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

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	Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship					Overview of Regulation
			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 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.
2	SOLAS II-1 (Complete Revision)	MSC.421(98)	H	M	S	All Ships					≥ 500		N		1	7	2020	K	on/after	1	7	2020	This complete revision of SOLAS II-1 requires minimum GM curves to be accompanied by maximum permissible trim versus draught; a higher degree of subdivision as per the revised subdivision index R for passenger ships; reduced limits of heel for cargo ships fitted with cross-flooding devices; and calculation of the probability to survive in the final equilibrium stage of flooding. Arrangements of small wells arranged in double bottoms are revised and butterfly valves in lieu of screw-down valves in piping on cargo ships is now permitted.
3	SOLAS II-1/35-1 Bilge pumping arrangements	MSC.421(98)	H	M	S	Pass		91.5					N		1	7	2020	KL	on/after	1	7	2020	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.
4	LSA Code Revisions	MSC.425(98) MSC.48(66)	H	M	S	All Ships					≥ 500		A	T	1	1	2020	KL	on after	1	1	1900	Corrections to the provisions relating to winch and winch brake test loads as prescribed in the LSA Code
5	HSC Codes (2000) Rescue Boat	MSC.424(98)	H	M	S	HSC		<30					A		1	1	2020	KL	on/after	1	1	1900	HSC is exempted from carrying a rescue boat provided arrangements are available to allow the craft to maneuver in the worst intended conditions to rescue a person from the water in a near-horizontal body position and that the rescue can be observed from the craft's navigating bridge
6	HSC Codes (1994) Rescue Boat	MSC.423(98)	H	M	S	HSC		<20					A		1	1	2020	KL	on/after	1	1	1900	HSC is exempted from carrying a rescue boat provided arrangements are available to allow the craft to maneuver in the worst intended conditions to rescue a person from the water in a near-horizontal body position and that the rescue can be observed from the craft's navigating bridge
7	IGF Code (Ship Arrangement)	MSC.422(98)	H	M	S	Ships					≥ 500		A		1	1	2020	KL	on after	1	1	2020	IGF Code revised to remove the requirement for A-0 class divisions of boundaries, including navigation bridge windows, above the navigation bridge deck. Taking into account that the amendments will not enter into force until January 1, 2020, a new MSC.1/Circ.1568 was adopted and invites Member States to take action, which may include early application, pending formal entry into forcepermits Flag Administrations to take immediate action on this amendment for gas carriers constructed before 1 January 2020.
8	SOLAS II-1 (Complete Revision)	MSC.421(98)	H	M	S	All Ships					≥ 500		N		1	1	2020	C	on/after	1	1	2020	This complete revision of SOLAS II-1 requires minimum GM curves to be accompanied by maximum permissible trim versus draught; a higher degree of subdivision as per the revised subdivision index R for passenger ships; reduced limits of heel for cargo ships fitted with cross-flooding devices; and calculation of the probability to survive in the final equilibrium stage of flooding; revises arrangements of small wells arranged in double bottoms and allows for butterfly valves in lieu of screw-down valves in piping on cargo ships

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9	SOLAS II-1/35-1 Bilge pumping arrangements	MSC.421(98)	H	M	S	Pass		91.5					N		1	1	2020	C	on/after	1	1	2020	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.
10	SOLAS II-2/20 Transport of Vehicles	MSC.421(98)	H	M	S	All Ships					≥ 500		N		1	1	2020	KL	on/after	1	1	2020	Cargo spaces on all ships used for the transport of motor vehicles (a) with fuel in their tanks for their own propulsion, that are loaded/unloaded into cargo spaces which do not meet the requirements of SOLAS II-2/20, "Protection of vehicle, special category and ro-ro spaces"; and (b) that do not use their own propulsion within the cargo space, are not required to comply with SOLAS II-2/20 provided the vehicles are carried in compliance with the appropriate requirements of regulation 19 and the IMDG Code, as defined in SOLAS VII/1.1.
11	SOLAS II-2/20 Integrity of Windows	MSC.421(98)	H	M	S	Pass	<36						N		1	1	2020	KL	on/after	1	1	2020	Windows facing survival craft, escape slides, embarkation areas and windows situated below such areas are to be at least equal to "A-0" class
12	Intact Stability Code Part A (as referenced by LL Convention)	MSC.414(97)	H	M	L	All Ships		≥ 24					N		1	1	2020	C	on after	1	1	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to the Load Line Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
13	Intact Stability Code Part A (as referenced by LL Convention)	MSC.414(97)	H	M	L	All Ships		≥ 24					N		1	1	2020	KL	on after	1	7	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to the Load Line Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
14	Intact Stability Code Part A (as referenced by LL Convention)	MSC.414(97)	H	M	L	All Ships		≥ 24					N		1	1	2020	D	on after	1	1	2024	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to the Load Line Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
15	Intact Stability Code Part A (as referenced by SOLAS)	MSC.413(97)	H	M	S	All Ships					≥ 500		N		1	1	2020	C	on after	1	1	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to SOLAS Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
16	Intact Stability Code Part A (as referenced by SOLAS)	MSC.413(97)	H	M	S	All Ships					≥ 500		N		1	1	2020	KL	on after	1	7	2020	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to SOLAS Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.
17	Intact Stability Code Part A (as referenced by SOLAS)	MSC.413(97)	H	M	S	All Ships					≥ 500		N		1	1	2020	D	on after	1	1	2024	Revisions to the mandatory requirements of Part A of the IS Code were adopted which will require new ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters to comply with the IS Code. Corresponding revisions to SOLAS Convention will be adopted at IMO in June 2017 to bring effect to these IS Code revisions.

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18	IGC Code (Ship Arrangements)	MSC.411(97)	H	M	S	GasLNG					≥ 500		A		1	1	2020	KL	on after	1	1	2020	Paragraph 3.2.5 of the IGC Code has been revised to temove the requirement for clear view screen windows arranged in the wheelhouse facing that cargo area to be constructed to "A-0" class for external fire loads. MSC.1/Circ.1549 permits Flag Administrations to take immediate action on this amendment for gas carriers constructed before 1 January 2020.
19	FSS Code	MSC.410(97)	H	M	S	Pass	≥ 12						A		1	1	2020	KL	on after	1	1	1900	A revision has been made to Case 2 for the distribution of persons for passenger ship evacuation analysis (FSS Code, Ch.13, "Arrangement of Means of Escape") for the purpose of clarifying the distribution of crew in public spaces.
20	SOLAS II-1/3-12 Noise Code	MSC.409(97)	H	M	S	All Ships					≥ 1600		A		1	1	2020	D	before	1	7	2018	Revision was made to clarify application of the IMO Noise Code to ships delivered before 1 July 2018, regardless of their contract for construction or keel laying date.
21	SOLAS II-2 Fire Protection	MSC.409(97)	H	M	S	All Ships					≥ 500		A		1	1	2020	KL	on/after	1	1	1900	Revision was made to clarify that boilers protected by fixed water-based local application fire-extinguishing systems will not also require a foam-type extinguisher to be kept in the boiler room.
22	SOLAS II-2/18 Helicopter Facilities	MSC.404(96)	H	M	S	All Ships					≥ 500		N		1	1	2020	KL	on after	1	1	2020	Amendment to SOLAS Regulation II-2/18 requiring foam firefighting appliances for helicopter landing areas on ships constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
23	SOLAS II-2/18 Helicopter Facilities	MSC.404(96)	H	M	S	Pass	> 12				< 500		N		1	1	2020	KL	on after	1	1	2020	Amendment to SOLAS Regulation II-2/18 requiring foam firefighting appliances for helicopter landing areas on ships constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
24	FSS Code Chapter 8 & 17	MSC.403(96)	H	M	S	All Ships					≥ 500		N		1	1	2020	KL	on after	1	1	2020	A new provision is added to Chapter 8 requiring water quality for automatic sprinkler systems to be specified by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Also, a new Chapter 17 is added to the FSS Code containing specifications for foam firefighting appliances for the protection of helicopter facilities. The specifications reflect those previously contained in MSC.1/Circ.1431 which will be revoked when the new Chapter 17 enters into force. NOTE: MSC.1/Circ.1523 has been approved for the early implementation of this new FSS Code chapter.
25	FSS Code Chapter 8 & 17	MSC.403(96)	H	M	S	Pass	> 12				< 500		N		1	1	2020	KL	on after	1	1	2020	A new provision is added to Chapter 8 requiring water quality for automatic sprinkler systems to be specified by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Also, a new Chapter 17 is added to the FSS Code containing specifications for foam firefighting appliances for the protection of helicopter facilities. The specifications reflect those previously contained in MSC.1/Circ.1431 which will be revoked when the new Chapter 17 enters into force. NOTE: MSC.1/Circ.1523 has been approved for the early implementation of this new FSS Code chapter.
26	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		R	INS	1	1	2020	KL	before	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydro-chlorofluorocarbons are prohibited

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27	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		N		1	1	2020	KL	on after	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydro-chlorofluorocarbons are prohibited
28	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	LNG					≥ 400		N		1	9	2019	D	on after	1	9	2019	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has either conventional or non-conventional methods of propulsion, as defined in Regulations 2.40 and 2.41.
29	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	PassC					≥ 400		N		1	9	2019	D	on after	1	9	2019	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has a non-conventional method of propulsion, as defined in Regulation 2.41.
30	SOLAS II-2 FSS Code Breathing apparatus	MSC.338(91) MSC.339(91)	H	M	S	All Ships					≥ 500		A		1	7	2019	KL	on after	1	1	1900	Each compressed air breathing apparatus is to be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 liters.
31	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.350(92)	H	M	S	Cargo					≥ 150 < 500		R	FS	1	7	2018	KL	before	1	7	2002	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
32	SOLAS II-1/13-2 Noise Code	MSC.338(91) MSC.337(91)	H	M	S	All Ships					≥ 1600		N		1	7	2018	D	on after	1	7	2018	Ships (except MODUs) need to comply with the new Noise Code as per MSC.337(91). The Code has mandatory and recommendatory provisions which sets out to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. Compliance with the Code requires measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal service speed at no less than 80% of the maximum continuous rating (MCR). Deviation from this normal service condition may be permitted for ships with special propulsion and power configurations, such as diesel-electric systems
33	SOLAS II-2 Means of communication	MSC.338(91)	H	M	S	All Ships					≥ 500		R	A	1	7	2018	C	before	1	7	2014	At least two (2) two-way portable radiotelephones are to be provided for each fire party designated onboard tankers and those intended to be used in hazardous areas of all ships which are to be of an explosion-proof or intrinsically safe type.
34	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					≥ 10000 < 20000		R	FS	1	7	2018	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
35	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Cargo					≥ 500		R		1	1	2018	KL	before	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
36	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Pass	≥ 12						R		1	1	2018	KL	before	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).

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37	SOLAS V/19 Radionavigation receivers	MSC.401(95)	H	M	S	All Ships					≥ 500		A	INS	31	12	2017	KL	on after	1	1	1900	Revised performance standards for multi-system shipborne radionavigation receivers
38	MARPOL VI NOx Technical Code	MEPC.272(69)	H	M	M	All					> 0		A	INS	1	9	2017	KL	on after	1	1	1900	Amendments to the NOx Technical Code which enable certification of gas fuelled and dual fuel engines, which include revisions to the Parent engine test report and test data form. The revised model form for the engine test report is only applicable to engines installed on or after 1 September 2017
39	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.350(92)	H	M	S	Cargo					≥ 500 < 3000		R	FS	1	7	2017	KL	before	1	7	2002	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
40	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					> 20000 < 50000		R	FS	1	7	2017	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
41	LSA Testing Rquirements	MSC.427(98)	H	M	S	All Ships					> = 500		A	T	15	6	2017	KL	on after	1	1	1900	For lifeboats other than free-fall lifeboats, davits and launching appliances, except winches, should be subjected to a static proof load of 2.2 times their maximum working load."
42	SOLAS II-1 and II-2 IGF Code	MSC.392(95)	H	M	S	All Ships					≥ 500		R	≥	1	1	2017	KL	on after	1	1	1900	SOLAS revisions mandate compliance with the IGF Code for ships converting to burn low flash fuels or burning low flash fuels other than that approved for prior to 1 Jan 2017 except where permitted otherwise by SOLAS II-2/4.2.1 (emergency generator, emergency fire pump's engines and the auxiliary machines which are not located in the machinery spaces of category A). These provisions do not apply to gas ships certified to the IGC Code.
43	SOLAS II-2 Power Ventilation Systems	MSC.392(95)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	A reduction in the number of air changes is allowed for power ventilation systems serving vehicle, special category and ro-ro spaces which deliver the specified number of air changes (6 or 10 air changes per hour depending on ship type and space served as specified in SOLAS) at all times when vehicles are in such spaces if an air quality control system complying with MSC.1/Circ.1515 is fitted. Such ventilation systems, when fitted onboard passenger ships, are to be separate from other ventilation systems.
44	SOLAS II-1 and II-2 IGF Code	MSC.392(95)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	SOLAS revisions mandate compliance with the IGF for ships burning low flash fuels except where permitted otherwise by SOLAS II-2/4.2.1 (emergency generator, emergency fire pump's engines and the auxiliary machines which are not located in the machinery spaces of category A).

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45	SOLAS II-2 Secondary Means of Venting	MSC.392(95)	H	M	S	Oil					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Secondary means of venting to allow full flow relief of cargo or inert gas vapors at all times including in the event of damage to, or inadvertent closing of, the primary means of venting. More specifically, Isolating valves fitted in cargo tank venting arrangements that are combined with other cargo tanks are to be so arranged to permit the passage of large volumes of vapor, air or inert gas mixtures during cargo loading and ballasting, or during discharging. In the event of damage to, or inadvertent closing of, the required tank isolation valve arrangement noted above, either a secondary means of venting capable of preventing over-pressure or under-pressure is to be provided; or pressure sensors are to be fitted in each tank which are to be monitored and alarmed at the ship's cargo control room or the position from which cargo operations are normally carried out
46	IGF Code	MSC.391(95)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Ships burning low flash fuels are to meet the IGF Code, including the more significant provisions on the need to carry out a risk assessment when so specified; machinery spaces are to be either "gas safe" (a single failure cannot lead to release of fuel gas) or "ESD-protected" (in the event of an abnormal gas hazard, all non-safe equipment/ignition sources and machinery is automatically shutdown while equipment or machinery in use or active during these conditions is to be of a certified safe type); protection of the fuel system protection from hull damage penetration; structural elements of the fuel containment system are to be evaluated with respect to possible failure modes taking into account the possibility of plastic deformation, buckling, fatigue and loss of liquid and gas tightness; air locks providing direct access between non-hazardous and hazardous spaces is prohibited except where necessary for operational reasons, through a mechanically ventilated air lock with self-closing doors; hazardous areas are to comply with IEC principles for the classification; and gas detection is required at ventilation inlets to accommodation and machinery spaces if required by the risk assessment.
47	SOLAS XIV Polar Code	MSC.386(94) MSC.385(94)	H	M	S	Pass	≥ 12						N		1	1	2017	KL	on after	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
48	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Cargo					≥ 500		N		1	1	2017	KL	on after	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
49	Polar Code	MSC.385(94)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Safety provisions, including the extent of ice strengthening (which refers to IACS URs for Polar Class Ships), are applied to three categories of ships which are dependent on the ice conditions within which the ship is designed to operate. Part I-A of the Code contains the mandatory safety provisions which include a Polar Waters Operations Manual containing ship-specific capabilities and limitations with specific procedures to be followed in normal operations, avoiding conditions that exceed the ship's capabilities, and responding to incidents; maintaining adequate weathertight and watertight integrity through additional measures, such as preventing freezing of closing appliances; icing allowances for intact stability, and residual damage stability after withstanding flooding from unique damage penetration extents; protection of machinery, life-saving arrangements and firefighting equipment with regard to ice accretion, snow accumulation, ice ingestion from seawater, and freezing/increased viscosity of liquids; advanced training for Masters and Chief Mates and basic training for officers in charge of a navigational watch; and a conditional provision to allow an ice advisor to satisfy the training requirements.

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	Regulation	Reference Document	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)
50	MARPOL I Regulation 12 - Sludge	MEPC.266(68)	H	M	M	All					≥ 400		R	P	1	1	2017	KL	before	1	1	2017	Revised MARPOL Annex I, Regulation 12 (Tanks for Oil Residues (Sludge)) - restructured to incorporate existing Unified Interpretations relating to means of disposal, interconnections and tank cleaning arrangements. Modifications that may be required to ships constructed before 1 January 2017 with MEPC.1/Circ.753/Rev.1 arrangements are to be completed no later than the first renewal survey carried out on or after 1 January 2017.
51	MARPOL I Regulation 12 - Sludge	MEPC.266(68)	H	M	M	All					≥ 400		N		1	1	2017	KL	on after	1	1	2017	Revised MARPOL Annex I, Regulation 12 (Tanks for Oil Residues (Sludge)) - restructured to incorporate existing Unified Interpretations relating to means of disposal, interconnections and tank cleaning arrangements.
52	SOLAS VII IGC Code Revisions Stability PC	MSC.370(93)	H	M	S	GasLng				≥ 500			R	P	1	7	2016	K	before	1	7	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
53	SOLAS V/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					≥ 50000		R	FS	1	7	2016	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
54	SOLAS VII IBC Code Revisions Stability PC	MSC.369(93)	H	M	S	Chem				≥ 500			R	P	1	1	2016	K	before	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
55	IBC Code (Approved Stability Instruments)	MEPC.250(66)	H	M	S	Chem					≥ 500		R	P	1	1	2016	KL	before	1	1	2016	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements

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56	BCH Code (Approved Stability Instruments)	MEPC.249(66)	H	M	S	Chem					≥ 500		R	P	1	1	2016	KL	before	1	7	1986	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
57	MARPOL I (Approved Stability Instruments)	MEPC.248(66)	H	M	S	Oil					≥ 150		R	P	1	1	2016	KL	before	1	1	2016	Oil carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
58	SOLAS II-1 (Complete Revision)	MSC.421(98)	H	M	S	All Ships					≥ 500		N		1	1	2014	D	on/after	1	1	2024	This complete revision of SOLAS II-1 requires minimum GM curves to be accompanied by maximum permissible trim versus draught; a higher degree of subdivision as per the revised subdivision index R for passenger ships; reduced limits of heel for cargo ships fitted with cross-flooding devices; and calculation of the probability to survive in the final equilibrium stage of flooding. Arrangements of small wells arranged in double bottoms are revised and butterfly valves in lieu of screw-down valves in piping on cargo ships is now permitted.
59	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12				> 0		R		1	6	2023	KL	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.
60	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12				> 0		R		1	6	2021	KL	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.
61	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		R		1	6	2021	KL	on after	1	1	1900	The resolution amends Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) to revise the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
62	SOLAS II-1 Assessment of Loading Conditons	MSC.421(98)	O	M	S	All Ships					≥ 500		A		1	1	2020	D	on/after	1	1	1900	On completion of loading, the master is to ascertain and record that the ship's loading condition complies with the relevant stability criteria. Conditions for opening watertight doors during navigation are revised.

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63	SOLAS II-1 Passenger Ship Damage Control	MSC.421(98)	O	M	S	Pass	>12						A		1	1	2020	KL	on/after	1	1	1900	Damage control drills and operational tests of associated equipment are specified and required to be be carried out at least every three months. Operational tests of watertight doors, sidescuttles, valves and closing mechanisms of scuppers, ash-chutes and rubbish-chutes shall take place weekly. In ships in which the voyage exceeds one week in duration a complete set of operational tests shall be held before the voyage commences, and others thereafter at least once a week during the voyage. Muster lists are to be revised to include the duties assigned to crew for damage control for flooding emergencies for passenger ships.
64	SOLAS XI-1/2 ESP Code	MSC.409(97)	O	M	S	All Ships					≥ 500		A	FS	1	1	2020	KL	on after	1	1	1900	New regulation 2-1 of SOLAS Chapter XI-1 revises the SOLAS Safety Construction Renewal Survey window for cargo ships which are not subject to the Enhanced Survey Program (ESP) Code, so as to be harmonized with the Renewal Survey window under the ESP Code i.e. the renewal survey may be commenced at the fourth annual survey and be progressed during the succeeding year with a view to completion by the fifth anniversary date.
65	SOLAS II-2/13 Means of Escape	MSC.404(96)	O	M	S	Pass	> 36						N		1	1	2020	KL	on after	1	1	2020	Amendments to SOLAS Regulation II-2/13.3.2 mandate the evaluation of escape routes by an evacuation analysis early in the design process for passenger ships other than ro-ro passenger ships carrying more than 36 passengers constructed on or after 1 January 2020 .
66	SOLAS III/20.11 Launching Appliance Maintenance	MSC.404(96)	O	M	S	All Ships					≥ 500		A		1	1	2020	KL	on after	1	1	1900	Amendments to SOLAS Regulation III/20.11 mandate that the thorough examination, operational testing, overhaul required maintenance and repair of equipment specified within the regulation shall be carried out on/after 1 January 2020 in accordance with the specifications contained in new resolution MSC.402(96).
67	SOLAS III/20.11 Launching Appliance Maintenance	MSC.404(96)	O	M	S	Pass	> 12				< 500		A		1	1	2020	KL	on after	1	1	1900	Amendments to SOLAS Regulation III/20.11 mandate that the thorough examination, operational testing, overhaul required maintenance and repair of equipment specified within the regulation shall be carried out on/after 1 January 2020 in accordance with the specifications contained in new resolution MSC.402(96).
68	SOLAS III/20 SOLAS III/36 Maintenance / Testing of Launching Appliances / Release Gear	MSC.402(96)	O	M	S	All Ships					≥ 500		A		1	1	2020	KL	on after	1	1	1900	New specifications for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, required to be complied with in accordance with amendments to SOLAS Regulation III/20.11 (Resolution MSC.404(96)).
69	SOLAS III/20 SOLAS III/36 Maintenance / Testing of Launching Appliances / Release Gear	MSC.402(96)	O	M	S	Pass	> 12				< 500		A		1	1	2020	KL	on after	1	1	1900	New specifications for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, required to be complied with in accordance with amendments to SOLAS Regulation III/20.11 (Resolution MSC.404(96)).
70	MARPOL VI/14 Sulphur Content in Fuel Oil	MEPC.280(70)	O	M	M	All					≥ 0		A	> =	1	1	2020	KL	on after	1	1	1900	Notification of the MEPC decision that sulphur content of any fuel oil used on board ships outside of SOx Emission Control Areas (Global Cap) shall not exceed 0.50% m/m on or after 1 January 2020, in accordance with Regulation 14.10 of MARPOL Annex VI.

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71	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	C	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
72	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	KL	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
73	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	D	on after	1	1	2021	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
74	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	C	on after	1	1	2019	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
75	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	KL	on after	1	1	2019	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
76	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	D	on after	1	1	2021	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
77	MARPOL VI/13 Additional ECAs	MEPC.286(71)	O	M	M	All					> 0		A		1	1	2019	KL	on after	1	1	2021	Amendments to Regulation 13 of MARPOL Annex VI establish both the North Sea area (including the English Channel) and the Baltic Sea area as new NOx Tier III Emission Control Areas (ECAs) for nitrogen oxides. Marine diesel engines will be required to comply with the NOx Tier III emission standard when these ships operate in either of these two new ECAs.
78	IMSBC Code Revisions	MSC.426(98)	O	M	S	Cargo					≥ 500		A		1	1	2019	KL	on after	1	1	1900	The shipper is explicitly assigned with the responsibility to ensure that the test for determining the transportable moisture limit (TML) of a solid bulk cargo has been carried out within six months prior to the date of loading of such bulk cargo. Additionally, the interval between sampling/testing for the moisture content of solid bulk cargo and the commencement of loading is not to be more than seven days so as to ensure that the moisture content of the cargo is less than its TML. Four solid bulk cargoes for which a fixed gas fire-extinguishing system may be exempted have been identified and added to the list published by IMO as MSC.1/Circ.1395/Rev. 3.

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79	MARPOL VI Data Collection System for Fuel Oil Consumption	MEPC.278(70)	O	M	M	All Ships					≥ 5000		A	> =	31	12	2018	KL	on after	1	1	1900	New Regulation 22A is introduced into MARPOL VI, requiring fuel oil consumption reporting to the Administration on an annual basis, and supporting the development of an IMO Ship Fuel Oil Consumption Database. MEPC.1/Circ.795 exempts fixed and floating platforms (including floating production and/or storage units) and drilling rigs, regardless if self propelled or non-self propelled.New MARPOL VI / Appendicies IX and X are also introduced to provide forms to be used for this reporting. *Requirements of Chapter 4 do not apply to self-propelled MODUs and platforms including FPSOs and FSUs in accordance with Regulation 19.2.2 of MARPOL Annex VI.
80	STCW Code Training for Polar Waters Part A	MSC.417(97)	O	M	STCW	All Ships					≥ 500		A		1	7	2018		on after	1	1	1900	In support of the IMO Polar Code, amendments to the STCW Code Part A have been adopted which revise the training and certification requirements for masters, chief mates, and officers onboard vessels operating in polar waters. Transitional provisions are also made to allow seafarers, who commenced approved seagoing service in polar waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.
81	STCW Code Training for Polar Waters	MSC.416(97)	O	M	STCW	All Ships					≥ 500		A		1	7	2018		on after	1	1	1900	In support of the IMO Polar Code, amendments to the STCW Code have been adopted which revise the training and certification requirements for masters, chief mates, and officers onboard vessels operating in polar waters. Transitional provisions are also made to allow seafarers, who commenced approved seagoing service in polar waters prior to 1 July 2018, to meet alternative basic training or advanced requirements by 1 July 2020.
82	ESP Code	MSC.412(97)	O	M	S	Tanker					≥ 500		A	A	1	7	2018	KL	on after	1	1	1900	Revisions to the Enhanced Survey Program (ESP) Code to clarify how close-up surveys and thickness measurements are to be performed for oil tankers and bulk carriers.
83	ESP Code	MSC.412(97)	O	M	S	Bulk					≥ 500		A	~~A~~	1	7	2018	KL	on after	1	1	1900	Revisions to the Enhanced Survey Program (ESP) Code to clarify how close-up surveys and thickness measurements are to be performed for oil tankers and bulk carriers.
84	MARPOL I / Appendix II Form B of Supp. To IOPP Certificate	MEPC.276(70)	O	M	M	Oil					≥ 400		A	P	1	3	2018	KL	on after	1	1	1900	A revised template of Form B of the Supplement to the IOPP Certificate "Record of Construction and Equipment for Oil Tankers" is to be used. Amendments have been made to Sections 1.11 "Particulars of Ship" and 5 "Construction" to eliminate unnecessary sections and simplify its use for oil tankers.
85	SOLAS VII IMDG Code Amendments	MSC.406(96)	O	M	S	All Ships					> 0		A		1	1	2018	KL	on after	1	1	1900	2016 edition of the IMDG Code incorporating numerous changes such as changes to the classificaiton of substances in Part 2, new packing instructions added for certain items, updates to the DGL and special provisions added, revised or removed for certain common items. NOTE: the amendments may be applied (in whole or in part) on a voluntary basis as from 1 January 2017.

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86	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	O	M	S	Oil					≥ 500		A	FS	1	1	2018	KL	on after	1	1	1900	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
87	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	O	M	S	Bulk					≥ 500		A	FS	1	1	2018	KL	on after	1	1	1900	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
88	MARPOL IV Prevention of Sewage Pollution	MEPC.218(63)	O	M	M	Pass	≥ 12						N		1	1	2018	D	on after	1	1	2018	The resolution urges the development of standards for sewage treatment plants for passenger ships operating within a special area (currently limited to the Baltic Sea).
89	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12						R		1	1	2018	KL	on after	1	1	1900	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under resolution MEPC.159(55); and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
90	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12						N		1	1	2018	D	on after	1	1	2018	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
91	MARPOL VI/13 NOx ECA Record Book	MEPC.271(69)	O	M	M	All					> 0		A		1	9	2017	KL	on after	1	1	2016	New amendment to Regulation 13.5 requires the Tier and operational status of engines > 130 kW installed on a ship constructed on or after 1 January 2016, which are certified to both Tier II and Tier III or which are certified to Tier II only, to be recorded within a prescribed logbook, together with the date, time and ship position when entering or exiting a Tier III emissions control area, or when the on/off status changes within such an area. The above is similar to the requirement in MARPOL Annex VI, regulation 14.6, for recording fuel oil changeover prior to entry into, and departure from, a designated SOx Emission Control Area.
92	MARPOL II Appendix I - Categorization of NLS	MEPC.270(69)	O	M	M	Chem					> 0		A		1	9	2017	KL	on after	1	1	1900	Amendments to the tables of the abbreviated legend to the revised GESAMP Hazard Evaluation Procedure in Appendix I of MARPOL Annex II. The amendments refer to the legend only. Accordingly, these amendments do not affect the criteria or numerical ratings which are used to assign the pollution category to noxious liquid substances.
93	STCW Code Training for Gas Fueled ships	MSC.397(95)	O	M	STCW	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Mandatory minimum requirements are introduced for the training and qualification of masters, officers, ratings and other personnel on ships subject to the IGF Code, MSC.391(95)
94	STCW Convention Training for Gas Fueled ships	MSC.396(95)	O	M	STCW	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Mandatory minimum requirements are introduced for the training and qualification of masters, officers, ratings and other personnel on ships subject to the IGF Code, MSC.391(95)
95	SOLAS 1988 Rotocol I Certificate Revs for Low Flash Fuels	MSC.395(95)	O	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	SOLAS 1988 Protocol certificate revisions for ships to which the IGF Code

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96	SOLAS I Certificate Revs for Low Flash Fuels	MSC.394(95)	O	M	S	Cargo					≥ 500		N		1	1	2017	KL	on after	1	1	2017	SOLAS 78 Protocol Safety Construction Certificate revisions for ships to which the IGF Code
97	IMSBC Code Revisions	MSC.393(94)	O	M	S	Cargo					≥ 500		A		1	1	2017	KL	on after	1	1	1900	Routine on board operational fire safety risk assessments are to be carried out by the ship's crew for cargo handling areas on self-unloading bulk carriers featuring internally installed conveyor systems within the ship's structure. A new recommendatory section introduces the provisions on the management of residues of solid bulk cargoes, in relation to the 2012 Guidelines for the implementation of MARPOL Annex V (MEPC.219(63), as amended. The hazards, stowage and discharge arrangements and precautions to be implemented for individual schedules of solid bulk cargoes (including Ammonium Nitrate) are revised.
98	MARPOL Annex I, II, IV & V Polar Code	MEPC.265(68)	O	M	M	All							A		1	1	2017	KL	on after	1	1	1900	New chapter 11 of MARPOL Annex I, new chapter 10 of MARPOL Annex II, new chapter 7 of MARPOL Annex IV and new chapter 3 of MARPOL Annex V which requires all ships operating in Polar Waters to comply with the environmental-related provisions of the introduction and with part II-A of the Polar Code (set forth in Resolution MEPC.264(68)).
99	Polar Code	MEPC.264(68)	O	M	M	All							A		1	1	2017	KL	on after	1	1	1900	Resolution MEPC.264(68) establishes the environment-related provisions of the Introduction and Part II of the Polar Code. Part II is subdivided into part II-A, which contains mandatory provisions on pollution prevention, and part II-B containing recommendations on pollution prevention. Part II-A, which is mandated through amendmetns to MARPOL Annexes I, II, IV and V (set forth in Resolution MEPC.265(68), contains provisions prohibiting discharge (zero discharge) of Oil/Oily Water and NLS, additional requriements for protection of tanks containing oil, oily mixtures or NLS (in new ships only), and additional restrictions on discharge of sewage and garbage.
100	SOLAS V/8 Ship's Routeing	MSC.419(97)	O	M	S	All Ships					≥ 500		A		25	11	2016		on after	1	1	1900	Subject to confirmation by the Assembly, resolution A.572(14) was amended to include direction that in establishing structures as sea (including but not limited to wind turbines), Governments should take into account the impact that these may have on safety of navigation, including any radar interference.
101	MARPOL V Substances Harmful to the Marine Environment	MEPC.277(70)	O	M	M	All					≥ 0		A		28	10	2016	KL	on after	1	1	1900	References to SOLAS Ch.VI/1-1.2 have been added to require shippers of solid bulk cargoes to classify cargoes in accordance with MARPOL V / Appendix I to declare whether they are harmful to the marine environment (HME). A new Appendix I to MARPOL V is also added with criteria to classify HME substances.
102	MARPOL V Form of Garbage Record Book	MEPC.277(70)	O	M	M	All					≥ 400		A		28	10	2016	KL	on after	1	1	1900	The "Form of Garbage Record Book" has been revised to reflect identification of HME substances, and also to provide fields for more detailed recording of location and quantity of garbage discharges.
103	Particularly Sensitive Sea Area	MEPC.283(70)	O	M	M	All							A	> =	28	10	2016	KL	on after	1	1	1900	The IMO Marine Environmental Protection Committee has identified the Jomard Entrance and surrounding areas (near the Jomard Islands of Papua New Guinea) as a Particularly Sensitive Sea Area (PSSA). This PSSA declaration for the area establishes designated ship routing to reduce damage to sensitive marine ecosystem assets by international shipping activities.

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104	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.
105	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12				≥ 0		R		1	6	2023	KL	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.Amendments to MEPC.107(49) clarifying that the validity of 15 ppm bilge alarms' calibration certificates are to be checked at IOPP annual, intermediate and renewal surveys. Calibration and testing of the equipment is required to be conducted by a manufacturer or perquids; advanced training for Masters and Chief Mates and basic training for officers in charge of a navigational watch; and a conditional provision to allow an ice advisor to satisfy the training requireme
106	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12				≥ 0		R		1	6	2021	KL	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
107	SOLAS IV GMDSS Performance Standards	MSC.434(98)	H	G	S	All Ships					≥ 500		A	INS	1	1	2021	KL	on after	1	1	1900	Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98).
108	SOLAS IV GMDSS Performance Standards	MSC.434(98)	H	G	S	All Ships					≥ 500		A	INS	1	1	2021	KL	on after	1	1	1900	Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98) or MSC.130(75), if installed after 1 February 1999; A.808(19) if installed on or after 23 November 1996 and before 1 February 1999; A.698(17) if installed before 23 November 1996
109	2009 MODU Code Revisions	MSC.435(98)	H	G	MC	MODU					>0		N		1	1	2020	KL	on after	1	1	2020	The 2009 MODU Code revisions address: - operational control over well integrity and station-keeping capability - maintenance and repair of hazardous area certified equipment - the location of "H-60" standard explosion-proof bulkheads/decks - the provision of a deluge system and enhanced fire-extinguishing arrangements for the drill floor - increased average body mass of lifeboat occupants from 82.5 to 95 kg - prohibition of a lifeboat to be accepted as a rescue boat - quarterly abandonment drills are to include lowering of a liferaft - use of certified equipment in hazardous area zone 0, zone 1 or zone 2

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110	SOLAS II-1 Damage Stability Explanitory Notes	MSC.429(98)	H	G	S	All Ships					≥ 500		N		1	1	2020	KL	on after	1	1	2020	Explanatory notes correspond to the extensive revisions of SOLAS chapter II-1, adopted by resolution MSC.421(98)
111	Intact Stability Code Part B	MSC.415(97)	H	G	S	All Ships					≥ 500		N		1	1	2020		on after	1	1	2020	Revisions to Part B of the IS Code were adopted which provide recommended criteria for ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters, in association with revisions made to Part A of the IS Code by Resolution MSC.413(97).
112	Intact Stability Code Part B	MSC.415(97)	H	G	L	All Ships		≥ 24					N		1	1	2020		on after	1	1	2020	Revisions to Part B of the IS Code were adopted which provide recommended criteria for ships engaged in anchor handling, harbor towing, lifting operations, escort operations, and coastal or ocean towing outside of sheltered waters, in association with revisions made to Part A of the IS Code by Resolution MSC.414(97).
113	MODU Code (2009) Chapter 9	MSC.407(96)	H	G	MC	MODU					> 0		N		1	1	2020	KL	on after	1	1	2020	Amendment to paragraph 9.16 of the 2009 MODU Code requiring foam firefighting appliances for helicopter landing areas on units constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
114	SOLAS IV/7 Enhanced Group Call (EGC) Equipment	MSC.431(98) MSC.306(87)	H	G	S	All Ships					≥ 300		A	INS	1	7	2019	KL	on after	1	1	1900	ECG quipment should be type-approved to the performance standards not inferior to MSC.306(87), as amended by MSC.431(98)
115	SLS III NAVTEX	MSC.430(98) MSC.148(77)	H	G	S	All Ships	> 12				≥ 500		A	INS	1	7	2019	KL	on after	1	1	1900	Amendments to resolution MSC.148(77) on Revised Performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX).
116	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	> 12				≥ 0		N		1	6	2019	C	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships). Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
117	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	> 12				≥ 0		N		1	6	2019	KL	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships). Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
118	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	> 12				≥ 0		N		1	6	2019	D	on after	1	1	2021	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships). Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.
119	Polar Code	MSC.385(94)	H	G	S	Pass	≥ 12						A		1	1	2018	KL	on after	1	1	1900	SOLAS-certified ships operating in Polar Waters should comply with the safety-related provision of the introduction and with part I-A of the Polar Code

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120	Polar Code	MSC.385(94)	H	G	S	Cargo					≥ 500		A		1	1	2018	KL	on after	1	1	1900	SOLAS-certified ships operating in Polar Waters should comply with the safety-related provision of the introduction and with part I-A of the Polar Code
121	SOLAS V/19 Radionavigation receivers	MSC.432(98)	H	G	S	All Ships					≥ 500		A	INS	31	12	2017	KL	on after	1	1	1900	Type-specific performance standards for stand-alone shipborne radio navigation receivers should be taken into account when conducting type approval for multi-system receivers
122	MARPOL VI NOX Code 2017 SCR Guidelines	MEPC.291(71)	H	G	M	All					> 0		A		7	7	2017	KL	on after	1	1	2011	These revised guidelines for the approval, testing and survey of Selective Catalytic Reduction (SCR) systems replace the previous 2011 SCR guidelines adopted by resolution MEPC.198(62), as amended by MEPC.260(68). This revision focuses on the "Scheme B" approval route which provides conditions for testing the engine and SCR separately followed by validation using the parent engine approval by an onboard confirmation test of the combined engine and SCR installation
123	IGC Code (Carriage of only liquefied hydrogen)	MSC.420(97)	H	G	S	GasLNG					≥ 500		A		25	11	2016	KL	on after	1	1	1900	These interim recommendations identify special requirements in the IGC Code for ships which solely carry liquefied hydrogen which include requirements for "type 2G" tanks, materials to prevent failures due to hydrogen embrittlement, filling limit of cargo tanks, vapor detection, temperature and boiling points of the inert gases during tank purging operations, firefighting systems, firefighters' outfits and protective equipment.
124	MARPOL I/16 Oily Water Separating Systems	MEPC.285(70) MEPC.107(49),	H	G	M	All					≥ 400		A	FS	28	10	2016	KL	on after	1	1	1900	Amendments to MEPC.107(49) clarifying that the validity of 15 ppm bilge alarms' calibration certificates are to be checked at IOPP annual, intermediate and renewal surveys. Calibration and testing of the equipment is required to be conducted by a manufacturer or persons authorized by the manufacturer. The interval of testing remains the same; every five years after its commissioning or within the term specified in the manufacturer's instructions, whichever is shorter.
125	BWM D-3 Ballast Water System Approval (G8)	MEPC.279(70) MEPC.174(58)	H	G	B	All					≥ 0		A	a	28	10	2016	KL	on after	1	1	1900	The G(8) Guidelines for type approving treatment systems contained in resolution MEPC.174(58) were revised to ensure that established practices with regard to the validity of Type Approval certification for marine products (MSC.1/Circ.1221) are reflected in guidance for approval of ballast water management systems, and to provide detailed guidelines for documenting Type Approval of such systems.
126	SOLAS VII GC Code Revisions Stability PC	MSC.377(93)	H	G	S	GasLng				≥ 500			R	P	1	1	2016	K	before	1	7	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements

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127	SOLAS VII BCH Code Revisions Stability PC	MSC.376(93)	H	G	S	Chem				≥ 500			R	P	1	1	2016	K	before	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
128	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	All					≥ 400		A	INS	1	1	2016	KL	on after	1	1	1900	Sewage treatment plants installed on ships (other than passenger ships) intending to discharge sewage effluent in all areas are to be type approved to additionally meet the specified effluent standards, with the exception of Section 4.2 of the 2012 Guidelines.
129	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	≥ 12				≥ 0		A	INS	1	1	2016	KL	on after	1	1	1900	Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in all areas exept special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, with the exception of Section 4.2 of the 2012 Guidelines.
130	SOLAS IX Cyber Security	MSC.428(98)	O	G	S	All Ships					≥ 500		A	AD	1	1	2021	KL	on after	1	1	1900	Recommendations on the implementation of cyber risk management take into account that safe operational practices in ship operation should identify risks and establish appropriate safeguards to ships, personnel and the environment under the ISM. Approved safety management system should take into account cyber risk management and addressed in safety management systems.
131	MARPOL VI Ship Fuel Oil Consumption Database Guidelines	MEPC.293(71)	O	G	M	All Ships					≥ 5000		A		1	1	2020	KL	on after	1	1	1900	These 2017 Guidelines provide guidance to the IMO Secretariat on the development and management of the IMO Ship Fuel Oil Consumption Database (hereafter "the database"), and describe methods that will be used to anonymize ship data to ensure the completeness of the database.
132	MARPOL VI Ship Fuel Oil Consumption Verification Guidelines	MEPC.292(71)	O	G	M	All Ships					≥ 5000		A		1	1	2020	KL	on after	1	1	1900	These 2017 Guidelines provide guidance to assist Administrations in developing their program to verify ship's fue oil consumption data.
133	SOLAS V/11 Particularly Sensitive Sea Area	MEPC.294(71)	O	G	S	All					> 0		A		1	1	2018	KL	on after	1	1	1900	Designation of the the region surrounding Tubbataha Reefs Natural Park as a Particularly Sensitive Sea Area. A PSSA is subject to special discharge requirements and ship routing because of its significance for recognized ecological, socio-economic, or scientific reasons and because it may be vulnerable to damage by international shipping activities.
134	BWM Implementation Monitoring and Experience-building	MEPC.290(71)	O	G	B	All					≥ 0		A		8	9	2017	KL	on after	1	1	1900	The resolution urges port States, flag States and other stakeholders to gather, prepare and submit data to the IMO so as to allow the MEPC to monitor the implementation of the Convention and to identify aspects of the Convention's implementation that are working well and to shed light on issues that require further attention. An analysis of the submitted data will allow the MEPC to develop a package of amendments to the Convention as appropriate.
135	BWM B-3 Revised BWM Implementation Schedule	MEPC.287(71)	O	G	B	All Ships					>0		A		8	9	2017	KL	on after	1	1	1900	In lieu of the implementation schedule recommended in A.1088(28), the BWM Convention should be implemented in accordance with the amended regulation B-3 agreed at MEPC 71 on entry into force of the Convention on 8 September 2017.

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136	Guidelines for Implementation of MARPOL V	MEPC.295(71)	O	G	M	All					≥ 100		A		7	7	2017	KL	on after	1	1	1900	These 2017 Guidelines for implementation of MARPOL V contain updates to the 2012 Guidelines to incorporate the requirements of the Polar Code adopted by MEPC.264(68) and the revised classification criteria for substances that are *harmful to the marine environment* (HME).
137	BWM A-4 Revised Guidelines on BWM Risk Assessment (G7)	MEPC.289(71) MEPC.162(56)	O	G	B	All Ships					>0		A		7	7	2017	KL	on after	1	1	1900	The G7 Guidelines for undertaking a risk assessment as per regulation A-4 of the BWM Convention are revised to incorporate a same risk area (SRA) concept to assess the quality and validity of risk assessments before granting a multiple-point exemption for regional/local traffic calling at several ports across borders of parties to the Convention and describe how risk assessments carried out for the same risk area can be supported by validated, numerical modelling of hydrodynamic, environmental and meteorological conditions. Under regulation A 4, a Party may grant, based on a risk assessment, exemptions to ships operating in their jurisdictional waters from the D-1 and/or D-2 standards or from the additional measures it may have established to prevent, reduce, or eliminate the transfer or unwanted organisms under regulation C-1.
138	BWM B-4 Guidelines for ballast water exchange (G6)	MEPC.288(71) MEPC.124(53)	O	G	B	All Ships					>0		A		7	7	2017	KL	on after	1	1	1900	The revised G6 Guidelines for ballast water exchange incorporate a ballast water reporting form.
139	SOLAS V/11 Reporting Requirements	MSC.433(98)	O	G	S	All Ships					≥ 500		A		16	6	2017	KL	on after	1	1	1900	Minor amendment of the Guidelines and Criteria for Ship Reporting Systems (resolution MSC.43(64) , as amended by resolution MSC.111(73) and MSC.189(79).
140	Safe Carriage of More Than 12 Industrial Personnel	MSC.418(97)	O	G	-	All Ships					≥ 500		A		25	11	2016		on after	1	1	1900	To address difficulties reported from the lack of a clear definiton for industrial personnel, Interim Recommendations have been adopted on the safe carriage of more than 12 industrial personnel onboard vessels engaged on international voyages. The Committee has agreed that these Interim Recommendations should be used as the basis to develop a new chapter of SOLAS containing new mandatory requirements for the carriage of industrial personnel.
141	MARPOL VI SEEMP Guidelines	MEPC.282(70) MEPC.213(63) MEPC.1/Circ.684	O	G	M	All Ships					≥ 400		A	> =	28	10	2016	KL	on after	1	1	1900	These 2016 Guidelines contain revisions of the "Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)", and supersede the 2012 Guidelines. The SEEMP is required by MARPOL VI / 22 and is to contain procedures to monitor and optimize the energy efficiency of a ship's operation. *Requirements of Chapter 4 do not apply to self-propelled MODUs and platforms including FPSOs and FSUs in accordance with Regulation 19.2.2 of MARPOL Annex VI.
142	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Bulk					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
143	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Bulk					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.

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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)
144	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Bulk					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
145	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Cont					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
146	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Cont					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
147	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Cont					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
148	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	GenCargo					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
149	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	GenCargo					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
150	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	GenCargo					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
151	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Refer					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
152	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Refer					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.

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

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

	Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship					Overview of Regulation
			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)
153	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Refer					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
154	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Combo					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
155	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Combo					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
156	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Combo					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
157	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Pass	≥ 12				≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
158	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Pass	≥ 12				≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
159	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Pass	≥ 12				≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
160	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	RoRo					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
161	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	RoRo					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.

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

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
162	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	RoRo					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
163	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Oil					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
164	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Oil					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
165	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Oil					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
166	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Chem					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
167	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Chem					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
168	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	Chem					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
169	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	GasLng					≥ 400		N		28	10	2016	C	on after	1	1	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
170	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	GasLng					≥ 400		N		28	10	2016	K	on after	1	7	2013	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.

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171	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	GasLng					≥ 400		N		28	10	2016	D	on after	1	7	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
172	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	LNG					≥ 400		N		28	10	2016	C	on after	1	9	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
173	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	LNG					≥ 400		N		28	10	2016	K	on after	1	3	2016	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
174	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	LNG					≥ 400		N		28	10	2016	D	on after	1	9	2019	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
175	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	PassC	≥ 12				≥ 400		N		28	10	2016	C	on after	1	9	2015	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
176	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	PassC	≥ 12				≥ 400		N		28	10	2016	K	on after	1	3	2016	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.
177	MARPOL VI Chapter IV Attained EEDI Calculation Method	MEPC.281(70) MEPC.263(68) MEPC.245(66)	O	G	M	PassC	≥ 12				≥ 400		N		28	10	2016	D	on after	1	9	2019	Amends the 2014 guidelines on the method of calculation of the attained EEDI for new ships in resolution MEPC.245(66), as amended by resolution MEPC.263(68). The amendments provide expanded information on conversion factors between fuel consumption and CO2 emission. The amendments also provide updated EEDI calculation examples.

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

Notes:

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

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

Regulation	Reference Document	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): day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)

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

Combo - a combination carrier is a ship designed to carry either oil or alternatively solid cargoes in bulk.

Ore - a single deck ships having two longitudinal bulkheads and a double bottom throughout the cargo region and intended for the carriage of ore cargoes in the centre holds only.

OSV - A vessel primarily engaged in the transport of stores, materials and equipment to offshore installations which is designed with accommodation and bridge erections in the forward part of the vessel and an

Fish Fishing Vessel

DSC Dynamically Support Craft

MODU - a Mobile Offshore Drilling Unit is any vessel capable of engaging in drilling operations for the exploration or exploitation of resources beneath the sea-bed such as liquid or gaseous hydrocarbons, sulphur or salt

SP-MODU - a self propelled MODU

Ship Size

LOA - length overall

LLL - 1966 Load Line Length

gt - gross tonnage as per the 1969 Tonnage Convention

dwt - deadweight

88L - length according to the 1988 Load Line Protocol

66L - length according to the 1966 Load Line Convention