 is replaced so that the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. |
| 32 | IP Code | MSC.527(106) | H | M | S | Cargo | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. IP Code includes hardware requirements related to the arrangements for personnel transfer, intact and damage stability, machinery installations, electrical installations, periodically unattended machinery spaces, life-saving appliances and arrangements, and dangerous goods. |
| 33 | IP Code | MSC.527(106) | H | M | S | HSC | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. IP Code includes hardware requirements related to the arrangements for personnel transfer, intact and damage stability, machinery installations, electrical installations, periodically unattended machinery spaces, life-saving appliances and arrangements, and dangerous goods. |
| 34 | IGC Code - Submergence of Watertight Doors | MSC.492(104) | H | M | S | GasLNG | | | | | ≥ 500 | | A | | 1 | 1 | 2024 | KL | on after | 1 | 1 | 1900 | The final waterline after flooding due to damage specified by the IGC Code is not be above the lower edge of any opening through which progressive down-flooding takes place. This amendment expands the current exclusion provisions by including three specific doors that may now be permitted to be submerged after flooding: 1) remotely operated sliding watertight doors; 2) hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge; and 3) hinged watertight doors that are permanently closed at sea. |
| 35 | 1966 ICLL and 1988 Protocol - Submergence of Watertight Doors | MSC.491(104) | H | M | L | A | | ≥ 24 | | | | | A | | 1 | 1 | 2024 | KL | on after | 1 | 1 | 1900 | The final waterline after flooding due to damage specified by the ICLL Convention is not be above the lower edge of any opening through which progressive down-flooding takes place. This amendment expands the current exclusion provisions by including three specific doors that may now be permitted to be submerged after flooding: 1) remotely operated sliding watertight doors; 2) hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge; and 3) hinged watertight doors that are permanently closed at sea. |

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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 | (refer to actual regulation for details) |
| 36 | SOLAS II-1 IGF Code | MSC.458(101) | H | M | S | All Ships | | | | | ≥ 500 | | N | | 1 | 1 | 2024 | C | on after | 1 | 1 | 2024 | Amendments to the IGF Code cover the following:<br>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;<br>2) Protection requirements for gaseous fuel pipes passing through enclosed spaces;<br>3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and<br>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. |
| 37 | SOLAS II-1 IGF Code | MSC.458(101) | H | M | S | All Ships | | | | | ≥ 500 | | N | | 1 | 1 | 2024 | KL | on after | 1 | 7 | 2024 | Amendments to the IGF Code cover the following:<br>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;<br>2) Protection requirements for gaseous fuel pipes passing through enclosed spaces;<br>3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and<br>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. |
| 38 | SOLAS II-1 IGF Code | MSC.458(101) | H | M | S | All Ships | | | | | ≥ 500 | | N | | 1 | 1 | 2024 | D | on after | 1 | 1 | 2028 | Amendments to the IGF Code cover the following:<br>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;<br>2) Protection requirements for gaseous fuel pipes passing through enclosed spaces;<br>3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and<br>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. |
| 39 | SOLAS III LSA Code | MSC.459(101) | 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. |
| 40 | 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. |
| 41 | SOLAS II-1 / 3-8 Mooring/Towing Inspection and Maintenance | MSC.474(102) | 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 "Guide*lines 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 |
| 42 | SOLAS II-1 / 3-8 Mooring and Towing Equipment Design | MSC.474(102) | 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. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 43 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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 |
| 44 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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. |
| 45 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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. |
| 46 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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 |
| 47 | SOLAS II-1 Watertight and weathertight integrity | MSC.474(102) | 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 |
| 48 | SOLAS II-1 IGF Code | MSC.475(102) | 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 |
| 49 | SOLAS VII IGC Code | MSC.476(102) | 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. |
| 50 | SOLAS II-1 / 25-1 Water Level Detection | MSC.482(103) | 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 |
| 51 | SOLAS III / 33 Lifeboat Launching | MSC.482(103) | 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. |
| 52 | SOLAS II-2 FSS Code Ch.9 Fire Detection Systems | MSC.484(103) | 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. |
| 53 | SOLAS II-2 FSS Code Ch.9 Fire Detection Systems | MSC.484(103) | 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. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
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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 | (refer to actual regulation for details) |
| 54 | LSA Code Lifeboat Launching | MSC.485(103) | 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 |
| 55 | Amendments to SOLAS - GMDSS Modernization | MSC.496(105) | H | M | S | All Ships | | | | | ≥ 500 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to Chapters II-1, III, IV and V and revision of the Certificates of 1974 SOLAS Convention. Provisions for life-saving appliance communication equipment are relocated to Chapter IV from Chapter III of 1974 SOLAS. Furthermore, Chapter IV is revised in order to incorporate the use of modern communication systems, while removing requirements to carry obsolete ones. |
| 56 | Amendments to SOLAS - GMDSS Modernization | MSC.496(105) | H | M | S | Cargo | | | | | ≥ 300 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to Chapters II-1, III, IV and V and revision of the Certificates of 1974 SOLAS Convention. Provisions for life-saving appliance communication equipment are relocated to Chapter IV from Chapter III of 1974 SOLAS. Furthermore, Chapter IV is revised in order to incorporate the use of modern communication systems, while removing requirements to carry obsolete ones. |
| 57 | Amendments to the 1988 SOLAS Protocol - GMDSS Modernization | MSC.497(105) | H | M | S | All Ships | | | | | ≥ 500 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Replacement of the forms of Passenger Ship Safety Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Radio Certificate and Cargo Ship Safety Certificate due to the modernization of the GMDSS. |
| 58 | Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) - GMDSS Modernization | MSC.498(105) | H | M | S | HSC | | | | | >0 | | All | | 1 | 1 | 2024 | KL | after | 1 | 1 | 1996 | Amendments to Chapters 8 and 14 of 1994 HSC Code. They are related to the relocation of provisions for LSA communication equipment from Chapter 8 to 14 and the Record of Equipment for High-Speed Craft Safety Certificate due to the modernization of the GMDSS. Revision of High-Speed Craft Safety Certificate and of Record of Equipment for Compliance with the International Code of Safety for High-Speed Craft. |
| 59 | Amendments to the International Code of Safety for High-Speed craft, 2000 (2000 HSC Code) - GMDSS Modernization | MSC.499(105) | H | M | S | HSC | | | | | >0 | | All | | 1 | 1 | 2024 | KL | after | 1 | 7 | 2002 | Amendments to Chapters 8 and 14 of 2000 HSC Code. They are related to the relocation of provisions for LSA communication equipment from Chapter 8 to 14 and the Record of Equipment for High-Speed Craft Safety Certificate due to the modernization of the GMDSS. Revision of High-Speed Craft Safety Certificate and of Record of Equipment for Compliance with the International Code of Safety for High-Speed Craft. |
| 60 | Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979 (1979 MODU Code) - GMDSS Modernization | MSC.504(105) | H | M | MC | MODU | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to 1979 MODU Code on Life-Saving Appliances and Equipment and Radiocommunication installations. Related to updated GMDSS standards. |
| 61 | Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU Code) - GMDSS Modernization | MSC.505(105) | H | M | MC | MODU | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to 1989 MODU Code on Life-Saving Appliances and Equipment and Radiocommunication installations. Related to updated GMDSS standards. |
| 62 | Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code) - GMDSS Modernization | MSC.506(105) | H | M | MC | MODU | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to 2009 MODU Code on Life-Saving Appliances and Equipment and Radiocommunication installations. Related to updated GMDSS standards. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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 ($m^3$) | | Notes | day | month | year | (Keel Lay, Delivery, or Contract) | day | month | year | (refer to actual regulation for details) |
| 63 | MARPOL I - Amendments to MARPOL ANNEX I (Watertight doors) | MEPC.343(78) | H | M | M | Oil | | | | | ≥ 150 | | A | | 1 | 1 | 2024 | D | after | 31 | 12 | 1979 | Amendment to Paragraph 3.1 of Regulation 28 of Chapter 4 of MARPOL Annex I. The revision considers additional openings that may be excluded from contributing to progressive flooding if the final waterline is above their lower edge. These are (1) quick-acting or single-action type hinged watertight access doors with open/closed indication locally and also at the navigation bridge that are normally closed at sea, and (2) hinged watertight doors permanently closed at sea. |
| 64 | 1979 MODU Code Chapter 2 – Prohibition of Asbestos | MSC.545(107) | H | M | MC | MODU | | | | | >0 | | All | | 1 | 1 | 2024 | | on after | 1 | 1 | 1900 | Amendments to Chapter 2 of the MODU Code on construction, strength and materials have been adopted, such that for all MODUs, new installation of materials which contain asbestos should be prohibited. |
| 65 | 1989 MODU Code Chapter 2 – Prohibition of Asbestos | MSC.546(107) | H | M | MC | MODU | | | | | >0 | | All | | 1 | 1 | 2024 | | on after | 1 | 1 | 1900 | Amendments to Chapter 2 of the MODU Code on construction, strength and materials have been adopted, such that for all MODUs, new installation of materials which contain asbestos should be prohibited. |
| 66 | 2009 MODU Code Chapter 2 – Prohibition of Asbestos | MSC.547(107) | H | M | MC | MODU | | | | | >0 | | All | | 1 | 1 | 2024 | | on after | 1 | 1 | 1900 | Amendments to Chapter 2 of the MODU Code on construction, strength and materials have been adopted, such that for all MODUs, new installation of materials which contain asbestos should be prohibited. Consideration should be given to the minimization of hazardous substances used in the design and construction of the unit and should facilitate recycling and removal of hazardous materials. |
| 67 | Revised Performance Standards for Water Level Detectors On Ships Subject to SOLAS Regulations II-1/25, II-1/25-1 And XII/12 | MSC.188(79)/Rev.2 | H | M | S | Bulk | | | | | >0 | | N | | 1 | 1 | 2024 | C | on after | 1 | 1 | 2024 | Revised Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other than Bulk Carriers aim to clearly distinguish installation heights of detectors between the requirements of applicable SOLAS regulations.<br><br>The first set of regulations states that the installation heights of sensors at pre-alarm and main-alarm levels, as required by SOLAS regulations II-1/25.3, II-1/25-1.2, and XII/12.1, should be measured from the upper surface of the inner bottom.<br><br>The second set of regulations addresses the installation heights of bilge level sensors, which are permitted as an alternative by SOLAS regulation II-1/25-1.3. These heights should be measured from the bottom of the bilge well if the bottom of the bilge well is below the upper surface of the inner bottom.<br><br>Additionally, a revision to the performance standard clarifies that the standard applies to ships constructed on or after 1 January 2024. It also applies to ships constructed prior to that date if water level detectors are installed on or after 1 January. In this context, "installed" refers to the contractual delivery date or actual delivery date of the equipment to the ship. |
| 68 | Revised Performance Standards for Water Level Detectors On Ships Subject to SOLAS Regulations II-1/25, II-1/25-1 And XII/12 | MSC.188(79)/Rev.2 | H | M | S | Bulk | | | | | >0 | | N | | 1 | 1 | 2024 | KL | on after | 1 | 1 | 2024 | Revised Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other than Bulk Carriers aim to clearly distinguish installation heights of detectors between the requirements of applicable SOLAS regulations.<br><br>The first set of regulations states that the installation heights of sensors at pre-alarm and main-alarm levels, as required by SOLAS regulations II-1/25.3, II-1/25-1.2, and XII/12.1, should be measured from the upper surface of the inner bottom.<br><br>The second set of regulations addresses the installation heights of bilge level sensors, which are permitted as an alternative by SOLAS regulation II-1/25-1.3. These heights should be measured from the bottom of the bilge well if the bottom of the bilge well is below the upper surface of the inner bottom.<br><br>Additionally, a revision to the performance standard clarifies that the standard applies to ships constructed on or after 1 January 2024. It also applies to ships constructed prior to that date if water level detectors are installed on or after 1 January. In this context, "installed" refers to the contractual delivery date or actual delivery date of the equipment to the ship. |

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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 | (refer to actual regulation for details) |
| 69 | Revised Performance Standards for Water Level Detectors On Ships Subject to SOLAS Regulations II-1/25, II-1/25-1 And XII/12 | MSC.188(79)/Rev.2 | H | M | S | Bulk | | | | | >0 | | A | DL | 1 | 1 | 2024 | KL | on after | 1 | 1 | 1900 | Revised Performance Standards for Water Level Detectors on Bulk Carriers and Single Hold Cargo Ships Other than Bulk Carriers aim to clearly distinguish installation heights of detectors between the requirements of applicable SOLAS regulations.<br><br>The first set of regulations states that the installation heights of sensors at pre-alarm and main-alarm levels, as required by SOLAS regulations II-1/25.3, II-1/25-1.2, and XII/12.1, should be measured from the upper surface of the inner bottom.<br><br>The second set of regulations addresses the installation heights of bilge level sensors, which are permitted as an alternative by SOLAS regulation II-1/25-1.3. These heights should be measured from the bottom of the bilge well if the bottom of the bilge well is below the upper surface of the inner bottom.<br><br>Additionally, a revision to the performance standard clarifies that the standard applies to ships constructed on or after 1 January 2024. It also applies to ships constructed prior to that date if water level detectors are installed on or after 1 January. In this context, "installed" refers to the contractual delivery date or actual delivery date of the equipment to the ship. |
| 70 | Amendments to the 2014 Standard Specification for Shipboard Incinerators (Resolution MEPC.244(66)) | MEPC.368(79) | H | M | M | All | | | | | >400 | | A | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Amendments have been made to the the 2014 Standard Specification for Shipboard Incinerators (MEPC.244(66)), which were aimed toward correcting discrepancies between the 2014 Standards and SOLAS Chapter II-2 regarding fire protection requirements for incinerators and waste stowage spaces. It was agreed that Annex 2 of MEPC.244(66) ("Fire Protection Requirements for Incinerators and Waste Stowage Space") should be removed from the resolution, as the content of this annex was not necessarily a part of the technical specifications of the incinerator itself. The fire safety requirements of SOLAS Chapter II-2 are considered sufficient for incinerator and waste stowage spaces and should be applied accordingly. |
| 71 | Amendments to SOLAS - Ch II-2 - Flashpoint of Bunkered Fuel Oil | MSC.520(106) | O | M | S | All Ships | | | | | ≥ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | Amendments to SOLAS Chapter II-2 Regulation 4 regarding the verification of the flashpoint of bunkered fuel oil. Ships shall be provided with a declaration signed and certified by the fuel oil supplier's representative that the oil fuel supplied is in conformity with regulation SOLAS II-2/4.2.1 and the test method used for determining the flashpoint. |
| 72 | Amendments to SOLAS 78 Protocol - Cargo Ship Safety Equipment Certificate form | MSC.522(106) | O | M | S | Cargo | | | | | ≥ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | Amendments to the appendix to the annex to the 1978 SOLAS Protocol. The amendments address the replacement of the Cargo Ship Safety Equipment Certificate form. |
| 73 | 1983 SPS Code - Record of Equipment for The SPS Safety Certificate | MSC.542(107) | O | M | S | All Ships | | | | | ≥ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | For the 1983 SPS Code, the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) has been amended related to the table for "Details of life-saving appliances", to correspond with related SOLAS amendments. |
| 74 | 2008 SPS Code - Record of Equipment for The SPS Safety Certificate | MSC.543(107) | O | M | S | All Ships | | | | | ≥ 500 | | A | | 1 | 1 | 2026 | D | on after | 1 | 1 | 1900 | For the 2008 SPS Code, the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) has been amended related to the table for "Details of life-saving appliances", to correspond with related SOLAS amendments. |
| 75 | BWM Convention, Appendix II - Form of the Ballast Water Record Book | MEPC.369(80) | O | M | B | All | | | | | >0 | | A | | 1 | 2 | 2025 | D | on after | 1 | 1 | 1900 | Amendments to Appendix II of the Annex to the BWM Convention have been made which introduce changes to the form of the Ballast Water Record Book (BWRB). These changes are intended to make the form of this record book comparable to that of the Oil Record Book discussed in MARPOL Annex I and require a more detailed and standardized reporting of ballast water operations. The reformatted BWRB provides a more detailed list of codes (by letter) and items (by number) which should be used to codify entries made in the BWRB. |

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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 | (refer to actual regulation for details) |
| 76 | IMSBC Code - Amendment 07-23 | MSC.539(107) | O | M | S | Bulk | | | | | >500 | | All | | 1 | 1 | 2025 | D | on after | 1 | 1 | 1900 | The IMSBC Code undergoes frequent updates and revisions to incorporate new requirements for existing or new substances. To this scope, having considered the amendments (07-23) to the IMSBC Code, Resolution MSC.539(107) was adopted with entry into force on 1 January 2025, but it may apply in whole or in part on a voluntary basis from 1 January 2024.<br><br>The amendment (07-23) of the IMSBC Code includes new or revised schedules for 11 cargoes, as well as amendments to the Code on subjects such as:<br>1) Inclusion of definitions for “dynamic separation” and “Cargoes which may undergo dynamic separation” (the formation of a liquid slurry (water and fine solids) above the solid material, resulting in a free surface effect which may significantly affect the ship's stability) into the forms specifying the characteristics of the cargo and the required conditions for carriage and handling of that cargo.<br>2) Clarifying in the Code the shippers’ obligation to declare technical aspects of cargoes.<br>3) Clarifying carriage requirements of spare charges for SCBAs. |
| 77 | MARPOL I Ban on HFO in Arctic Waters | MEPC.329(76) | 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. |
| 78 | Amendments to SOLAS - Ch XV - Industrial Personnel | MSC.521(106) | O | M | S | Cargo | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. This new chapter applies to cargo ships and high speed crafts of 500 gross tonnage and upward, carrying more than 12 industrial personnel.<br>Existing cargo ships, constructed before entry into force of SOLAS Chapter XV, that carry more than 12 industrial personnel by complying with the Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Vessels Engaged on International Voyages (MSC.418(97), adopted 25 November 2016) must comply with selected requirements of the IP Code by the first intermediate or renewal survey after 01 July 2024. |
| 79 | Amendments to SOLAS - Ch XV - Industrial Personnel | MSC.521(106) | O | M | S | HSC | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. This new chapter applies to cargo ships and high speed crafts of 500 gross tonnage and upward, carrying more than 12 industrial personnel.<br>Existing cargo ships, constructed before entry into force of SOLAS Chapter XV, that carry more than 12 industrial personnel by complying with the Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Vessels Engaged on International Voyages (MSC.418(97), adopted 25 November 2016) must comply with selected requirements of the IP Code by the first intermediate or renewal survey after 01 July 2024. |
| 80 | Amendments to 2011 ESP Code - Inspections of Void Spaces | MSC.525(106) | O | M | S | Oil | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to the 2011 ESP Code that are intended to align the requirements for inspections of void spaces bounding cargo holds with the existing requirements for inspections of water ballast tanks. For ships that have undergone a major conversion into a bulk carrier or ships that were originally designed to be a bulk carrier and have been subjected to a major conversion, additional amendments would require such tanks and other spaces to be subject to annual examinations if the tank structure has been subjected to major conversion and where a hard protective coating is found to be in “less than GOOD” condition. The amendments will apply to oil tankers and bulk carriers.<br>Several additional clarifying amendments to the 2011 ESP Code were also finalized:<br>1) Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks not part of the ship's hull; and<br>2) Clarification of requirement for examination of ballast tanks at annual surveys |

## Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 81 | Amendments to 2011 ESP Code - Inspections of Void Spaces | MSC.525(106) | O | M | S | Bulk | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to the 2011 ESP Code that are intended to align the requirements for inspections of void spaces bounding cargo holds with the existing requirements for inspections of water ballast tanks. For ships that have undergone a major conversion into a bulk carrier or ships that were originally designed to be a bulk carrier and have been subjected to a major conversion, additional amendments would require such tanks and other spaces to be subject to annual examinations if the tank structure has been subjected to major conversion and where a hard protective coating is found to be in "less than GOOD" condition. The amendments will apply to oil tankers and bulk carriers. Several additional clarifying amendments to the 2011 ESP Code were also finalized:<br>1) Clarification that the ESP Code does not apply to oil tankers carrying oil in independent tanks not part of the ship's hull; and<br>2) Clarification of requirement for examination of ballast tanks at annual surveys |
| 82 | IP Code | MSC.527(106) | O | M | S | Cargo | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. IP Code includes operational requirements related to the industrial personnel onboard familiarization, training, onboard ship-specific safety, medical condition, familiarization, and other. |
| 83 | IP Code | MSC.527(106) | O | M | S | HSC | | | | | ≥ 500 | | A | | 1 | 7 | 2024 | D | on after | 1 | 1 | 1900 | New SOLAS Chapter XV provides international regulations addressing the safe carriage of industrial personnel. IP Code includes operational requirements related to the industrial personnel onboard familiarization, training, onboard ship-specific safety, medical condition, familiarization, and other. |
| 84 | MARPOL Annex V - Expanded Requirement for Garbage Record Book | MEPC.360(79) | O | M | M | All | | | | | >100 | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to MARPOL Annex V Regulation 10 (Placards, garbage management plans and garbage record-keeping), to expand the requirement to maintain onboard a Garbage Record Book to every ship of 100 GT (from 400 GT) and above, to every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention, and to every fixed or floating platform. |
| 85 | MARPOL Annex V - Expanded Requirement for Garbage Record Book | MEPC.360(79) | O | M | M | All | >15 | | | | | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to MARPOL Annex V Regulation 10 (Placards, garbage management plans and garbage record-keeping), to expand the requirement to maintain onboard a Garbage Record Book to every ship of 100 GT (from 400 GT) and above, to every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention, and to every fixed or floating platform. |
| 86 | MARPOL Annex VI - Establishment of the Mediterranean Sea ECA | MEPC.361(79) | O | M | M | All | | | | | >0 | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Regulation 14 MARPOL Annex VI to also include Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter. Appendix VII (Emission control areas) is also amended to define in coordinates the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter. A 12-month grace period for compliance is provided from the date of entry into force of this amendment (i.e. until 1 May 2025) for ships operating within this new Emissions Control Area, as established by the existing MARPOL Annex VI / Regulation 14.7. |
| 87 | MARPOL Annex VI - Regional Reception Facilities within Arctic Waters | MEPC.362(79) | O | M | M | All | | | | | >0 | | | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Regulation 17 of MARPOL Annex VI (Reception facilities). Paragraph 2 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. |
| 88 | MARPOL Annex VI, Appendix V - Fuel Flashpoint Information to be Included in the Bunker Delivery Note | MEPC.362(79) | O | M | M | All | | | | | >400 | | | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Appendix V (Information to be included in the bunker delivery note (Regulation 18.5)) of MARPOL Annex VI. In Appendix V, under item 8 (Sulphur content), item 9, flashpoint $^{o}$C is being added. The flash point shall be specified in accordance with standards acceptable to the Organization, or a statement that the flashpoint has been measured at or above 70 $^{o}$C. |

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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 | (refer to actual regulation for details) |
| 89 | Amendments to the 2012 Guidelines for the Development of a Regional Reception Facilities Plan (Resolution MEPC.221(63)) | MEPC.363(79) | O | M | M | All | | | | | >0 | | | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2012 Guidelines for the development of a Regional Reception Facilities Plan. In Part 1 - Development of a Regional Reception Facilities Plan (RRFP), paragraphs 4 and 5 are revised. Paragraph 4 is being replaced to include also States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. In Paragraph 5, *Identification of the nature of the uniquer circumstances that impact on the abilive to provide adequate port reception facilities*, it is recognized that for ports in arctic waters, it might be challenging to establish and manage Port Reception Facilities (PRFs) due to potential closure during winter months or due to substantial seasonal operational limitations due to ice conditions. |
| 90 | SOLAS V Appendix Details of navigational systems and equipment | MSC.456(101) | 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. |
| 91 | SOLAS II-2 FSS Code Ch.15 Inert Gas Systems | MSC.457(101) | 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. |
| 92 | SOLAS Ch.VII - IMDG Code - Amendment 41-22 | MSC.501(105) | O | M | S | All Ships | | | | | >0 | | All | | 1 | 1 | 2024 | KL | on after | 1 | 1 | 1900 | Amendments to IMDG Code with the purpose of aligning with the UN Recommendations on the Transport of Dangerous Goods. Additionally to the regular review of new and existing substances, these amendments include a new definition for "pressure receptacle shell", guidance on marking of refillable UN pressure receptacles and guidance on portable tanks with shells made of FRP materials. Operators may request early voluntary compliance with the amended standard from 1 January 2023. |
| 93 | System Performance Standard for the Promulgation and Coordination of Maritime Safety Information using High-Frequency Narrow-Band Direct-Printing | MSC.507(105) | O | M | S | All | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Supersedes Resolution A.699(17). Modifies the standard under which Governments provide maritime safety information using HF NBDP techniques. |
| 94 | MARPOL Annex VI, Appendix IX - Information to be submitted to the IMO Ship Fuel Oil Consumption Database | MEPC.362(79) | O | M | M | All | | | | | >5000 | | | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Appendix IX (Information to be submitted to the IMO Ship Fuel Oil Consumption Database (Regulation 27)) of MARPOL Annex VI. New entries to be submitted are: Attained EEXI (if applicable), and for ships which Regulation 28 of MARPOL Annex VI applies, Applicable CII (either AER or cgDIST), required annual operational CII, Attained annual operational CII before any correction and after corrections, Operational carbon intensity rating and CII for trial purposes (EEPI, cbDIST, clDIST, EEOI). |
| 95 | SOLAS Ch.VI - IMSBC Code - Amendment 06-21 | MSC.500(105) | O | M | S | Bulk | | | | | >500 | | All | | 1 | 12 | 2023 | D | on after | 1 | 1 | 1900 | Amendments to IMSBC Code such as the reclassification of ammonium nitrate based fertilizer as non-hazardous, amendments to section 7 addressing cargoes prone to liquefaction or dynamic separation, new definitions on the term of dynamic separation, new schedules for lead concentrate and substance identification number for bulk cargoes. Operators may request early voluntary compliance with the amended standard from 1 January 2023. |
| 96 | SOLAS Ch.VI - IMSBC Code - Amendment 06-21 | MSC.500(105) | O | M | S | Combo | | | | | >500 | | All | | 1 | 12 | 2023 | D | on after | 1 | 1 | 1900 | Amendments to IMSBC Code such as the reclassification of ammonium nitrate based fertilizer as non-hazardous, amendments to section 7 addressing cargoes prone to liquefaction or dynamic separation, new definitions on the term of dynamic separation, new schedules for lead concentrate and substance identification number for bulk cargoes. Operators may request early voluntary compliance with the amended standard from 1 January 2023. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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| 97 | MARPOL II - Amendments to MARPOL ANNEX II (Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure) | MEPC.344(78) | O | M | M | Chem | | | | | > 0 | | A | | 1 | 11 | 2023 | D | after | 1 | 1 | 1900 | Amendment to MARPOL II, Appendix I - Guidelines for the categorization of noxious liquid substances. The tables under the title "Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure" have been replaced, in order to reflect updates to the GESAMP Hazard Profile table. |
| 98 | 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. |
| 99 | MARPOL VI Procedures for FO Sampling | MEPC.324(75) | 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". |
| 100 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 101 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 102 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 103 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 104 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 105 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 106 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 107 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 108 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |

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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 | (refer to actual regulation for details) |
| 109 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 110 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 111 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 112 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.328(76) | 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. |
| 113 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 114 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 115 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 116 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
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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 | (refer to actual regulation for details) |
| 117 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 118 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 119 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 120 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 121 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 122 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |

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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 | (refer to actual regulation for details) |
| 123 | MARPOL VI Regs 26 and 28 CII Regulations | MEPC.328(76) | 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 resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating. |
| 124 | SOLAS V Bridge Equipment | MSC.466(101) MSC.191(79) | 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. |
| 125 | SOLAS II-1 (Explanatory Notes) | MSC.429(98) | 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. |
| 126 | Amendments to the Code of Safety for Special Purpose Ships, 1983 (1983 SPS Code) - GMDSS Modernization | MSC.502(105) | H | G | S | Cargo | >12 | | | | ≥ 500 | | A | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendment to 1983 SPS Code. Replaces the template of the Safety Certificate for Special Purpose Ships along with the record of equipment for Special Purpose Ship Safety Certificate. Related to updated GMDSS standards. |
| 127 | Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) - GMDSS Modernization | MSC.503(105) | H | G | S | Cargo | >12 | | | | ≥ 500 | | A | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendment to 2008 SPS Code. Replaces the template of the Safety Certificate for Special Purpose Ships along with the record of equipment for Special Purpose Ship Safety Certificate. Related to updated GMDSS standards. |
| 128 | Performance Standards for the Reception of Maritime Safety Information and Search and Rescue related Information by MF (NAVTEX) and HF | MSC.508(105) | H | G | S | All | | | | | >0 | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises and consolidates A.700(17) MSC.148(77) . Revision of standards of NAVTEX/HF-MSI Receivers, Display Devices & Printers, Storage, Alert, Test Facilities and Interfaces.<br><br>NAVTEX receiver equipment:<br>(1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution;<br>(2) if installed on or after 1 July 2019, but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution MSC.148(77), as amended by resolution MSC.430(98);<br>(3) if installed on or after 1 July 2005, but before 1 July 2019, should conform to performance standards not inferior to those specified in the annex to resolution MSC.148(77); and<br>(4) if installed before 1 July 2005, should conform to performance standards not inferior to those specified in the annex to resolution A.525(13);<br><br>Equipment for the reception of NBDP broadcasts of navigational and meteorological warnings and urgent information to ships by HF:<br>(1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; and<br>(2) if installed before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.700(17); |
| 129 | Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS) | MSC.509(105) | H | G | S | All | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises and supersedes A.801(19). Provides recommendation on the provision of radio services for the GMDSS, Criteria when providing shore-based digital selective calling (DSC) facilities for use in the GMDSS, Criteria for establishing GMDSS sea areas and Criteria when providing a NAVTEX. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | No of Passengers | LLL (m) | LOA (m) | DWT (tons) | GT | Bst Cpty ($m^3$) | Application to Age (All, New or Retroactive) | Notes | day | month | year | (Keel Lay, Delivery, or Contract) | day | month | year | (refer to actual regulation for details) |
| 130 | Performance Standards for Search and Rescue Radar Transponders | MSC.510(105) | H | G | S | All | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Supersedes A.530(13) and A.802(19). Revises performance standards for Search and Rescue Radar Transponders (SARTs). |
| 131 | Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling | MSC.511(105) | H | G | S | All | | | | | >0 | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises A.803(19). Revises performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling and specially in the Transmitter, Receiver and Digital Selective Calling Facility.<br><br>Shipborne VHF radio installations capable of voice communication and digital selective calling which will form part of the GMDSS:<br>(1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution;<br>(2) if installed on or after 23 November 1996 but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.803(19), as amended, or conform to performance standards not inferior to those specified in the annex to this resolution; and<br>(3) if installed before 23 November 1996, should conform to performance standards not inferior to those specified in the annex to resolution A.609(15). |
| 132 | Performance Standards for Shipborne MF and MF/HF Radio Installations capable of Voice Communication, Digital Selective Calling and Reception of Maritime Safety Information and Search and Rescue related Information | MSC.512(105) | H | G | S | All | | | | | >0 | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises and consolidates A.804(19) and A.806(19). Revises performance standards for shipborne MF/HF radio installations capable of voice communication and digital selective calling and specially in the Transmitter, Receiver and Digital Selective Calling Facility.<br><br>Shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information which will form part of the GMDSS:<br>(1) if installed on or after 1 January 2024, conform to performance standards not inferior to those specified in the annex to the present resolution;<br>(2) if installed on or after 23 November 1996 but before 1 January 2024, conform to performance standards not inferior to those specified in the annex to resolutions A.804(19), as amended, and A.806(19), as amended, or conform to performance standard not inferior to those specified in the annex to this resolution; and<br>(3) if installed before 23 November 1996, conform to performance standards not inferior to those specified in annex to resolutions A.610(15) and A.613(15). |
| 133 | Performance Standards for Inmarsat-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications | MSC.513(105) | H | G | S | All | | | | | >0 | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises and consolidates A.807(19). Revises performance standards for Inmarsat-C Ship earth stations.<br><br>Every Inmarsat-C ship earth station which forms part of the GMDSS:<br>(1) if installed on or after 1 January 2024 should conform to performance standards not inferior to those specified in the annex to the present resolution; and<br>(2) if installed before 1 January 2024 should conform to performance standards not inferior to those specified in the annex to resolution A.807(19), as amended, or conforms to performance standards not inferior to those specified in the annex to the present resolution,<br>and be installed in accordance with the Inmarsat design and installation guidelines; |

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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 | (refer to actual regulation for details) |
| 134 | Performance Standards for Survival Craft Portable Two-way VHF Radiotelephone Apparatus | MSC.515(105) | H | G | S | All | | | | | | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises MSC.149(77). Revises performance standards for survival craft two-way VHF radiotelephone apparatus.<br><br>Survival craft portable two-way VHF radiotelephone apparatus:<br>.1 if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution;<br>.2 if installed on or after 1 July 2005 but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution MSC.149(77);<br>.3 if installed on or after 23 November 1996 but before 1 July 2005, should conform to performance standards not inferior to those specified in annex 1 to resolution A.809(19); and<br>.4 if installed before 23 November 1996, should conform to performance standards not inferior to those specified in annex 1 to resolution A.762(18). |
| 135 | Amendments to the Performance Standards for Radiocommunication Equipment (Resolution MSC.80(70)) | MSC.516(105) | H | G | S | All | | | | | >0 | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Amendments to MSC.80(70), specially on the performance standards for on-scene portable two-way VHF radiotelephone apparatus Annexes 1 and 2.<br><br>On-scene (aeronautical) two-way VHF radiotelephone apparatus for use in search and rescue operations:<br>(1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annexes to resolution MSC.80(70), as amended by the present resolution; and<br>(2) if installed before 1 January 2024, should conform to the performance standards not inferior to those specified in the annexes to resolution MSC.80(70). |
| 136 | Performance Standards for a Shipborne Integrated Communication System (ICS) when used in the Global Maritime Distress and Safety System (GMDSS) | MSC.517(105) | H | G | S | All | | | | | >0 | | All | INS | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Revises A.811(19). Revises performance standards for the shipborne Integrated Communication System (ICS) when used in the GMDSS.<br><br>A shipborne integrated communication system (ICS) when used in the GMDSS:<br>(1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; and<br>(2) if installed before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.811(19) or should conform to performance standards not inferior to those specified in the annex to the present resolution. |
| 137 | 2023 IMO Diving Code | MSC.548(107) | H | G | S | All Ships | | | | | >0 | | All | INS | 1 | 1 | 2024 | | on after | 1 | 1 | 1900 | New International Code of Safety for Diving Operations, 2023 (2023 Diving Code) along with guidance on implementation of the 2023 Diving Code which has been included as an appendix. This Code has been developed to provide an international standard of safety for diving units, which will result in a level of safety for a diving operation on a diving platform equivalent to that required by SOLAS and its application **is voluntary.** Ships of no less than 500 gross tonnage may follow the Code and the Administration may also apply these provisions as far as reasonable and practicable to ships less than 500 gross tonnage, ships of any age and other objects acting as a diving unit but to which SOLAS does not apply. |
| 138 | 2023 Guidelines for Thermal Waste Treatment Devices (TWTD) | MEPC.373(80) | H | G | M | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | The 2023 Guidelines for Thermal Waste Treatment Devices (TWTD) were adopted, covering the approval, certification and in-service controls applicable to TWTDs as an equivalent means (under Regulation 4 of MARPOL Annex VI) to incinerators as covered by Regulation 16 of MARPOL Annex VI. |
| 139 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | Bulk | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |

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| 140 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | GasLng | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 141 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | Tanker | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 142 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | Cont | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 143 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | GenCargo | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 144 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | Refer | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 145 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | Combo | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 146 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | LNG | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |

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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 | (refer to actual regulation for details) |
| 147 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | RoRoV | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 148 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | RoRoC | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 149 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | RoRoP | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 150 | Amendments to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.374(80) | H | G | M | PassC | | | | | >400 | | A | | 7 | 7 | 2023 | C | on after | 1 | 1 | 2013 | Amendments have been made to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI). The amendments replace the reference to "tank filling" by a reference to "tank loading limit in the IGF and/or IGC Codes" in the table in paragraph 4.2.3.2, to clarify the calculation of the fuel availability ratio of gas fuel. |
| 151 | STCW Convention Chapter I - Use of Electronic Seafarers Certificates | MSC.540(107) | O | G | STCW | All Ships | | | | | >500 | | A | | 1 | 1 | 2025 | D | on after | 1 | 1 | 1900 | Amendments have been made to regulations I/1 and I/2 of the STCW Convention to incorporate a new definition for "original form of any certificate required by the Convention" to recognize that seafarers' certificates may be issued in paper or electronic form, and to broadly support the trend of digitalization in marine operations. |
| 152 | STCW Code Chapter I - Use of Electronic Seafarers Certificates | MSC.541(107) | O | G | STCW | All Ships | | | | | >500 | | A | | 1 | 1 | 2025 | D | on after | 1 | 1 | 1900 | Amendments have been made to section A-I/2 of the STCW Code, to clarify the application of existing terms and terminologies found within the Code to certificates and endorsements produced in electronic form. The amendments clarify that terms such as “front, “back” and “overleaf” will not be applicable to electronic certificates. Similarly, an official seal as well as a photograph and signature of the seafarer are not necessary for certificates and endorsements in electronic form. |
| 153 | Establishment of the Date on which Regulations 15.3, 15.5 and 34.3 to 34.5 of MARPOL Annex I, in Respect of the Red Sea and the Gulf of Aden Special Areas, Shall Take Effect | MEPC.381(80) | O | G | M | All | | | | | >0 | | A | | 1 | 1 | 2025 | D | on after | 1 | 1 | 1900 | After confirmation that adequate reception facilities are provided in all ports and terminals within the Red Sea and the Gulf of Aiden Special Areas, this resolution specifies the date after which the discharge requirements of Regulation 15.3, 15.5 and 34.3 to 34.5 of MARPOL Annex I in respect to the Red Sea and the Gulf of Aden Special Areas shall take effect. |
| 154 | Establishment of the Date on which Regulation 6 of MARPOL Annex V, in Respect of the Red Sea Special Area, Shall Take Effect | MEPC.382(80) | O | G | M | All | | | | | >0 | | A | | 1 | 1 | 2025 | D | on after | 1 | 1 | 1900 | After confirmation that adequate reception facilities are provided in all ports and terminals within the Red Sea Special Area, this resolution specifies the date after which the discharge requirements of Regulation 6 of MARPOL Annex V in respect to the Red Sea Special Area shall take effect. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 155 | MARPOL Annex I - Regional Reception Facilities within Arctic Waters | MEPC.359(79) | O | G | M | All | | | | | >0 | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Regulation 38 of MARPOL Annex I (Reception facilities), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters. Paragraphs 4 and 6 are being amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. In addition, the title of section 5 in Form B of the Supplement to the International Oil Pollution Prevention Certificate (IOPP Certificate) is changed to 5 - Construction (regulations 18, 19, 20, 21, 22, 23, 26, 27, 28 and 33). |
| 156 | MARPOL Annex II - Regional Reception Facilities within Arctic Waters | MEPC.359(79) | O | G | M | All | | | | | >0 | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Regulation 18 of MARPOL Annex II (Reception facilities and cargo unloading terminal arrangements), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters Paragraph 3 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. |
| 157 | MARPOL Annex IV - Regional Reception Facilities within Arctic Waters | MEPC.359(79) | O | G | M | All | | | | | >0 | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Regulation 12 of MARPOL Annex IV (Reception facilities), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters. Paragraph 2 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. |
| 158 | MARPOL Annex V - Regional reception facilities within Arctic waters | MEPC.360(79) | O | G | M | All | >15 | | | | >100 | | A | | 1 | 5 | 2024 | D | on after | 1 | 1 | 1900 | Amendments have been made to Regulation 8 (Reception facilities), allowing for the establishment of regional reception facility agreements among States to cover ports within Arctic waters. In Regulation 8, Paragraph 3 is amended to include also (apart from small island developing States), States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States. |
| 159 | Japanese QZSS Equipment | MSC.480(102) | 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. |
| 160 | Guidelines for the Avoidance of False Distress Alerts | MSC.514(105) | O | G | S | All | | | | | >0 | | All | | 1 | 1 | 2024 | D | on after | 1 | 1 | 1900 | Supersedes Resolution A.814(19). Introduces an additional guidance that in case a distress alert from EPIRB has been accidentally transmitted, the ship must communicate with RCC to cancel the false distress alert using the procedures given in ITU World Radiocommunication Conference Resolution 349. |
| 161 | 2023 IMO Diving Code | MSC.548(107) | O | G | S | All Ships | | | | | >0 | | All | INS | 1 | 1 | 2024 | | on after | 1 | 1 | 1900 | New International Code of Safety for Diving Operations, 2023 (2023 Diving Code) along with guidance on implementation of the 2023 Diving Code which has been included as an appendix. This Code has been developed to provide an international standard of safety for diving units, which will result in a level of safety for a diving operation on a diving platform equivalent to that required by SOLAS and its application **is voluntary.** Ships of no less than 500 gross tonnage may follow the Code and the Administration may also apply these provisions as far as reasonable and practicable to ships less than 500 gross tonnage, ships of any age and other objects acting as a diving unit but to which SOLAS does not apply. |
| 162 | Amendments to the Guidelines for Ballast Water Management and Development of Ballast Water Management Plans (G4) | MEPC.370(80) | O | G | B | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the G4 Guidelines of the BWM Convention. These amendments make reference to BWM.2/Circ.80, *Guidance on ballast water record-keeping and reporting* for the recording of ballast water operations. |
| 163 | Amendments to the 2017 Guidelines for Ballast Water Exchange (G6) | MEPC.371(80) | O | G | B | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the G6 Gudelines of the BWM Convention. These amendments make reference to BWM.2/Circ.80, *Guidance on ballast water record-keeping and reporting* for the ballast water reporting form that may be asked during a Port State inspection. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 164 | Guidelines for the Use of Electronic Record Books under the BWM Convention | MEPC.372(80) | O | G | B | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Related to amendments to the BWM Convention permitting the use of a Ballast Water Record Book in an electronic format, the Guidance for the Use of Electronic Record Books Under the BWM Convetion has also been adopted to provide a consistent approach for approval of electronic record systems and reducing administrative burden. |
| 165 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | Bulk | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 166 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | GasLng | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 167 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | Tanker | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 168 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | Cont | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 169 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | GenCargo | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |

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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 | (refer to actual regulation for details) |
| 170 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | Refer | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 171 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | Combo | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 172 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | LNG | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 173 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | RoRoV | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 174 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | RoRoC | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 175 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | RoRoP | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 176 | Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI Requirements and use of a power reserve | MEPC.375(80) | O | G | M | PassC | | | | | >400 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | Amendments have been made to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve (Resolution MEPC.335(76)). These amendments were made to provide a uniform and effective implementation of the requirement to report uses of the power reserve to the IMO Secretariat. |
| 177 | Guidelines on Life Cycle GHG intensity of Marine Fuels (LCA Guidelines) | MEPC.376(80) | O | G | M | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | In support of the IMO Strategy on Reduction of GHG Emissions from Ships, the Guidelines on Life Cycle GHG Intensity of Marine Fuels (LCA Guidelines) have been adopted. The LCA Guidelines allow Well-to-Wake calculation, including Well-to-Tank and Tank-to-Wake emission factors, of total GHG emissions related to the production and use of marine fuels. |
| 178 | 2023 IMO Strategy on Reduction of GHG Emissions from Ships | MEPC.377(80) | O | G | M | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | The 2023 Revised IMO Strategy on the Reduction of GHG Emissions from Ships (revokes the 2018 Initial IMO Strategy, resolution MEPC.304(72)) raises the level of ambition by setting additional goals such as the uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to reach 5% striving for 10% of the energy used by international shipping by 2030, and GHG emissions from international shipping to reach net zero by or around 2050. In addition, it sets specific indicative checkpoints, reducing total annual GHG emissions from international shipping by at least 20%,striving for 30% by 2030 compared to 2008 and by 70%, striving for 80% by 2040. |
| 179 | 2023 Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species | MEPC.378(80) | O | G | AFS | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | The revised 2023 Biofouling Guidelines provide recommended biofouling management practices focused on ships using Anti Fouling Systems (AFS) but may be also applied to ships using coatings or surfaces that are not used to control or prevent attachment of organisms. (Revokes resolution MEPC.207(62)) |
| 180 | 2023 Guidelines for the Development of the Inventory of Hazardous Materials | MEPC.379(80) | O | G | SR | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | The 2023 IHM Guidelines provide relevant stakeholders (e.g. shipbuilders, equipment suppliers, repairers, shipowners and ship management companies) with the essential requirements for the practical and logical development of the Inventory of Hazardous Materials, as required under the Hong Kong Convention on Ship Recycling. (Supersedes resolution MEPC.269(68)) |
| 181 | Designation of the North-Western Mediterranean Sea as a Particularly Sensitive Sea Area | MEPC.380(80) | O | G | M | All | | | | | >0 | | A | | 7 | 7 | 2023 | D | on after | 1 | 1 | 1900 | The North-Western Mediterranean Sea has been designated as a Particularly Sensitive Sea Area. Associated Protective Measures (APMs) which are recommendatory in nature have been prescribed, such as speed reduction between 10 and 13 knots, keeping appropriate safety distance from any large and medium cetaceans observed, broadcasting on VHF or other available means on scene the position of medium and large cetaceans observed within the designated PSSA, and reporting of any collision with cetaceans to designated coastal Authority. |
| 182 | Strengthening Measures for Ensuring the Safety Of International Shipping | MSC.531(107) | O | G | S | All Ships | | | | | >500 | | A | | 8 | 6 | 2023 | D | on after | 1 | 1 | 1900 | Strengthening measures to ensure the safety of international shipping by emphasizing the urgent need for the Democratic People's Republic of Korea (DPRK) to comply with SOLAS regulations and halt unlawful and unannounced ballistic missile launches that jeopardize international shipping safety. |
| 183 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | Bulk | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 184 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | GasLng | | | | ≥ 2000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 185 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | Tanker | | | | ≥ 4000 | | | A | | 1 | 1 | 2023 | D | 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). |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | Reg Status: Operational or Hardware | Reg Status: 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: No of Passengers | Size Parameter: LLL (m) | Size Parameter: LOA (m) | Size Parameter: DWT (tons) | Size Parameter: GT | Size Parameter: Bst Cpty ($m^3$) | Application to Age (All, New or Retroactive) | Compliance Date: Notes | Compliance Date: day | Compliance Date: month | Compliance Date: year | Age of Ship (Keel Lay, Delivery, or Contract) | Age of Ship: day | Age of Ship: month | Age of Ship: year | Overview of Regulation (refer to actual regulation for details) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 186 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | Cont | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 187 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | GenCargo | | | | ≥ 3000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 188 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | Refer | | | | ≥ 3000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 189 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | Combo | | | | ≥ 4000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 190 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | LNG | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 191 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | RoRoV | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 192 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | RoRoC | | | | ≥ 1000 | | | A | | 1 | 1 | 2023 | D | 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). |
| 193 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | RoRoP | | | | ≥ 250 | | | A | | 1 | 1 | 2023 | D | 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). |
| 194 | MARPOL VI Regs 23 and 25 EEXI Regulations | MEPC.335(76) | O | G | M | PassC | | | | | ≥ 25000 | | A | | 1 | 1 | 2023 | D | 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). |
| 195 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | Bulk | | | | | ≥ 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). |
| 196 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | GasLng | | | | | ≥ 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). |
| 197 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | Tanker | | | | | ≥ 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). |
| 198 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | Cont | | | | | ≥ 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). |
| 199 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | GenCargo | | | | | ≥ 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). |
| 200 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | Refer | | | | | ≥ 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). |
| 201 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | Combo | | | | | ≥ 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). |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | Reg Status | | Size Parameter | | | | | | | Application to Age (All, New or Retroactive) | Compliance Date | | | | Age of Ship | | | | | Overview of Regulation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | 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 | (refer to actual regulation for details) |
| 202 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | LNG | | | | | ≥ 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). |
| 203 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | RoRoV | | | | | ≥ 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). |
| 204 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | RoRoC | | | | | ≥ 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). |
| 205 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | RoRoP | | | | | ≥ 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). |
| 206 | MARPOL VI Regs 26 and 28 CII G3 Guidelines | MEPC.338(76) | O | G | M | PassC | | | | | ≥ 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). |
| 207 | 1978 STCW Convention | MSC.486(103) | 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. |
| 208 | STCW Code | MSC.487(103) | 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. |
| 209 | 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) | MEPC.346(78) | O | G | M | All Ships | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.282(70). Introduces Part III of the SEEMP, to establish a Ship Operational Carbon Intensity Plan. Provides guidance on the calculation of the attained annual CII, the calculation of the required annual CIIs for the next three years, the implementation plan in order to reach the required CIIs for the next three years, the process for self-evaluation and improvement and finally the plan under which corrective actions shall be taken. Part III applies to only ≥ 5000 GT. |
| 210 | Guidelines for the Verification and Company Audits by the Administration of Part III of the Ship Energy Efficiency Management Plan (SEEMP) | MEPC.347(78) | O | G | M | All Ships | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Provides guidance to the Administration or Recognized Organizations on the verification of SEEMP and issuance of the Confirmation of Compliance (CoC) - where a sample format is being presented at the Annex. CoC applies to only ≥ 5000 GT. |
| 211 | 2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity | MEPC.348(78) | O | G | M | All Ships | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.292(71). The updated Resolution incorporates the verification of the attained annual operational CII along with the determination of operational carbon intensity rating. |
| 212 | 2022 Guidelines for the Development and Management of the IMO Ship Fuel Oil Consumption Database | MEPC.349(78) | O | G | M | All Ships | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.293(71). Incorporates the guidelines for the submission of attained EEDI/EEXI along with required and attained CII and voluntary carbon intensity indicators. Moreover, the annual report for the MEPC must also contain the annual development of the operational CII of the ship types and international shipping. |
| 213 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | Bulk | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 214 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | GasLng | | | | ≥ 2000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 215 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | Tanker | | | | ≥ 4000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 216 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | Cont | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 217 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | GenCargo | | | | ≥ 3000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 218 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | Refer | | | | ≥ 3000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 219 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | Combo | | | | ≥ 4000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 220 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | LNG | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 221 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | RoRoV | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 222 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | RoRoC | | | | ≥ 1000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 223 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | RoRoP | | | | ≥ 250 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 224 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.350(78) | O | G | M | PassC | | | | | ≥ 25000 | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device. |
| 225 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | Bulk | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 226 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | GasLng | | | | ≥ 2000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 227 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | Tanker | | | | ≥ 4000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 228 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | Cont | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 229 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | GenCargo | | | | ≥ 3000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 230 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | Refer | | | | ≥ 3000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 231 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | Combo | | | | ≥ 4000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 232 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | LNG | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 233 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | RoRoV | | | | ≥ 10000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 234 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | RoRoC | | | | ≥ 1000 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 235 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | RoRoP | | | | ≥ 250 | | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 236 | 2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI) | MEPC.351(78) | O | G | M | PassC | | | | | ≥ 25000 | | A | | 1 | 1 | 2023 | D | after | 1 | 1 | 1900 | Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901. |
| 237 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | Bulk | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 238 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | GasLng | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 239 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | Tanker | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 240 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | Cont | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 241 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | GenCargo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 242 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | Refer | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 243 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | Combo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 244 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | LNG | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 245 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | RoRoV | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 246 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | RoRoC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 247 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | RoRoP | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |
| 248 | 2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1) | MEPC.352(78) | O | G | M | PassC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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

| | Regulation | Reference Document - Hyperlink if Underlined | Reg Status: Operational or Hardware | Reg Status: 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: No of Passengers | Size Parameter: LLL (m) | Size Parameter: LOA (m) | Size Parameter: DWT (tons) | Size Parameter: GT | Size Parameter: Bst Cpty ($m^3$) | Application to Age (All, New or Retroactive) | Compliance Date: Notes | Compliance Date: day | Compliance Date: month | Compliance Date: year | Age of Ship: (Keel Lay, Delivery, or Contract) | Age of Ship: day | Age of Ship: month | Age of Ship: year | Overview of Regulation (refer to actual regulation for details) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 249 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | Bulk | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 250 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | GasLng | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 251 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | Tanker | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 252 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | Cont | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 253 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | GenCargo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 254 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | Refer | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 255 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | Combo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 256 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | LNG | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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 ($m^3$) | | Notes | day | month | year | (Keel Lay, Delivery, or Contract) | day | month | year | (refer to actual regulation for details) |
| 257 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | RoRoV | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 258 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | RoRoC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 259 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | RoRoP | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 260 | 2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2) | MEPC.353(78) | O | G | M | PassC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X. |
| 261 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | Bulk | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 262 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | GasLng | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 263 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | Tanker | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 264 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | Cont | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 265 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | GenCargo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
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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 | (refer to actual regulation for details) |
| 266 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | Refer | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 267 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | Combo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 268 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | LNG | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 269 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | RoRoV | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 270 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | RoRoC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 271 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | RoRoP | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 272 | 2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4) | MEPC.354(78) | O | G | M | PassC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised. |
| 273 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | Bulk | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 274 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | GasLng | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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 ($m^3$) | | Notes | day | month | year | (Keel Lay, Delivery, or Contract) | day | month | year | (refer to actual regulation for details) |
| 275 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | Tanker | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 276 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | Cont | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 277 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | GenCargo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 278 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | Refer | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 279 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | Combo | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 280 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | LNG | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 281 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | RoRoV | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |

# Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2023 and Beyond for All Ship Types - Nov 2023

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 ($m^3$) | | Notes | day | month | year | (Keel Lay, Delivery, or Contract) | day | month | year | (refer to actual regulation for details) |
| 282 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | RoRoC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 283 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | RoRoP | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 284 | 2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5) | MEPC.355(78) | O | G | M | PassC | | | | | ≥ 5000 | | A | | 1 | 1 | 2023 | C | on after | 1 | 1 | 1900 | Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers. |
| 285 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | Bulk | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 286 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | GasLng | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 287 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | Tanker | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |

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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 | (refer to actual regulation for details) |
| 288 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | Cont | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 289 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | GenCargo | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 290 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | Refer | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 291 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | Combo | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 292 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | LNG | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |

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| | Regulation | Reference Document - Hyperlink if Underlined | Reg Status | | | Ship Type | Size Parameter | | | | | | Application to Age (All, New or Retroactive) | Compliance Date | | | | Age of Ship | | | | Overview of Regulation |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | | 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 | (refer to actual regulation for details) |
| 293 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | RoRoV | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 294 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | RoRoC | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 295 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | RoRoP | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 296 | 2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships | MEPC.364(79) | O | G | M | PassC | | | | | >400 | | N | | 16 | 12 | 2022 | D | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Method of Calculation of Attained EEDI for New Ships, creating the 2022 edition (Supersedes MEPC.308(73) as amended by MEPC.322(74) and MEPC.332(76)). In section 2.2.1, the table in paragraph 2.2.1 is being amended to include Ethane fuel, providing a default value for LCV, carbon content and carbon factor. In addition, under paragraph 2.2.5.2, the maximum allowable $P_{PTO}$ deduction is changing from $P_{AE}$ to $P_{AE}/0.75$ and an additional paragraph under section 2.2.15 (Summer load line draught) is added, which states that for new ship with multiple load lines certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught shall be used to calculate and verify the required and attained EEDI. |
| 297 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | Bulk | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 298 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | GasLng | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |

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| 299 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | Tanker | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 300 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | Cont | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 301 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | GenCargo | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 302 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | Refer | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 303 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | Combo | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 304 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | LNG | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 305 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | RoRoV | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 306 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | RoRoC | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |

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

| | Regulation | Reference Document - Hyperlink if Underlined | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 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 | (refer to actual regulation for details) |
| 307 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | RoRoP | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |
| 308 | 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) | MEPC.365(79) | O | G | M | PassC | | | | | >400 | | N | | 16 | 12 | 2022 | C | on after | 1 | 1 | 1900 | Revisions have been made to the Guidelines on the Survey and Certification of EEDI, creating the 2022 edition (Supersedes MEPC.254(67) as amended by MEPC.261(68) and MEPC.309(73)). The revision, takes into account the 2021 update of ITTC Recommended Procedures and Guidelines and more specifically, in paragraphs 4.3.5, 4.3.6 and 4.3.8 the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 change to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2021. |

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| Regulation | Reference Document - Hyperlink if Underlined | Reg Status: Operational or Hardware | Reg Status: 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: No of Passengers | Size Parameter: LLL (m) | Size Parameter: LOA (m) | Size Parameter: DWT (tons) | Size Parameter: GT | Size Parameter: Bst Cpty ($m^3$) | Application to Age (All, New or Retroactive) | Compliance Date: Notes | Compliance Date: day | Compliance Date: month | Compliance Date: year | Age of Ship (Keel Lay, Delivery, or Contract) | Age of Ship: day | Age of Ship: month | Age of Ship: year | Overview of Regulation (refer to actual regulation for details) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | |

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

**Notes:**

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

**Ship Types**

**All** - all types of ships, barges and MODUs
**All Ships** - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS
**Pass -** a Passenger Ship is a ship which carries more than the indicated number of passengers
**PassC** - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage
**RoRo - a ship with RoRo cargo spaces as defined in SOLAS II-2/3(41)**
**RoRoV** – a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks
**RoRoC** – a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units
**RoRoP** – a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces
**HSC -** is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)0.1667
**Cargo** - is any ship type (including SP-MODUs) which is not a passenger ship
**Cont -** is a ship designed exclusively for the carriage of containers in holds and on deck
**GenCargo -** means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo
**Refer** means a ship designed exclusively for the carriage of refrigerated cargoes in holds.
**Tanker** - a *"cargo ship"* constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature
**Oil** - a tanker constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any *"chemical tanker"* as defined in Annex II of the present 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