

**Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2007 and Beyond for All Ship Types - Oct 2009**

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) Ship Recycling (SR)	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation  (refer to actual regulation for details)					
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year		
1	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0		N		1	1	2020	KL	on after	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydrochlorofluorocarbons are prohibited
2	Revised NOX Technical Code (Tier III Standard)	MEPC.177(58)	H	M	M	All		≥ 24			> 0		N		1	7	2016	KL	on after	1	1	2016	Desiel engines (>130 kW) installed on ships operating within an Emission Control Area are to meet the Tier I Nox emission standard (3.4 g/kWh when rpm < 130; 9n <sup>(-0.2)</sup> g/kWh when 130 ≥ n < 2000 rpm; 2.0 g/kWh rpm ≥ 2000) unless total propulsion power < 750kW.
3	Revised NOX Technical Code (Tier II Standard)	MEPC.177(58)	H	M	M	All					> 0		N		1	7	2011	KL	on after	1	1	2011	Desiel engines (>130 kW) installed on ships are to meet the Tier II Nox emission standard (14.0 g/kWh when rpm < 130; 44n <sup>(-0.2)</sup> g/kWh when 130 ≥ n < 2000 rpm; 7.7 g/kWh rpm ≥ 2000)
4	SOLAS II-2/19.3 Packaged Dangerous Goods	MSC.269(85)	O	M	S	All Ships					≥ 500		N		1	1	2011	KL	on after	1	1	2011	Additional provisions are required to be met for the carriage of classes 2.3, 4.3, 5.2, 8 and 9. Compliance for all new and existing ships is not required when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities as specified for each substances in the IMDG Code.
5	SOLAS II-2/19.3 Packaged Dangerous Goods	MSC.269(85)	O	M	S	All Ships					≥ 500		R		1	1	2011	KL	before	1	1	2011	Additional provisions are required to be met for the carriage of classes 2.3, 4.3, 5.2, 8 and 9. Compliance for all new and existing ships is not required when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities as specified for each substances in the IMDG Code. Existing fire detection, fire alarm and smoke extraction systems and separation of ro-ro spaces on ships (1 Sep 1984 ≤ keel laid < 1 July 1998) are acceptable and do not need to be upgraded to meet the Fire Systems Code as otherwise required by SOLAS II-2/19.3.3. These systems and arrangements onboard ships (≥ 500gt) built on/after 1 July 1998 comply with these provisions and ships (≥500gt) built before 1 September 1984 were not subject to dangerous goods requirements and therefore are not subject to any certification now being applied
5	Intact Stability Code	MSC.267(85)	H	M	S	All Ships		≥ 24					N		1	7	2010	KL	on after	1	7	2010	Ships are to comply with the relevant mandatory portions of the Intact Stability Code. Additionally, passenger ships are to meet criteria which take into account the overturning moment due to passenger crowding. As an alternative to the traditional GZ magnitude and range criteria, the combined effects of beam wind and rolling as contained in Part A's "weather criteria" is acceptable for container ships. Further, alternative criteria is provided for special purpose ships, and for offshore supply vessels having characteristics which render compliance with the impracticable.
6	Intact Stability Code	MSC.267(85)	H	M	L	All Ships		≥ 24					N		1	7	2010	KL	on after	1	7	2010	Ships are to comply with the relevant mandatory portions of the Intact Stability Code. Additionally, passenger ships are to meet criteria which take into account the overturning moment due to passenger crowding. As an alternative to the traditional GZ magnitude and range criteria, the combined effects of beam wind and rolling as contained in Part A's "weather criteria" is acceptable for container ships. Further, alternative criteria is provided for special purpose ships, and for offshore supply vessels having characteristics which render compliance with the impracticable.
7	SOLAS I-1/5 - Intact Stability Code	MSC.269(85)	H	M	S	All Ships		≥ 24					N		1	7	2010	KL	on after	1	7	2010	Revisions to SOLAS mandate compliance with Part A of the Intact Stability Code.
8	ICLL reg.1 - Intact Stability Code	MSC.270(85)	H	M	L	All Ships		≥ 24					N		1	7	2010	KL	on after	1	7	2010	Revisions to ICLL mandate compliance with Part A of the Intact Stability Code.

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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m <sup>3</sup> )		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day		month	year		
9	SOLAS II-2/9 Ventilation Ducts	MSC.269(85)	H	M	S	All Ships					≥ 500		N		1	7	2010	KL	on after	1	7	2010	Ducts are to be constructed of steel or equivalent material (as opposed to a non-combustible material). Short ducts (≤ 2m) need not comply provided the ducts are used at the end of the ventilation device; not situated < 600 mm from an opening in an "A" or "B" class division or "B" class ceiling; not more than 0.2m <sup>2</sup> sectional area; and made of heat resisting non-combustible material (internally and externally faced with low flame-spread membranes having a calorific value ≤ 45 MJ/m <sup>2</sup> of their surface area for the thickness used. Exhaust ducts from galley ranges that pass through accommodation spaces or spaces containing combustible materials will now be required to have a fire damper in the upper end of the duct, in addition to the lower end. Exhaust ducts from galley ranges that pass through accommodation spaces or spaces containing combustible materials will now be required to have a fire damper in the upper end of the duct, in addition to the lower end.
10	SOLAS Guidance for Ships Carrying Dry Cargo in Bulk	MSC.277(85)	H	G	S	Bulk					≥ 500		N		1	7	2010	KL	on after	1	7	2010	Recommendations clarify how ships intending to carry dry cargo in bulk should be certified under SOLAS by discerning between ships which are intended to primarily carry, versus those which occasionally carry dry cargo in bulk. Ships which primarily intend to carry dry cargo in bulk are to be considered as bulk carriers, regardless of their configuration
11	SOLAS Guidance for Ships Carrying Dry Cargo in Bulk	MSC.277(85)	H	G	S	Cargo					≥ 500		N		1	7	2010	KL	on after	1	7	2010	Recommendations clarify how ships intending to carry dry cargo in bulk should be certified under SOLAS by discerning between ships which are intended to primarily carry, versus those which occasionally carry dry cargo in bulk. Ships which occasionally carry dry cargo in bulk are recommended to comply with certain bulk carrier requirements based on their 1966 ICLL length. If less than 100m in length, the ship should be assigned a straight Type B freeboard and be fitted with a loading instrument and water ingress pumps and alarms. If 100m or more in length, in addition to the above the ship should be of double side skin (DSS) construction having structural continuity and an increased buckling safety factor in accordance with SOLAS XII and assigned a Grab Notation by the class society. The DSS space is not to be used for cargo and is to be protected by a coating complying with resolution MSC.215(82).
12	Revised MARPOL VI/13 Nox Emissions	MEPC.176(58)	H	M	M	All					> 0		N		1	7	2010	KL	on after	1	7	2010	Desiel engines (>130 kW) installed on ships are to meet the Tier I Nox emission standard (17.0 g/kWh when rpm < 130; 45n <sup>(-0.2)</sup> g/kWh when 130 ≥ n < 2000 rpm; 9.8 g/kWh rpm ≥ 2000)
13	FSS Code	MSC.217(82) Annex 2	H	M	S	Pass	> 12						N		1	7	2010	KL	on after	1	7	2010	Fixed fire detection and fire alarm systems are to be capable of remotely and individually identifying each detector and manually operated call point. Any section of fire detectors and manually operated call points shall not be situated in more than one main vertical zone
14	SOLAS II-2 Fire Protection Enhancements	MSC.216(82) Annex 3	H	M	S	Pass	> 12						N		1	7	2010	KL	on after	1	7	2010	Increased fire protection for atriums and cooking equipment fitted on open decks. Fire detection systems shall be capable of remotely identifying each individual detector and manual call point. Detectors fitted in cabins shall, when activated, emit an audible alarm within the space where they are located
15	SOLAS II-2 Fire Protection Enhancements	MSC.216(82) Annex 3	H	M	S	Pass	> 36						N		1	7	2010	KL	on after	1	7	2010	Increased fire protection and remote operation is required for laundry space ventilation systems

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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m <sup>3</sup> )		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day		month	year		
16	SOLAS II-2 Fire Casualty Performance Standards	MSC.216(82) Annex 3	H	M	S	Pass	> 12						N		1	7	2010	KL	on after	1	7	2010	Passenger ships having a length of 120m or more or having three or more main vertical zones are to be provided with: (1) A Safe return to port capability under its own propulsion after a fire casualty that does not exceed the space of fire's origin up to the nearest "A" class boundaries, except if the space of origin is not protected by a fixed fire extinguishing system adjacent spaces up to the nearest "A" class boundaries, in which case adjacent spaces, up to the nearest "A" class boundaries, are also considered as part of the space of origin. (2) A safe area, outside of the space assumed flooded or the main vertical zone where the fire is assumed to have occurred, is to be designated to ensure that passengers and crew are provided with basic services. (3) A safety center to manage emergency situations and essential systems is to be designated. (3) The fire main, internal communications (in support of fire-fighting as required for passenger and crew notification and evacuation), external communications, bilge systems for removal of fire-fighting water, lighting along escape routes, at assembly stations and at LSA embarkation sta
17	SOLAS III LSA Code	MSC.207(81)	H	M	S	All Ships	> 12				> 0		N		1	7	2010	KL	on after	1	7	2010	Additional and enhanced performance requirements for life-saving appliances, including lifejacket criteria for infants and children, performance requirements for inflatable lifejackets and for lifejacket lights.
18	SOLAS II-2 FSS Code	MSC.206(81)	H	M	S	All Ships	> 12				> 0		N		1	7	2010	KL	on after	1	7	2010	Chapter 5 of the Fire Safety Systems Code on "Fixed gas fire-extinguishing systems" is revised to refer to ISO standards for gas cylinders, to require that audible alarms are unique for the event and can be heard throughout the protected space, and provides installation and testing requirements for low-pressure CO2 systems.
19	SOLAS II-1/3-9 Means of Embarkation & Disembarkation	MSC.256(84)	H	M	S	All Ships					≥ 500		N		1	1	2010	KL	on after	1	1	2010	Means of embarkation and disembarkation (accommodation ladders and gangways) must be designed and constructed to comply with standards currently being developed by IMO. Embarkation and disembarkation installations are subject to annual surveys to confirm the proper operation of the ladder, gangway and winch, as appropriate. Installations are subject to load tests carried out at 5-year intervals using the maximum operational load.
20	SOLAS II-1/3-9 Means of Embarkation & Disembarkation	MSC.256(84)	H	M	S	All Ships					≥ 500		R	INS	1	1	2010	KL	before	1	1	2010	New means of embarkation and disembarkation (accommodation ladders and gangways) installed on ships must be designed and constructed to comply with standards currently being developed by IMO. New embarkation and disembarkation installations are subject to annual surveys to confirm the proper operation of the ladder, gangway and winch, as appropriate. Installations are subject to load tests carried out at 5-year intervals using the maximum operational load.
21	SOLAS II-1/3-9 Means of Embarkation & Disembarkation	MSC.256(84)	H	M	S	All Ships					≥ 500		R	A	1	1	2010	KL	before	1	1	2010	Existing embarkation and disembarkation installations are subject to annual surveys to confirm the proper operation of the ladder, gangway and winch, as appropriate. Installations are subject to load tests carried out at 5-year intervals using the maximum operational load or, where this load is not known the nominated by the ship-owner or operator.
22	SOLAS II-2/20.6 Drainage System Protection	MSC.256(84)	H	M	S	Cargo					≥ 500		R	FS	1	1	2010	KL	before	1	1	2010	Drainage openings from closed vehicle spaces, ro-ro spaces, or special category spaces that are protected by fixed pressure water-spraying systems are to be fitted with a non-operational means to prevent blockage.
23	SOLAS II-2/20.6 Drainage System Protection	MSC.256(84)	H	M	S	Cargo					≥ 500		N		1	1	2010	KL	on after	1	1	2010	Drainage openings from closed vehicle spaces, ro-ro spaces, or special category spaces that are protected by fixed pressure water-spraying systems are to be fitted with a non-operational means to prevent blockage.
24	SOLAS III/6 Search and Rescue	MSC.256(84)	H	M	S	All Ships					≥ 500		N		1	1	2010	KL	on after	1	1	2010	At least one search and rescue locating device (MSC.247(83)/A.802(19) as amended) is to be carried on each side of new craft which supersedes the radar transponder (A.697(17)) which remains acceptable on existing craft.

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25	SOLASA III/6 Search and Rescue MSC.256(84)	H	M	S	RoRo	>12						N	1	1	2010	KL	on after	1	1	2010	At least one search and rescue locating device (MSC.247(83)/A.802(19) as amended) is to be carried on each side of new craft which supersedes the radar transponder (A.697(17)) which remains acceptable on existing craft. Liferrafts are to be fitted with a search and rescue locating device in the ratio of one search and rescue locating device for every four liferafts.
26	SOLAS X 1994 HSC Code MSC.259(84)	H	M	S	HSC						>0	N	1	1	2010	KL	on after	1	1	2010	At least one search and rescue locating device (MSC.247(83)/A.802(19) as amended) is to be carried on each side of new craft which supersedes the radar transponder (A.697(17)) which remains acceptable on existing craft.
27	SOLAS X 2000 HSC Code MSC.260(84)	H	M	S	HSC						>0	N	1	1	2010	KL	on after	1	1	2010	At least one search and rescue locating device (MSC.247(83)/A.802(19) as amended) is to be carried on each side of new craft which supersedes the radar transponder (A.697(17)) which remains acceptable on existing craft.
28	SOLAS II-1 Supplementary Lighting MSC.216(82) Annex 2	H	M	S	Pass	> 12						N	1	1	2010	KL	on after	1	1	2010	Supplementary lighting shall be provided in all cabins to clearly indicate the exit. The lighting is to be powered from an emergency source of power or have self-contained source of electrical power in each cabin. Lighting shall automatically illuminate when power to cabin lighting is lost and remain illuminated for at least 30 minutes
29	SOLAS II-1/3-4 Emergency Towing Procedures MSC.256(84)	O	M	S	Cargo						≥ 500	R	1	1	2012	KL	before	1	1	2010	A procedure for establishing capabilities to tow the ship from the fore and aft locations is to be provided on board. This procedure is to be carried onboard for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship taking into account MSC.1/Circ.1255.
30	SOLAS II-1/3-4 Emergency Towing Procedures MSC.256(84)	O	M	S	Cargo						≥ 500	N	1	1	2010	KL	on after	1	1	2010	A procedure for establishing capabilities to tow the ship from the fore and aft locations is to be provided on board. This procedure is to be carried onboard for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship taking into account MSC.1/Circ.1255.
31	SOLAS I Certificate Format MSC.258(84)	O	M	S	All Ships						≥ 500	N	1	1	2010	KL	on after	1	1	2010	Revisions to Certificates and Records are to include number of search and rescue locating devices, radar search and rescue transponders (SART) and AIS search and rescue transmitters (AIS-SART).
32	SOLAS VII INF Code MSC.241(83) MSC.88(71)	H	M	S	All Ships		<80					N	1	7	2009	KL	on after	1	7	2009	Ships less than 80 m in length are to apply the subdivision index R at 80 m.
33	Natural Gas-Fuelled Engine Installation Guidelines MSC.285(86)	H	G	S	All Ships	<12					≥ 500	N	1	6	2009	KL	on after	1	6	2009	Interim Guidelines are provided for new ships - other than those covered by the IGC Code - fitted with natural gas-fuelled engine installations. In recommending criteria for the arrangement and installation of propulsion and auxiliary machinery using natural gas (predominantly methane, either compressed or liquefied), the Guidelines provide several functional requirements which aim to ensure that an equivalent level of integrity in terms of safety, reliability and dependability is achieved as compared to conventional oil-fuelled equipment.
34	SOLAS Guidance for Ships Carrying Dry Cargo in Bulk MSC.277(85)	H	G	S	Bulk						≥ 500	N	1	1	2009	KL	on after	1	1	2009	Recommendations clarify how ships intending to carry dry cargo in bulk should be certified under SOLAS by discerning between ships which are intended to primarily carry, versus those which occasionally carry dry cargo in bulk. If the ship is intended to primarily carry dry cargo in bulk, then it is to be considered as bulk carrier if it is constructed before 1 July 2010 with single deck, top-side tanks and hopper side tanks in cargo spaces. Other configurations are at the discretion of the flag State.
35	SOLAS II-1 Damage Stability Explanatory Notes MSC.281(85) MSC.216(82) MSC.194(80)	H	M	S	Pass	>12						N	1	1	2009	KL	on after	1	1	2009	Ships designed and built to the harmonized SOLAS chapter II-1 regulations on subdivision and damage stability should take into account the Explanatory Notes provided in this resolution which expand on the probabilistic concept which uses the probability of survival after collision as a measure of ship's safety in a damaged condition.

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36	IBC Code	MSC.219(82)	H	M	S	Chem					≥ 500	R	DD	1	1	2009	KL	before	1	1	2009	(1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms). (2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit. (3) Bilge level monitoring with alarms shall also be provided.
37	IBC Code	MSC.219(82)	H	M	S	Chem					≥ 2000	N		1	1	2009	KL	on after	1	1	2009	Any category A machinery space exceeding 500 m3 in volume must be provided with an approved type of fixed water-based or equivalent local application fire-fighting system, based on MSC/Circ.913 in addition to the required fixed fire-extinguishing system.
38	IBC Code	MSC.219(82)	H	M	S	Chem					≥ 500	N		1	1	2009	KL	on after	1	1	2009	(1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms). (2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit. (3) Bilge level monitoring with alarms shall also be provided. (4) At least two emergency escape breathing devices (EEBDs) within accommodation spaces are to be provided in accordance with SOLAS II-2/13.3.4.
39	SOLAS II-1 Flooding Detection	MSC.216(82) Annex 2	H	M	S	Pass	> 36					N		1	1	2009	KL	on after	1	1	2009	All tanks and watertight spaces located below the bulkhead deck are to be provided with a flooding detection system.
40	SOLAS II-1 Essential System Operation After Flooding	MSC.216(82) Annex 2	H	M	S	Pass	> 12					N		1	1	2009	KL	on after	1	1	2009	Essential systems fitted on passenger ships having a length of 120m or more or having three or more main vertical zones to remain operational when the ship is subject to any single compartment flooding
41	SOLAS II-1/3-2 Coating Standard	MSC.215(82) MSC.216(82)	H	M	S	Bulk	≥ 150					N		1	1	2009	KL	on after	1	1	2009	Double side skin spaces on bulk carriers are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).
42	SOLAS II-1/3-2 Coating Standard	MSC.215(82) MSC.216(82)	H	M	S	All Ships					≥ 500	N		1	1	2009	KL	on after	1	1	2009	Dedicated seawater ballast tanks are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).
43	SOLAS II-1/35-1 Bilge Pumping Arrangements	MSC.194(80)	H	M	S	Pass	>12					N		1	1	2009	KL	on after	1	1	2009	No change to the requirements as contained in II-1/21, SOLAS Consolidated Edition 2004
44	SOLAS II-1 Parts B to B-4 Subdivision and Stability	MSC.194(80)	H	M	S	Pass	>12					N		1	1	2009	KL	on after	1	1	2009	Passenger ships will now be required to possess the same capability to survive flooding (in terms of a Required Subdivision Index, R, at transient, intermediate and, after progressive flooding, final stages of flooding) based on the probability of flooding its subdivided spaces and surviving such flooding (the Attained Subdivision Index, A) which is determined at three loading conditions using a methodology that has been developed taking into account historical statistics of accidents (grounding and collision).
45	SOLAS II-1/35-1 Bilge Pumping Arrangements	MSC.194(80)	H	M	S	Cargo					≥ 500	N		1	1	2009	KL	on after	1	1	2009	Same requirements as contained in II-1/21, SOLAS Consolidated Edition 2004
46	SOLAS II-1 Parts B to B-4 (except B-3) Subdivision and Stability	MSC.194(80)	H	M	S	Cargo	≥ 80				≥ 500	N		1	1	2009	KL	on after	1	1	2009	Cargo ships will be required to possess the same capability to survive flooding (in terms of a Required Subdivision Index, R, at transient, intermediate and, after progressive flooding, final stages of flooding) based on the probability of flooding its subdivided spaces and surviving such flooding (the Attained Subdivision Index, A) which is determined at three loading conditions using a methodology that has been developed taking into account historical statistics of accidents (grounding and collision).

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47	SOLAS V/19-1 LRIT	MSC.202(81)	H	M	S	All Ships	> 12				≥ 300		R	SLR	31	12	2008	KL	before	31	12	2008	Each ship is to have the means to transmit, by a Long-Range Identification and Tracking System (LRIT), the ship's identity and position with date and time of each transmitted position.
48	SOLAS V/19-1 LRIT	MSC.202(81)	H	M	S	HSC	> 12				≥ 300		R	SLR	31	12	2008	KL	before	31	12	2008	Each ship is to have the means to transmit, by a Long-Range Identification and Tracking System (LRIT), the ship's identity and position with date and time of each transmitted position.
49	SOLAS V/19-1 LRIT	MSC.202(81)	H	M	S	All Ships	> 12				≥ 300		N		31	12	2008	KL	on after	31	12	2008	Each ship is to have the means to transmit, by a Long-Range Identification and Tracking System (LRIT), the ship's identity and position with date and time of each transmitted position.
50	SOLAS V/19-1 LRIT	MSC.202(81)	H	M	S	HSC	> 12				≥ 300		N		31	12	2008	KL	on after	31	12	2008	Each ship is to have the means to transmit, by a Long-Range Identification and Tracking System (LRIT), the ship's identity and position with date and time of each transmitted position.
51	SOLAS V LRIT	MSC.227(82)	O	M	S	All Ships	> 12				≥ 300		R	SLR	31	12	2008	KL	before	31	12	2008	Requires the recording of the Long-range identification and tracking system, LRIT, in the Record of Equipment.
52	SOLAS V LRIT	MSC.211(81)	O	G	S	All Ships	> 12				≥ 300		N		1	7	2008	KL	on after	31	12	2008	Urges Governments to take steps to promptly establish the International LRIT Data Centre and of the International LRIT Data Exchange as well as the need for testing and confirming the function of the LRIT system.
53	LSA Testing Requirements	MSC.226(82) MSC.81(70)	H	M	S	All Ships					≥ 500		N		1	7	2008	KL	on after	1	7	2008	Revised testing requirements for LSA.
54	1988 LL Protocol	MSC.223(82)	H	M	L	All Ships		≥ 24					N		1	7	2008	KL	on after	1	7	2008	Correction of formula for determining bow height and reserve buoyancy
55	2000 HSC Code	MSC.222(82)	H	M	S	HSC	> 12				≥ 500		N		1	7	2008	KL	on after	1	7	2008	An ECDIS (electronic charting) is to be fitted onboard.
56	2000 HSC Code	MSC.222(82)	H	M	S	HSC	> 12				≥ 500		N		1	7	2008	KL	on after	1	7	2008	The extents of side, bottom and bow damage have been revised. An estimated LS KG may be accepted based on detailed calculations in lieu of an inclining experiment in certain instances provide a deadweight survey confirms lightship characteristics. Amendments to various structural fire protection requirements incorporating SOLAS requirements are introduced. Open stairways may be fitted in public spaces consisting of only two decks, provided the stairways lie wholly within such public spaces and meet certain other conditions. Pipelines with welded joints for fixed fire-extinguishing systems may pass through accommodation spaces (excluding refrigerated spaces), provided they are of substantial thickness and their tightness is verified with a pressure test. Detail requirements for portable fire extinguisher have been added. Vehicle decks located totally within ro-ro spaces may be accepted without structural fire protection under certain conditions.
57	IGC Code	MSC.220(82)	H	M	S	Gas					≥ 500		N		1	7	2008	KL	on after	1	7	2008	A fixed local application fire-extinguishing system, in compliance with SOLAS II 2/10.5.6, is to be fitted.
58	LSA Code	MSC.218(82)	H	M	S	All Ships					≥ 500		N		1	7	2008	KL	on after	1	7	2008	Revised requirements introduced for liferaft food rations and emergency drinking water. Enhancements for lifeboat on-load release gear to reduce accidental release during recovery of the boat. Requirements for fast rescue boats and their launching appliances have been added to the LSA Code based on MSC/Circ.809.
59	FSS Code	MSC.217(82) Annex 1	H	M	S	All Ships					≥ 500		N		1	7	2008	KL	on after	1	7	2008	Revisions of the Fire Safety Standards Code for foam systems, portable foam applicators, pressure water-spray systems for machinery spaces and cargo pump-rooms and fixed detection and alarm systems.
60	FSS Code	MSC.217(82) Annex 1	H	M	S	Pass	> 12						N		1	7	2008	KL	on after	1	7	2008	Revisions of the Fire Safety Standards Code for fixed pressure water-spray systems and fixed detection and alarm systems used on balconies.

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61	SOLAS II-2 & III Fire Protection for Balconies and Emergency Alarms	MSC.216(82) Annex 1	H	M	S	Pass	> 12						N		1	7	2008	KL	on after	1	7	2008	(1) Furniture and furnishings on cabin balconies are to comply with non-combustibility requirements of rooms with restricted fire risk (e.g., cabins, public spaces and offices), unless such balconies are protected by an approved fixed pressure water-spraying system and fixed fire detection and fire alarm system as per the Fire Safety Systems Code. (2) Primary deck coverings and paints, varnishes and other finishes used on exposed surfaces of cabin balconies shall comply with the relevant smoke, toxic or explosive hazards as per the Fire Test Procedures Code. (3) Non-load bearing partial bulkheads separating adjacent cabin balconies shall be capable of being opened from each side for the purpose of fighting fires. (4) An emergency alarm system is to be fitted which, in addition to the current requirement to be audible throughout all open decks, is to be audible in all normal crew working spaces and in all accommodations.
62	SOLAS II-2 Fire Protection Upgrades for Balconies	MSC.216(82) Annex 1	H	M	S	Pass	> 12						R	FS	1	7	2008	KL	before	1	7	2008	Furniture and furnishings on cabin balconies are to comply with non-combustibility requirements of rooms with restricted fire risk (e.g., cabins, public spaces and offices), unless such balconies are protected by an approved fixed pressure water-spraying system and fixed fire detection and fire alarm system as per the Fire Safety Systems Code
63	Special Purpose Ships Code	MSC.266(84)	H	G	S	GenCargo	>12				≥ 500		N		13	5	2008	KL	on after	13	5	2008	The revised Code recommends that Special Purpose Ships (SPS) comply with SOLAS with respect to lifesaving appliances, navigation safety management and security matters. However, specific requirements for stability and machinery and electrical are provided.
64	MARPOL I/12A Bunker Tank Protection	MEPC.141(54)	H	M	M	All Ships					>0		N		1	2	2008	KL	on after	1	2	2008	Ships having an aggregate FO capacity of 600 m3 and greater are required to "protectively locate" each bunker tank (which excludes tanks that do not normally carry fuel oil such as overflow tanks) having a capacity greater than 30m <sup>3</sup> in accordance with the requirements of 12A.
65	SOLAS II-1 Cross Flooding	MSC.245(83)	H	G	S	Pass	>12						N		12	10	2007	KL	on after	12	10	2007	A methodology is provided for evaluating cross-flooding arrangements on ships subject to the applicable subdivision and damage stability requirements of SOLAS chapter II-1 to ensure uniform treatment of cross-flooding and equalization arrangements
66	SOLAS II-1 Coating Standard	MSC.244(83)	H	G	S	Oil					≥ 500		N		5	10	2007	KL	on after	5	10	2007	Performance standard for protective coatings for void spaces on oil tankers
67	SOLAS II-1 Coating Standard	MSC.244(83)	H	G	S	Bulk					≥ 500		N		5	10	2007	KL	on after	5	10	2007	Performance standard for protective coatings for void spaces on bulk carriers.
68	MARPOL I/23 Accidental Oil Outflow	MEPC.117(52)	H	M	M	Oil					> 5000		N		1	7	2007	KL	on after	1	7	2007	Adequate protection against oil pollution in the event of collision or stranding is to be determined based on the probabilistic accidental oil outflow performance criteria.
69	MARPOL I/30.7 Sea Chest Valves	MEPC.117(52)	H	M	M	Oil					≥ 150		N		1	7	2007	KL	on after	1	7	2007	Any sea chest that is permanently connected to the cargo pipeline system is to be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means.
70	Offshore Supply Vessels Guidelines	MSC.235(82) A.469(12)	H	G	S	OSV					≥ 24		N		1	5	2007	KL	on after	1	5	2007	Revised Guidelines for the design and construction of offshore supply vessels which primarily engaged in the transport of stores, materials and equipment to offshore installations. Included are new requirements for dynamically positioned vessels, increased extents of longitudinal damage, new subdivision requirements for collision and AP bulkheads and separation of machinery and accommodation spaces.
71	SOLAS II-1/23-3 Water Level Detectors	MSC.194(80)	H	M	S	GenCargo	< 80				≥ 500		R	I or P	1	1	2007	KL	before	1	1	2007	Existing cargo ships (other than bulk carriers), arranged with a single hold unprotected by a double side skin, are to be fitted with water ingress detector/alarms. Performance standards for water level detector and alarm systems are contained in resolution MSC.188(79), which is described elsewhere in this document. Compliance is not to be later than 31 Dec 2009.

**Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2007 and Beyond for All Ship Types - Oct 2009**

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72	MARPOL I/22 Pump Room Protection	MEPC.117(52)	H	M	M	Oil				≥ 5000			N		1	1	2007	KL	on after	1	1	2007	Pump rooms are to be provided with a double bottom with a height above baseline of at least B/15 or 2.0 meters, whichever is the lesser, with a minimum value of 1 meter. If the flooding of the pump room does not render ineffective the cargo and ballast pump capabilities (e.g., submersible deep-well cargo and ballast pumps), then a double bottom need not be fitted..
73	IBC Code Amendments	MSC.176(79)	H	M	S	Chem							N		1	1	2007	KL	on after	1	1	2007	This complete re-write of the International Bulk Chemical (IBC) Code includes several new requirements: (1) requirements for the shipyard to provide compatibility information for materials of construction to the ship operator prior to delivery of the ship. The shipper of cargo is to provide cargo compatibility information to the ship operator prior to transportation of the product; (2) provisions that allow electrical equipment, cables and wiring to be installed in hazardous locations if it conforms with standards not inferior to IEC 60092-502:1999; and (3) revised carriage requirements for the re-categorized products (including a breakdown of vegetable oils into specific products) according to the Global Harmonized System (GHS). Approximately 550 products were evaluated and are included in the new Chapter 17 and an additional 34 products were evaluated and are included in the new Chapter 18 of the IBC Code.
74	IBC Code Amendments	MEPC.119(52)	H	M	S	Chem							N		1	1	2007	KL	on after	1	1	2007	Under this complete re-write of the International Bulk Chemical (IBC): (1) requirements for the shipyard to provide compatibility information for materials of construction to the ship operator prior to delivery of the ship. The shipper of cargo is to provide cargo compatibility information to the ship operator prior to transportation of the product; (2) provisions that allow electrical equipment, cables and wiring to be installed in hazardous locations if it conforms with standards not inferior to IEC 60092-502:1999; and (3) revised carriage requirements for the re-categorized products (including a breakdown of vegetable oils into specific products) according to the Global Harmonized System (GHS). Approximately 550 products were evaluated and are included in the new Chapter 17 and an additional 34 products were evaluated and are included in the new Chapter 18 of the IBC Code.
75	SOLAS II-1/23-3 Water Level Detectors	MSC.194(80)	H	M	S	GenCargo		< 80					N		1	1	2007	KL	on after	1	1	2007	New cargo ships (other than bulk carriers), arranged with a single hold unprotected by a double side skin, are to be fitted with water ingress detector/alarms. Performance standards for water level detector and alarm systems are contained in resolution MSC.188(79), which is described elsewhere in this document.
76	SOLAS II-1/3-8 Mooring and Towing Equipment	MSC.194(80)	H	M	S	All Ships							N		1	1	2007	KL	on after	1	1	2007	Each mooring and towing fitting is to be designed and constructed taking into account the recommended standards contained in new MSC/Circ.1175 and shall be clearly marked with any restrictions associated with its safe operation,
77	SOLAS II-1/3-7 Ship Construction Drawing	MSC.194(80)	O	M	S	All Ships							N		1	1	2007	KL	on after	1	1	2007	A set of as-built construction drawings and other plans showing any subsequent structural alterations is to be kept on board. These plans include a midship section, scantling plan, shell expansion, transverse bulkheads, rudder and rudder stock, cargo hatch covers, when applicable, and bilge ballast and cargo piping diagram.
78	MARPOL Annex IV Sewage	MEPC.115(51)	H	M	M	All		> 15					R		1	8	2010	KL	before	1	8	2005	Compliance with Annex IV becomes mandatory on 1 August 2005 for ships flying the flag of a Party to this version of Annex IV. Ships to be provided with a sewage treatment plant approved by the Administration as compliant with resolution MEPC.2(VI) and be provided with a standard discharge connection per regulation 11. Ships built before 2 October 1983 should comply with Annex IV, as far as is practicable
79	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All							N		19	5	2005	KL	on after	19	5	2005	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain ozone depleting substances, other than hydro-chlorofluorocarbons, are prohibited.



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80	MARPOL IV - Prevention of Pollution from Sewage	MEPC.88(44)	H	M	M	All	> 15				≥ 400		R		27	9	2008	KL	before	27	9	2003	Compliance with Annex IV becomes mandatory on 27 September 2003 for ships flying the flag of a Party to this version of Annex IV. Ships to be provided with a sewage treatment plant approved by the Administration as compliant with resolution MEPC.2(VI) and be provided with a standard discharge connection per regulation 11. Ships built before 2 October 1983 should comply with Annex IV, as far as is practicable
81	MARPOL IV - Prevention of Pollution from Sewage	MEPC.88(44)	H	M	M	All	> 15				≥ 400		R		27	9	2008	KL	before	27	9	2003	Compliance with Annex IV becomes mandatory on 27 September 2003. Ships to be provided with a sewage treatment plant approved by the Administration as compliant with resolution MEPC.2(VI) and be provided with a standard discharge connection per regulation 11.
82	SOLAS V/20 VDR and S-VDR	MSC.170(79)	H	M	S	Cargo					≥ 3000 and < 20000		R	DD	1	7	2007	KL	before	1	7	2002	Ships shall be fitted with a voyage data recorder (VDR) or a simplified VDR (S-VDR) of either fixed or float-free type. The S-VDR should meet the standards contained in resolution MSC.163(78) and record and maintain, for a period of at least 2 years following termination, bridge and communication audio, radar, position, speed, heading, date and time and, if radar data is not possible, AIS data. S-VDR's may be combined with an EPIRB, provided the standards for each piece of equipment are met.
83	SOLAS V/20 VDR and S-VDR	MSC.170(79)	H	M	S	Cargo					≥ 20000		R	DD	1	7	2006	KL	before	1	7	2002	Ships shall be fitted with a voyage data recorder (VDR) or a simplified VDR (S-VDR) of either fixed or float-free type. The S-VDR should meet the standards contained in resolution MSC.163(78) and record and maintain, for a period of at least 2 years following termination, bridge and communication audio, radar, position, speed, heading, date and time and, if radar data is not possible, AIS data. S-VDR's may be combined with an EPIRB, provided the standards for each piece of equipment are met.
84	SOLAS II-2 Fixed CO2 System Upgrades	MSC.256(84)	H	M	S	All Ships					≥ 500		R	DD	1	1	2010	KL	before	1	7	2002	Fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms are to be upgraded to comply with the provisions for control under the Fire Safety Systems Code. This includes two separate controls located inside a release box clearly identified for the particular space shall be provided to release the CO2 and, upon release, an audible alarm shall be activated.
85	SLS II-1/8-2 Damage stability upgrades	SOLAS 1997 Edition	H	M	S	RoRo	> 400						R	P	1	10	2010	KL	before	1	7	1998	With any one compartment flooded, ships with an A/Amax ≥ 97.5 must possess a residual GZ with an area ≥ 0.015 m-rad, a magnitude ≥ 0.10m and sufficient to resist the larger moment due to passenger crowding, wind pressure or launching of all life boats fully loaded from one side.
86	SOLAS II-1/23-3 Water Level Detectors	MSC.194(80)	H	M	S	GenCargo	< 100				≥ 500		R	I or P	1	1	2007	KL	before	1	1	1998	Existing cargo ships (other than bulk carriers), arranged with a single hold unprotected by a double side skin, are to be fitted with water ingress detector/alarms. Performance standards for water level detector and alarm systems are contained in resolution MSC.188(79), which is described elsewhere in this document. Compliance is not to be later than 31 Dec 2009.
87	DSC Code A.373(X)	MSC.224(82)	H	G	S	DSC	> 12				≥ 500		N		1	7	2008	KL	before	1	7	1996	AIS is required to be fitted on board. AIS provides to other ships, shore stations the ship's identity, type, position, course, speed and navigational status of the ship's command and engines.
88	2000 SOLAS X 1994 HSC Code	MSC.119(74)	H	M	S	HSC	> 12						R		1	7	2007	KL	on after	1	1	1996	AIS is required to be fitted on board. AIS provides to other ships, shore stations the ship's identity, type, position, course, speed and navigational status of the ship's command and engines.
89	SLS II-2/41-1 Fire safety upgrades	SOLAS 1997 Edition	H	M	S	Pass	> 36						R		1	10	2010	KL	before	1	10	1994	All of the fire safety provisions of SOLAS II-2, including requirements pertaining to combustible materials, must be met.
90	GC Code	MSC.225(82) MSC.5(48)	H	G	S	Gas					≥ 500		R		1	7	2008	KL	before	1	10	1994	Fire-extinguishing medium shall be installed in a dedicated space for that purpose which is aft of the collision bulkhead in accordance with SOLAS II-2/10.4.3. New deep-fat cooking equipment shall meet SOLAS II-2/10.6.4 for alarms, automatic shutdown and fire extinguishing systems. Operational requirements per SOLAS II/2, Part E are to be implemented

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91	MARPOL I/20 [13G] Amendments to CAS for Cat.2	MEPC.99(48)	O	M	M	Oil				≥ 20000			R	AN	1	1	2010	KL	before	6	1	1994	Cat.2 tankers (SBT-PL) carrying crude oil, fuel oil, heavy diesel oil, or lubricating oil as cargo must be certified under IMO's Condition Assessment Scheme, CAS. The resolution provides the contents of the CAS Survey Planning Document and the mandatory provisions, equipment and conditions for the safe conduct of CAS surveys.
92	Revised NOX Technical Code (Tier II Standard)	MEPC.176(58)	H	M	M	All					> 0		R		1	7	2010	KL	on after	1	1	1990	When an upgrade kit has been approved for the relevant engine and becomes available in the market, engines (>5000 kW & ≥ 90 liters displacement) installed on ships will need to comply with the Tier I Nox emission standard (17.0 g/kWh when rpm < 130; 45n(-0.2) g/kWh when 130 ≥ n < 2000 rpm; 9.8 g/kWh rpm ≥ 2000)
93	BCH Code Amendments	MSC.212(81) MSC.29(61)	H	M	S	Chem					> 0		R	DD	1	8	2007	KL	before	1	7	1986	(1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms). (2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit. (3) Bilge level monitoring with alarms shall also be provided.
94	IMSBC Code	MSC.268(85)	O	M	S	All Ships					≥ 500		A		1	1	2011	KL	on after	1	1	1900	A new Code, superseding the existing 2004 Code, is adopted to facilitate the safe transport of solid bulk cargoes. Upon entry into force through SOLAS, the words "shall", "should" and "may", when used in the Code, mean that the relevant provisions are "mandatory", "recommendatory" and "optional", respectively.
95	SOLAS VI/1-2 IMSBC Code	MSC.269(85)	O	M	S	All Ships					≥ 500		A		1	1	2011	KL	on after	1	1	1900	The new Code adopted by MSC.268(85) becomes mandatory, except that the following Sections remain recommendatory: 11 - Security, except as required by SOLAS; 12 - Stowage factor conversion tables; 13 - References to related information and recommendations; Appendices other than the Sections in Appendix 1 which provide loading/discharge and stowage segregation requirements for individual solid bulk cargoes
1	MARPOL I/1 Oil residues	MEPC.187(59)	O	M	M	All					≥ 150				1	1	2011	KL	on after	1	1	1900	Ship systems which handle oil residues produced onboard are to comply with the provisions for oil residue tanks, if so fitted, and the recording of oil residues in the IOPP Record Book.
2	MARPOL I/Ch.8 Ship-to-Ship Transfer of Cargo Oil	MEPC.186(59)	O	M	M	Oil					≥ 150				1	4	2012	KL	on after	1	1	1900	STS operations conducted must be in accordance with the approved plan. Records of STS operations shall be recorded in the Oil Record Book and are to be retained on board for a period of not less than three years since the transfer occurred
3	MARPOL I/Ch.8 Ship-to-Ship Transfer of Cargo Oil	MEPC.186(59)	O	M	M	Oil					≥ 150			FS	1	7	2011	KL	on after	1	1	1900	Affected oil tankers involved in STS operations are to carry on board an approved STS Plan describing how STS operations are to be conducted.
4	MARPOL V/I5 VOC Management Plan Guidelines	MEPC.185(59)	O	G	M	Crude					≥ 400				1	7	2010	KL	on after	1	1	1900	The guidelines provide recommendations for developing management plans to ensure that the operation of a tanker prevents or minimizes the emission of volatile organic compounds. The guide recommends that a target operating pressure during loading be defined as well as a carriage limit of cargo in tanks that is as high as safely possible. These steps, together with minimizing the amount of inert gas added to the tank, can reduce the occurrences of venting and therefore VOC emissions

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5	MARPOL VI/14 Exhaust Gas Cleaning Systems	MEPC.184(59) MEPC.170(57) MEPC.130(53)	H	G	M	All					> 0		A		1	7	2010	KL	on after	1	1	1900	Revised Guidelines are provided for the design, testing, survey and certification of exhaust gas cleaning-SOx systems under two optional Schemes (Type Approval and Continuous Monitoring). The prescriptive washwater discharge standard addresses oil (using polycyclic aromatic hydrocarbons as an indicator), pH, heavy metals, and nitrates for operation of EGCS in ports, harbors, & estuaries where the greatest concern exists. Included in this revision is a table of total sulphur oxides emission limits in g SOx/kWh for each global and ECA fuel oil sulphur content limit.
6	MARPOL V/14 Average Sulphur Content of Residual Fuel	MEPC.183(59)	O	G	M	All					> 0				1	7	2010	KL	on after	1	1	1900	This Guideline revises the guidelines adopted by resolution MEPC.82(43) with respect to establishing a method to monitor the average sulphur content of residual fuel oils supplied for use on board ships.
7	MARPOL V/18 FO Sampling Guidelines	MEPC.182(59)	O	G	M	All					≥ 400				1	7	2010	KL	on after	1	1	1900	This Guideline revises the guidelines adopted by resolution MEPC.96(47) with respect to the procedure to be carried out for fuel oil sampling. Three options are recommended: (1) manual valve-setting continuous-drip sampler; (2) time-proportional automatic sampler; or (3) flow-proportional automatic sampler. Details for sample sealing and retention are also provided.
8	MARPOL VI PSC Guidelines	MEPC.181(59)	O	G	M	All					≥ 400			FS	1	7	2010	KL	on after	1	1	1900	This resolution revises MEPC.129(53) on PSC Guidelines with respect to MARPOL Annex VI
9	MARPOL VI HSSC Guidelines	MEPC.180(59)	O	G	M	All					≥ 400			FS	1	7	2010	KL	on after	1	1	1900	This resolution revises A.997(25) on Survey Guidelines under the Harmonized System of Survey and Certification with respect to MARPOL Annex VI
10	SRC Guidelines for Inventory of Hazardous Material	MEPC.179(59)	O	G	SR	All					≥ 400				17	7	2009	KL	on after	1	1	1900	The resolution provides guidelines for the practical and logical development of Parts I, II and III of the Inventory of Hazardous Materials. Part I comprises a list of hazardous materials (as listed in Appendices 1 and 2 of the SR Convention) contained in ship's structure or equipment, their location and approximate quantities. Part II lists operationally generated wastes onboard. Part III contains an inventory of ship's stores.
11	SRC Calculation of Recycling Capacity for Entry Into Force	MEPC.178(59)	O	G	SR	All					≥ 400				17	7	2009	KL	on after	1	1	1900	The resolution provides the method for calculating the combined maximum annual ship recycling volume of Contracting States as required by article 17 of the Convention, to refer to annually published statistical data on recycled gross tonnage of shipping.
12	SOLAS II-2/9.4 A and B Class Doors	MSC.269(85)	H	M	S	All Ships		≥ 24					A	INS	1	7	2010	KL	on after	1	1	1900	Doors approved without the sill being part of the frame shall be installed so that the gap under the door does not exceed 12 mm for doors in "A" class divisions, and 25mm for doors in "B" class divisions. Also, a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.
13	HSC Code Packaged Dangerous Goods	MSC.271(85)	O	M	S	HSC					≥ 500		A		1	1	2011	KL	on after	1	1	1900	Additional provisions are required to be met for the carriage of classes 2.3, 4.3, 5.2, 8 and 9. Compliance for all new and existing HSCs is not required when carrying classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities as specified for each substances in the IMDG Code.

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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) Ship Recycling (SR)	Ship Type	No of Passengers	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation  (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m <sup>3</sup> )		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year	
14	ISM Code Amendments	MSC.273(85)	O	M	S	All Ships	>12				≥ 500		A	1	7	2010	KL	on after	1	1	1900	The Company must carry out internal safety audits on board and ashore at intervals not exceeding twelve months to verify whether safety and pollution-prevention activities comply with the safety management system. In exceptional circumstances, this interval may be exceeded by not more than three months. The SMS must now be periodically reviewed by the Master. When establishing procedures for the implementation of corrective action, the procedures must now include measures intended to prevent recurrence. Specific requirements for renewing certificates, similar to that provided for other SOLAS certificates now apply to the SMC.
15	LSA Code Revisions	MSC.272(85) MSC.48(66)	H	M	S	All Ships	>12				≥ 500		A	1	7	2010	KL	on after	1	1	1900	The average mass of a person, when determining the carrying capacity of cargo ship lifeboats (including free-fall lifeboats) and all rescue boats, is increased from 75kg to 82.5kg. For free-fall lifeboats, the requirements for seats, seat arrangement and passage between seats have been revised.
16	LSA Testing Requirements	MSC.274(85) MSC.81(70)	H	G	S	All Ships	>12				≥ 500		A	1	7	2010	KL	on after	1	1	1900	The average mass of a person, when carrying out the prototype, production and installation testing of cargo ship lifeboats (including free-fall lifeboats), all rescue boats, and associated launching appliances, is increased from 75kg to 82.5kg.
17	LRIT Coordinatory	MSC.275(85)	O	G	S	All Ships	>12				≥ 500		A	31	12	2008	KL	on after	1	1	1900	Subject to the provisions of paragraphs 14.7 to 14.7.3 of the revised performance standards and within the framework of regulation V/19-1.14, the International Mobile Satellite Organization is appointed as the LRIT Coordinator and is requested to perform the functions and duties specified in paragraphs 14.1 to 14.5 of the revised performance standards.
18	LRIT Interim Data Exchange	MSC.276(85)	O	G	S	All Ships	>12				≥ 500		A	5	12	2008	KL	on after	1	1	1900	The United States continues to provide the International LRIT Data Exchange on an interim basis until 31 December 2011.
19	SOLAS Guidance for Ships Carrying Dry Cargo in Bulk	MSC.277(85)	H	G	S	Cargo					≥ 500		A	1	1	2009	KL	on after	1	1	1900	Recommendations clarify how ships intending to carry dry cargo in bulk should be certified under SOLAS by discerning between ships which are intended to primarily carry, versus those which occasionally carry, dry cargo in bulk: Ships dedicated to carrying cement, woodchips, sugar or fly ash and which load and unload using grabs less than 10t or other passive means such as self-unloaders or pneumatic equipment are recommended to be exempted from complying with SOLAS regulations that are applicable to bulk carriers.
20	Ship Reporting	MSC.278(85)	O	M	S	All Ships	>12				≥ 500		A	1	6	2009	KL	on after	1	1	1900	Ships are required to report under the new mandatory ship reporting system Off the coast of Portugal - COPREP.
21	Ship Reporting	MSC.279(85)	O	M	S	All Ships	>12				≥ 500		A	1	6	2009	KL	on after	1	1	1900	Ships are required to report as per the revised reporting system for the "Papahānaumokuākea Marine National Monument", Particularly Sensitive Sea Area, "CORAL SHIPREP".
22	Ship Routeing	MSC.280(85)	O	M	S	All Ships	>12				≥ 500		A	5	12	2008	KL	on after	1	1	1900	Ships shall take into account the revision of the General Provisions on Ships' Routeing including amendments to the General Provisions for the adoption, designation and substitution of archipelagic sea lanes.
23	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	O	M	M	All					> 0		A	1	7	2010	KL	on after	1	1	1900	All recharges, repairs and maintenance of equipment containing ozone depleting substances and discharges of ozone depleting substances are to be recorded in an Ozone Depleting Substances Record Book.
24	Revised MARPOL VI/15 VOCs	MEPC.176(58)	H	M	M	Tankers					> 0		A	1	7	2010	KL	on after	1	1	1900	Subject to coast State requirements, Volatile Organic Compounds (VOC's) VOC's are to be controlled by a vapor emission control system (VECS) onboard tankers flying the flag of a signatory State, which is in compliance with the safety standards laid down in MSC/Circ.585.
25	Revised MARPOL VI/15 VOCs	MEPC.176(58)	H	M	M	Crude					> 0		A	1	7	2010	KL	on after	1	1	1900	A tanker carrying crude oil shall have on board and implement a VOC Management Plan approved by the Administration.

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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) Ship Recycling (SR)	Ship Type	No of Passengers	Size Parameter				Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation  (refer to actual regulation for details)					
		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year		
26	Revised MARPOL VI/14 Sulphur Content	MEPC.176(58)	H	M	M	All					> 0		A		1	7	2010	KL	on after	1	1	1900	The sulfur content of any oil fuel intended for use on board ships flying the flag of a MARPOL VI signatory State is not to exceed 4.5% m/m, except in designated SOx Emission Control Areas (SECAs), where the maximum sulfur content of any fuel oil used will be further limited to 1.5% m/m or, where post combustion treatment is utilized, the emission rate is limited to a maximum of 6.0 g SOx/kWh. The sulfur content of each parcel of oil fuel intended for use on board ship will also require to be documented by means of a "Bunker Delivery Note" which must be kept on board for a period of 3 years after delivery of the fuel.
27	DSC Code	MSC.224(82)	H	M	S	DSC	> 12				≥ 500		A		1	7	2010	KL	on after	1	1	1900	An ECDIS (electronic charting) is to be fitted onboard.
28	1994 and 2000 HSC Codes	MSC.221(82) MSC.222(82)	H	M	S	HSC	> 12				≥ 500		A		1	7	2010	KL	on after	1	1	1900	An ECDIS (electronic charting) is to be fitted onboard.
29	SOLAS III/7 Infant Lifejackets	MSC.201(81)	H	M	S	Pass	> 12						A		1	7	2010	KL	on after	1	1	1900	All passenger ships on voyages less than 24 hours are to be provided with a number of infant lifejackets equal to at least 2.5% of the number of passengers on board. Passenger ships on voyages of 24 hours or more are to be provided infant lifejackets for each infant on board. Also, if the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons
30	Anti-fouling Systems	AFS Convention	H	M	A	All					≥ 400		A		17	9	2008	KL	on after	1	1	1900	As of 17 September 2008, ships registered in a flag signatory to the AFS Convention, or any ship entering a port, shipyard or offshore terminal under the jurisdiction of a State signatory to the AFS Convention, shall not bear organotin compounds which act as biocides in anti-fouling systems on the ship's hull or external parts or surfaces if (a) applied on/after 1 January 2003 or (b) if applied before 1 January 2003, unless bearing a coating that forms a barrier to keep such compounds from leaching
31	1994 HSC and DSC Codes	MSC.221(82) MSC.224(82)	H	M	S	HSC	> 12				≥ 500		A	A	1	7	2008	KL	on after	1	1	1900	(1) Marine evacuation systems are to be deployed from the craft on a rotational basis provided that each system is to be deployed at least once every six years. (2) Launching appliances should be serviced at recommended intervals in accordance with maintenance instructions, undergo a thorough annual examination followed by a dynamic test of the winch brake at maximum lowering speed of the survival craft or rescue boat without persons on board. At intervals not exceeding five years, the test should be carried out with a proof load equal to 110% of the survival craft or rescue boat and with its full complement of persons and equipment. (3) Where new and novel inflatable liferaft arrangements are approved and fitted, extended servicing intervals not exceeding five years may be permitted provided that the arrangement is maintained as required by the testing procedures throughout the extended servicing intervals and the system is checked by certified personnel.
32	1994 and 2000 HSC and DSC Codes	MSC.221(82) MSC.222(82) MSC.224(82)	H	M	S	HSC	> 12				> 500		A	INS	1	7	2008	KL	on after	1	1	1900	Materials containing asbestos used for the structure, machinery, electrical installations and equipment is prohibited except for vanes used in rotary vane compressors and vacuum pumps, watertight joints and linings used for the circulation of fluids when, at high temperature (in excess of 350 °C) or pressure (in excess of 7 x 10 <sup>6</sup> Pa), there is a risk of fire, corrosion or toxicity; and supple and flexible thermal insulation assemblies used for temperatures above 1000 °C.
33	SOLAS II-1/45 Electrical Equipment	MSC.170(79)	H	M	S	Tanker					≥ 500		A	INS	1	1	2007	KL	on after	1	1	1900	Electrical equipment installed in hazardous locations is prohibited unless it conforms with a standard not inferior to IEC 60092-502:1999. The IEC standard applies the zonal concept for classification of hazardous area (Zone 0, 1 and 2) which will allow for the use of explosion proof equipment in the cargo pump room including explosion proof electrical gas detectors.
34	MARPOL I/20 [13G]	MEPC.131(53)	H	M	M	Oil					≥ 600		A		1	1	2007	KL	on after	1	1	1900	Editorial amendments to CAS to refer to new regulation numbers MARPOL Annex I circulated by MEPC.117(52).

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	
35	MARPOL I/37.4 Computer Programs	MEPC.117(52)	H	M	M	Oil				≥ 5000		A		1	1	2007	KL	on after	1	1	1900	Access to computerized shore-based programs that can readily assess damage stability and residual structural strength, is to be provided.
36	IGC Code	MSC.177(79)	H	M	S	Gas						A		1	1	2007	KL	on after	1	1	1900	All certificates are to indicate the completion date of the survey on which the certificate is based. Electrical equipment installed in hazardous locations is prohibited unless it conforms with a standard not inferior to IEC 60092-502:1999. The IEC standard applies the zonal concept for classification of hazardous area (Zone 0, 1 and 2) which will allow for the use of explosion proof equipment in the cargo pump room including explosion proof electrical gas detectors.
37	Continuous Synopsis Record A.959(23)	MSC.198(80)	O	M	S	All Ships						A		1	1	2009	KL	on after	1	1	1900	Amendments to the Format and Guidelines for the Continuous Synopsis Record (A.959(23)) to account for Company and Registered Owner ID number, and other amendments (Annex 1 comes into force 20 May 2005, while Annex 2 comes into force 1 Jan 2009.)
38	SOLAS XI-1/6 Casualty Investigation	MSC.257(84)	O	M	S	All Ships						A		1	1	2010	KL	on after	1	1	1900	Administrations shall conduct investigations of marine casualties and incidents, in accordance with the provisions of the present Convention, as supplemented by the provisions.
39	SOLAS II-1/3-4 Emergency Towing Procedures	MSC.256(84)	O	M	S	Pass	>12					A		1	1	2010	KL	on after	1	1	1900	A procedure for establishing capabilities to tow the ship from the fore and aft locations is to be provided on board. This procedure is to be carried onboard for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship taking into account MSC.1/Circ.1255. Emergency towing arrangements approved for tankers ≥ 20,000 dwt fulfill the requirements of this regulation.
40	SOLAS I Certificate Format	MSC.258(84)	O	M	S	All Ships					≥ 500	A	P	1	1	2010	KL	on after	1	1	1900	Revisions to Certificates and Records are to include number of search and rescue locating devices, radar search and rescue transponders (SART) and AIS search and rescue transmitters (AIS-SART).
41	SOLAS XI-1/2 Enhanced Survey Program	MSC.261(84)	O	M	S	Bulk					≥ 500	A	FS	1	1	2010	KL	before	1	1	1900	New Enhanced Survey Program developed specifically for bulk carriers having double-side skin construction, but based on current requirements for single side skin bulk carriers.
42	SOLAS VI IMDG Code	MSC.262(84)	O	M	S	All Ships					≥ 500	A		1	1	2010	KL	before	1	1	1900	Revisions to the IMDG Code requirements for marking, packing and documentation
43	MARPOL III Packaged Harmful Substances	MEPC.156(55)	O	M	M	All					> 0	A		1	1	2010	KL	on after	1	1	1900	The jurisdiction of a port State control officer to ships in offshore terminals of that port State under the provisions of MARPOL Annex III for the prevention of pollution by harmful substances has been extended. Previously it had been limited to ports of that State. Based on reassessments carried out under the United Nations GHS, new criteria is introduced for the identification of harmful substances, in packaged form, which contain fish, crustacean or algae or other aquatic plants.
44	SOLAS V/22 Bridge Visibility Deviation	MSC.201(81)	O	M	S	All Ships	> 12				>0	A		1	7	2010	KL	on after	1	1	1900	Deviation from the bridge visibility requirements during ballast water exchange carried out in accordance with an approved BW Management Plan is permitted provided the master concludes that it is safe to do so and ensures that a proper lookout is maintained at all times. The duration of the deviation is recorded in the ship's record of navigational activities.
45	SOLAS I Exclusive Surveyors	MSC.208(81) A.739(18)	O	M	S	All Ships	> 12				> 0	A		1	7	2010	KL	on after	1	1	1900	Except for radio surveys, all other surveys are to be carried out by exclusive surveyors of the Recognized Organization
46	MARPOL V/5 Special Area Designation	MEPC.172(57)	O	M	M	All					> 0	A		1	5	2009	KL	on after	1	1	1900	The Mediterranean Sea area is designated as a Special Area
47	SOLAS I Certificate Modifications	MSC.240(83)	O	M	S	All Ships					≥ 500	A	P	1	7	2009	KL	on after	1	1	1900	SOLAS certificates are to be modified to reflect if the ship is subjected to an alternative design and arrangements pursuant to SOLAS II-2/17
48	SOLAS VI MSDS	MSC.239(83)	O	M	S	All Ships					≥ 500	A		1	7	2009	KL	on after	1	1	1900	Ships carrying MARPOL Annex I cargoes, as defined in Appendix 1 and marine fuel oils are to be provided with a material safety data sheet prior to the loading of such cargoes
49	MARPOL II IBC Code NLS Revisions	MEPC.166(56)	O	M	M	Chem					≥ 500	A		1	1	2009	KL	on after	1	1	1900	Revised carriage requirements for NLS under the IBC Code Chapters 17, 18 and 19.

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50	STCW Code	MSC.209(81) MSC.203(81)	O	M	S	All Ships	> 12				> 0		A		1	7	2009	KL	on after	1	1	1900	New section A-VI/5 is added to the STCW Code addressing knowledge of ship operations and standard of competence for ship security officers.
51	STCW	MSC.203(81)	O	M	S	All Ships	> 12				> 0		A		1	7	2009	KL	on after	1	1	1900	Every ship security officer shall be issued a certificate of proficiency after acquiring approved seagoing service of not less than 12 months or appropriate seagoing service and possessing knowledge of ship operations and meeting the standard of competence as set out in the new section A-VI/5 (items 1 to 4) of the STCW Code.
52	ISPS Code Form of Certificates	MSC.196(80)	O	M	S	All Ships							A	P	1	1	2009	KL	on after	1	1	1900	Amendments to the International Ship Security Certificates to account for Company and Registered Owner ID number
53	ISM Code Form of DOC and Certificates	MSC.195(80)	O	M	S	All Ships							A	P	1	1	2009	KL	on after	1	1	1900	Amendments to the ISM Document of Compliance and Safety Management Certificates to account for Company and Registered Owner ID number
54	SOLAS XI-1/5 Continuous Synopsis Record	MSC.194(80)	O	M	S	All Ships							A	P	1	1	2009	KL	on after	1	1	1900	Regulation revised to require inclusion of the Company and Registered Owner Identification Number
55	SOLAS XI-1/3-1 Company and Registered Owner ID Number	MSC.194(80)	O	M	S	All Ships							A	P	1	1	2009	KL	on after	1	1	1900	Every Company and registered owner shall be provided with an identification number which conforms to the IMO Unique Company and Registered Owner Identification Number Scheme adopted by the Organization [See MSC.160(78)]. The Company identification number is to be inserted on ISM and ISPS certificates
56	SOLAS V/11 Reporting Requirements	MSC.251(83)	O	M	S	All Ships							A		1	5	2008	KL	on after	1	1	1900	Amendments are provided for the existing mandatory ship reporting systems Off Ushant (OUESSREP), Off Les Casquets (MANCHEREP) and Dover Strait/Pas de Calais (CALDOVREP)
57	SOLAS V/11 Reporting Requirements	MSC.250(83)	O	M	S	All Ships							A		1	7	2008	KL	on after	1	1	1900	A ship reporting system is established for Off the southwest coast of Iceland
58	SOLAS V/11 Reporting Requirements	MSC.249(83)	O	M	S	All Ships					≥ 150		A		1	5	2008	KL	on after	1	1	1900	A ship reporting system (GDANREP) is established in the Gulf of Gdańsk in the territorial and internal waters of Poland
59	SOLAS V/11 Reporting Requirements	MSC.248(83)	O	M	S	All Ships					≥ 300		A		1	5	2008	KL	on after	1	1	1900	The Papahānaumokuākea Marine National Monument is established as a Particularly Sensitive Sea Area (PSSA)
60	MARPOL I/38 Port Reception Facilities	MEPC.164(56)	O	M	M	All					>0		A		1	12	2008	KL	on after	1	1	1900	Editorial revision concerning reception facilities in all ports in respect of oily bilge waters and other residues that cannot be discharged in accordance with MARPOL I.
61	MARPOL IV/11 Port Reception Facilities	MEPC.164(56) MEPC.157(55)	O	M	M	All					>0		A		1	12	2008	KL	on after	1	1	1900	MARPOL IV/11 is revised to refer to the Recommendation on standards for the rate of discharge of untreated sewage from ships adopted by MEPC.157(55).
62	MARPOL I Special Area Designation	MEPC.167(56)	O	M	M	All					> 0		A		1	8	2008	KL	on after	1	1	1900	Southern South African waters are designated as a Special Area with an effective date earlier than the date established by MEPC.154(55).
63	MARPOL Annex 1 and V Special Area Designation	MEPC.168(56)	O	M	M	All					> 0		A		1	8	2008	KL	on after	1	1	1900	Establishes entry into force date for the discharge requirements for Special Areas in MARPOL Annex I and Annex V for the Gulfs area Special Area.
64	SOLAS III Freefall Lifeboat Launching	MSC.216(82) Annex 3	O	M	S	Cargo					≥ 500		A	FS	1	7	2008	KL	on after	1	1	1900	Free-fall lifeboats are to be launched (up to but not including the actual release of the lifeboat; i.e., the release hook shall not be released) at least once every three months during an abandon ship drill with the crew properly secured in their seats. The lifeboat shall then either be free-fall launched with only the required operating crew on board, or lowered into the water by means of the secondary means of launching with or without the operating crew on board. In both cases the lifeboat shall thereafter be maneuvered in the water by the operating crew. At intervals of not more than six months, the lifeboat shall either be launched by free-fall, with only the operating crew on board, or undergo a simulated launching.

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65	MARPOL I/20 Amendments to CAS	MEPC.155(55)	O	M	M	Oil				≥ 5000			A	I or P	1	3	2008	KL	on after	1	1	1900	Greater control is implemented on the proceedings and necessary exchange of information between parties where there is a change of flag, ownership or recognized organization affecting an oil tanker holding a valid Statement of Compliance, or a change of flag occurring during a survey being carried out under Condition Assessment Scheme (CAS).
66	MARPOL I Special Area Designation	MEPC.154(55)	O	M	M	All				> 0			A		1	2	2008	KL	on after	1	1	1900	Southern South African waters are designated as a Special Area
67	SOLAS V LRIT Data Exchange	MSC.243(83)	O	M	S	All Ships				≥ 500			A		12	10	2007	KL	on after	1	1	1900	Establishes the International LRIT Data Exchange to be run by the USA on an interim basis
68	SOLAS V LRIT	MSC.242(83)	O	M	S	All Ships				≥ 500			A		12	10	2007	KL	on after	1	1	1900	Contracting Governments may request, receive and use, LRIT information for safety and marine environment protection purposes
69	SOLAS V/11 Reporting Requirements	MSC.231(82)	O	M	S	All Ships				> 0			A		1	7	2007	KL	on after	1	1	1900	Mandatory ship reporting system in the Gulk of Finland.
70	SOLAS V/11 Reporting Requirements	MSC.230(82)	O	M	S	All Ships				> 0			A		1	7	2007	KL	on after	1	1	1900	Mandatory ship reporting system in the Great Belt Traffic Area.
71	SOLAS V/11 Reporting Requirements	MSC.229(82)	O	M	S	All Ships				> 0			A		1	7	2007	KL	on after	1	1	1900	Mandatory ship reporting system in the Galapagos Particularly Sensitive Sea Area (PSSA) (GALREP).
72	MARPOL II and HNS Convention	MEPC.160(55)	O	M	M	All				> 0			A		1	1	2007	KL	on after	1	1	1900	Upon entry into force of the revised MARPOL Annex II, "noxious liquid substances carried in bulk" in article 1.5(a)(ii) of the HNS Convention (International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea) will, as from 1 January 2007, refer to noxious liquid substances as defined in regulation 1.10 of the revised MARPOL Annex II.
73	MARPOL Annex IV	MEPC.143(54)	O	M	M	All				>0			A		1	8	2007	KL	on after	1	1	1900	PSC officers given the authority to detain ships where clear grounds have been established for believing that the master or crew are not familiar with the essential shipboard procedures relating to sewage treatment and retention and to the legal discharge of treated sewage
74	Mandatory Ship Reporting	MSC.213(81)	O	M	S	All Ships				> 0			A		1	6	2007	KL	on after	1	1	1900	Mandatory reporting for the Canary Islands (as an associated protective measure for the Canary Islands PSSA)
75	A.744(18) Enhanced Surveys	MSC.197(80)	O	M	S	Oil				≥ 500			A	I or P	1	1	2007	KL	on after	1	1	1900	The amendments to the Guidelines incorporate the requirement of inspections during surveys of double hull oil tankers, certain aspects of the CAS, such as the Survey planning questionnaire, and the requirement for a Survey Planning meeting. Also, for oil tankers of 20,000 tons deadweight and above, two exclusive surveyors must jointly carry out the first scheduled renewal survey after the tanker passes 10 years of age, and all subsequent renewal surveys and intermediate surveys.
76	MARPOL Annex I Certification	MEPC.117(52)	O	M	M	Oil				≥ 150			A	FS	1	1	2007	KL	on after	1	1	1900	Under this complete re-write of MARPOL Annex I, all ships will need to be issued new certificates and IOPP Form A or Form B.
77	MARPOL Annex I Certification	MEPC.117(52)	O	M	M	Cargo				≥ 400			A	FS	1	1	2007	KL	on after	1	1	1900	Under this complete re-write of MARPOL Annex I, all ships will need to be issued new certificates and IOPP Form A or Form B.
78	A.744(18) Enhanced surveys	MSC.197(80)	O	M	S	Bulk				≥ 500			A	I or P	1	1	2007	KL	on after	1	1	1900	Amendments include the requirement, for bulk carriers of 20,000 tons deadweight and above, that two exclusive surveyors jointly carry out the first scheduled renewal survey after the bulk carrier passes 10 years of age, and all subsequent renewal surveys and intermediate surveys.
79	SOLAS V SAR Transponders	MSC.247(83) A.802(19)	H	G	S	All Ships							A	INS	1	1	2010	KL	on after	1	1	1900	Amendments are provided to resolution A.802(19) on performance standards for survival craft radar transponders for use in search and rescue operations
80	SOLAS V AIS-SART	MSC.246(83)	H	G	S	All Ships							A	INS	1	1	2010	KL	on after	1	1	1900	Recommendations are provided for Performance Standards for survival craft AIS Search and Rescue Transmitter (AIS-SART) for Use in Search and Rescue Operations
81	MARPOL IV/9 Sewage Treatment Plants	MEPC.159(55)	H	G	M	All				≥ 400			A	INS	1	1	2010	KL	on after	1	1	1900	Revised Guidelines on implementation of effluent standards and performance tests for sewage treatment plants



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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) Ship Recycling (SR)	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation  (refer to actual regulation for details)					
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year		
82	SOLAS V/19 Galileo Standards	MSC.233(82)	H	G	S	All Ships					≥ 300			INS	1	1	2009	KL	on after	1	1	1900	Revised performance standards for shipborne GALILEO (the European satellite navigation system) receiver equipment.
83	SOLAS V/19 Revised ECDIS Standards	MSC.232(82)	H	G	S	All Ships					≥ 300		A	INS	1	1	2009	KL	on after	1	1	1900	Revised performance standards for Electronic Chart Display and Information System (ECDIS).
84	BWM A-2 Pleasure Craft (G3)	MEPC.123(53)	H	G	B	Yacht			> 50		< 8		A		1	1	2009	KL	on after	1	1	1900	The G3 Guidelines provide advice for the level of equivalent compliance for pleasure craft.
85	BWM D-3 Ballast Water System Approval (G8)	MEPC.174(58)	H	G	B	All					> 0		A		10	10	2008	KL	on after	1	1	1900	The G(8) Guidelines for type approving treatment systems contained in resolution MEPC.125(53) were revised to ensure that an appraisal of environmental toxicity is carried out during the Type Approval process for systems that do not make use of Active Substances, but which could reasonably be expected to result in changes to the chemical composition of the treated water such that adverse impacts to receiving waters might occur upon discharge.
86	SOLAS V LRIT Standards	MSC.263(84)	H	G	S	All Ships					≥ 300		A		16	5	2008	KL	on after	1	1	1900	Revised performance standards and functional requirements for the long-range identification and tracking (LRIT) of ships revoke MSC.210(81) and MSC.254(83).
87	SOLAS V LRIT Standards	MSC.264(84)	H	G	S	All Ships					≥ 300		A		16	5	2008	KL	on after	1	1	1900	Sets out ground for the permanent establishment of the International LRIT Data Exchange and revokes MSC.243(83).
88	SOLAS II-2/12 Sprinkler Systems	MSC.265(84)	H	G	S	All Ships					≥ 500		A	INS	9	5	2008	KL	before	1	1	1900	Revises the standards for sprinkler systems as contained in A.800(19) and specifies that existing type approvals issued under A.800(19) remain valid until 9 May 2013.
89	MARPOL VI/14 Exhaust Gas Cleaning Systems	MEPC.170(57) MEPC.130(53)	H	G	M	All					> 0		A		4	4	2008	KL	on after	1	1	1900	Revised Guidelines for the design, testing, survey and certification of exhaust gas cleaning-SOx systems under two optional Schemes (Type Approval and Continuous Monitoring). The revised prescriptive washwater discharge standard addresses oil (using polycyclic aromatic hydrocarbons as an indicator), pH, heavy metals, and nitrates for operation of EGCS in ports, harbors, and estuaries where the greatest concern exists
90	BWM D-3 BW Equipment Approval - Active Substance (G9)	MEPC.169(57) MEPC.126(53)	H	G	B	All					> 0		A		4	4	2008	KL	on after	1	1	1900	MEPC.126(53), "Procedure for approval of ballast water management systems that make use of active substances (G9)" is revised and contains increased robustness of the standard for approval of active substances by requiring that a worst case discharge scenario and a human exposure scenario be included in the risk assessment submitted to IMO
91	SOLAS V Radar Equipment	MSC.192(79)	H	G	S	All Ships					≥ 500		A	INS	1	7	2008	KL	on after	1	1	1900	Ship borne radar equipment is recommended to meet this performance standard so as to provide for a uniform display and presentation of navigation related information.
92	SOLAS V Bridge Equipment	MSC.191(79)	H	G	S	All Ships					≥ 500		A	INS	1	7	2008	KL	on after	1	1	1900	Navigational ship borne displays on the bridge are recommended to meet this performance standard so as to harmonize the presentation of navigation-related information displayed on the bridge to ensure a consistent human machine interface philosophy and implementation
93	SOLAS V LRIT Standards	MSC.253(83) MSC.210(81)	H	G	S	All Ships					≥ 300		A		12	10	2007	KL	on after	1	1	1900	Amendments are provided to MSC.210(81) for the Performance standards and functional requirements for long-range identification and tracking (LRIT)
94	Code of Practice for the Safe Loading and Unloading of Bulk Carriers - BLU Code Revisions	MSC.238(82) A.862(20)	H	G	S	Bulk					> 500		A		1	1	2007	KL	on after	1	1	1900	This revision revises the BLU Code by clarifying that in the event of a conflict between the BLU Code and the International Code for the Safe Carriage of Grain in Bulk (International Grain Code), the provisions of the International Grain Code should prevail.
95	MARPOL Annex II	MEPC.148(54) MEPC.120(52)	H	G	M	GenCargo					> 0		A	>	1	1	2007	KL	on after	1	1	1900	This revision still allows bulk carriage of vegetable oil in deep or independent tanks of general dry cargo ships provided the tanks are located at least 760 mm from the shell plating and the transport is restricted to specifically identified trades. Unmodified vegetable oils (primarily triglycerides) with a safety/pollution (S/P) notation in column d of IBC Ch 17 are permitted to be carried in such tanks.

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		Operational or Hardware	Mandatory or Guidance				LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day		month	year			
96	MARPOL Annex II Vegoils in Dry Cargo Ships	MEPC.120(52)	H	G	M	GenCargo						> 0		A		1	1	2007	KL	on after	1	1	1900	Carriage of vegetable oil in independent tanks (located at least 760 mm from the shell plating) or deep tanks in general dry cargo ships specifically designed for the carriage of such oils may be permitted provided the ship is NLS certificated before 1 January 2007. The cargo is limited to certain veg-oils (those listed in the IBC Code Chapter 17 with a pollution hazard ("P") only; primarily triglycerides) would not be viable using NLS tankers as required by Annex II.
97	MARPOL I Application to FPSOs/FSUs	MEPC.139(53)	H	G	M	Oil						>0		A		1	1	2007	KL	on after	1	1	1900	These guidelines recommend which portions of MARPOL Annex I oil tanker requirements should be applied to FPSOs/FSUs.
98	SOLAS V/18 Integrated Navigation Systems	MSC.252(83)	O	G	S	All Ships								A	INS	1	1	2011	KL	on after	1	1	1900	The recommended performance standards for Integrated Navigation Systems (INS) are revised
99	COLREGS Navigation Lights	MSC.253(83)	O	G	S	All Ships								A	INS	1	1	2009	KL	on after	1	1	1900	Recommended Performance Standards are provided for Navigation Lights, Navigation Light Controllers and associated equipment
100	BWM B-5 BW Sampling Guideliens	MEPC.173(58)	O	G	B	All						>0		A		10	10	2008	KL	on after	1	1	1900	Sampling and analysis of water treated by ballast water exchange should be taken as near to the point of discharge as practicable and during ballast water discharge whenever possible and be representative of the whole (as opposed to the instantaneous) discharge of ballast water from any single tank or any combination of tanks being discharged
101	SOLAS V/11 Particularly Sensitive Sea Area	MEPC.171(57)	O	G	S	All Ships						> 0		A		4	4	2008	KL	on after	1	1	1900	The Papahānaumokuākea Marine National Monument is established as a Particularly Sensitive Sea Area;
102	BWM C-1 Ballast Water Additional Measures	MEPC.161(56)	O	G	B	All						>0		A		13	7	2007	KL	on after	1	1	1900	The G13 Guidelines provides the basis for a State, after consulting with adjacent States, to implement additional measures regarding ballast water management, including measures for emergency situations, to prevent, reduce or eliminate the transfer of harmful aquatic organisms and pathogens under the provisions of regulation C-1 of the BWM Convention.
103	BWM A-4 Ballast Water Additional Measures	MEPC.162(56)	O	G	B	All						>0		A		13	7	2007	KL	on after	1	1	1900	The G(7) Guidelines aims to ensure that provisions of regulation A-4 concerning the granting of exemptions to any requirements of the BWM Convention are applied in a consistent manner based on scientifically robust risk assessment.
104	BWM Art.13 BWM Measures in Antarctic	MEPC.163(56)	O	G	B	All						>0		A		13	7	2007	KL	on after	1	1	1900	This resolution provides guidance for all vessels undertaking ballast water exchange in Antarctic waters.
105	MARPOL II Intervention on the High Seas	MEPC.165(56)	O	G	M	All						>0		A		13	7	2007	KL	on after	1	1	1900	This resolution revises the List of Substances referred to in paragraph 2(a) of Article 1 of the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, set out in the Annex to resolution MEPC.100(48).
106	SOLAS XI-B Security	MSC.228(82)	O	G	S	All Ships						> 0		A		1	4	2007	KL	on after	1	1	1900	Revised Guidelines for the prevention and suppression of illegal drugs and precursor chemicals on ships engaged in international maritime traffic.
107	LHNS Guidelines A.673(16)	MSC.184(79)	O	G	M	Cargo						>0		A		1	1	2007	KL	on after	1	1	1900	All safety certificates issued under the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (LHNS Guidelines) are to indicate the completion date of the survey on which the certificate is based.
108	BWM D-3 Ballast Water System Approval (G8)	MEPC.175(58)	H	G	B	All						>0		A		10	10	2008	KL	on after	1	1	1900	Administrations should, when approving a ballast water management system in accordance with the (G8) Guidelines (MEPC.174(58)), report the details of that approval to IMO.
109	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All						> 0		N		1	1	2020	D	on after	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydrochlorofluorocarbons are prohibited
110	SOLAS II-1/3-2 Coating Standard	MSC.215(82) MSC.216(82)	H	M	S	Bulk						≥ 150		N		1	7	2012	D	on after	1	7	2012	Double side skin spaces on bulk carriers are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year	
111	SOLAS II-1/3-2 Coating Standard MSC.215(82) MSC.216(82)	H	M	S	All Ships					≥ 500		N		1	7	2012	D	on after	1	7	2012	Dedicated seawater ballast tanks are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).
112	MARPOL I/12A Bunker Tank Protection MEPC.141(54)	H	M	M	All					>0		N		1	8	2010	D	on after	1	8	2010	Ships having an aggregate FO capacity of 600 m3 and greater are required to "protectively locate" each bunker tank (which excludes tanks that do not normally carry fuel oil such as overflow tanks) having a capacity greater than 30m <sup>3</sup> in accordance with the requirements of 12A.
113	MARPOL I/23 Accidental Oil Outflow MEPC.117(52)	H	M	M	Oil					≥ 5000		N		1	1	2010	D	on after	1	1	2010	Adequate protection against oil pollution in the event of collision or stranding is to be determined based on the probabilistic accidental oil outflow performance criteria.
114	MARPOL I/30.7 Sea Chest Valves MEPC.117(52)	H	M	M	Oil					> 150		N		1	1	2010	D	on after	1	1	2010	Any sea chest that is permanently connected to the cargo pipeline system is to be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means.
115	MARPOL Annex I Oil Outflow Revised Explanatory Notes MEPC.146(54) MEPC.122(52)	H	G	M	Oil					≥ 5000		N		1	1	2010	D	on after	1	1	2010	Revised explanatory notes describe the assumptions and philosophy underlying this simplified approach for assessing oil outflow, provide background on the development of the performance index, and contain examples demonstrating application of new regulation 23.
116	MARPOL Annex I Oil Outflow Explanatory Notes MEPC.122(52)	H	G	M	Oil					≥ 5000		N		1	1	2010	D	on after	1	1	2010	Explanatory notes describe the assumptions and philosophy underlying this simplified approach for assessing oil outflow, provide background on the development of the performance index, and contain examples demonstrating application of new regulation 23.
117	Revised MARPOL VI/12 Use of CFCs MEPC.176(58)	H	M	M	All					> 0		N		19	5	2005	D	on after	19	5	2005	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain ozone depleting substances, other than hydro-chlorofluorocarbons, are prohibited.
118	MARPOL I/20 [13G] Amendments to CAS for Cat.2 MEPC.99(48)	O	M	M	Oil					≥ 20000		R	AN	1	1	2010	D	before	6	7	1996	Cat.2 tankers (SBT-PL) carrying crude oil, fuel oil, heavy diesel oil, or lubricating oil as cargo must be certified under IMO's Condition Assessment Scheme, CAS. The resolution provides the contents of the CAS Survey Planning Document and the mandatory provisions, equipment and conditions for the safe conduct of CAS surveys.
119	SOLAS II-1/3-2 Coating Standard MSC.215(82) MSC.216(82)	H	M	S	Bulk		≥ 150					N		1	7	2008	C	on after	1	7	2008	Double side skin spaces on bulk carriers are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).
120	SOLAS II-1/3-2 Coating Standard MSC.215(82) MSC.216(82)	H	M	S	All Ships					≥ 500		N		1	7	2008	C	on after	1	7	2008	Dedicated seawater ballast tanks are to be coated in accordance with the approved Coating Performance Standard as per MSC.215(82).
121	MARPOL I/12A Bunker Tank Protection MEPC.141(54)	H	M	M	All Ships					>0		N		1	8	2007	C	on after	1	8	2007	Ships having an aggregate FO capacity of 600 m3 and greater are required to "protectively locate" each bunker tank (which excludes tanks that do not normally carry fuel oil such as overflow tanks) having a capacity greater than 30m <sup>3</sup> in accordance with the requirements of 12A.
122	MARPOL I Application to FPSOs/FSUs MEPC.142(54) MEPC.139(53)	H	G	M	Oil					>0		A		1	8	2007	C	on after	1	8	2007	These guidelines recommend which portions of the revised MARPOL Annex I oil tanker requirements should be applied to FPSOs/FSUs (Side protection requirements of fuel oil tanks under 12A, OPRC Art 3(2) contingency plan may be accepted as a SOPEP, prompt access to computerized shore-based programs for damage stability and residual structural strength).
123	MARPOL I/23 Accidental Oil Outflow MEPC.117(52)	H	M	M	Oil					> 5000		N		1	1	2007	C	on after	1	1	2007	Adequate protection against oil pollution in the event of collision or stranding is to be determined based on the probabilistic accidental oil outflow performance criteria.
124	MARPOL I/30.7 Sea Chest Valves MEPC.117(52)	H	M	M	Oil					≥ 150		N		1	1	2007	C	on after	1	1	2007	Any sea chest that is permanently connected to the cargo pipeline system is to be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means.

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	
125	MARPOL I/20 [13G] Amendments to CAS for Cat.2	MEPC.99(48)	O	M	M	Oil				> 20000		R	AN	1	1	2010	C	before	6	7	1993	Cat.2 tankers (SBT-PL) carrying crude oil, fuel oil, heavy diesel oil, or lubricating oil as cargo must be certified under IMO's Condition Assessment Scheme, CAS. The resolution provides the contents of the CAS Survey Planning Document and the mandatory provisions, equipment and conditions for the safe conduct of CAS surveys.
126	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo				≥ 3000 < 10000		N		1	7	2012		on after	1	7	2014	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.
127	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo				≥ 10000		N		1	7	2012		on after	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.
128	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo				≥ 50000		R	FS	1	7	2016		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.
129	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo				> 20000 < 50000		R	FS	1	7	2017		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.
130	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo				≥ 10000 < 20000		R	FS	1	7	2018		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.
131	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Pass	>12			≥ 500		N		1	7	2012		on after	1	7	2012	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date.
132	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Tankers				≥ 3000		N		1	7	2012		on after	1	7	2012	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date.
133	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Pass	>12			≥ 500		R	FS	1	7	2014		before	1	7	2012	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date.
134	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Tankers				≥ 3000		R	FS	1	7	2015		before	1	7	2012	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date.
135	SOLAS I/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.282(86) MSC.283(86)	H	M	S	Cargo				≥ 150		N		1	7	2011		on after	1	7	2011	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).
136	SOLAS I/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.282(86) MSC.283(86)	H	M	S	Pass	> 12					N		1	7	2011		on after	1	7	2011	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).
137	SOLAS I/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.282(86) MSC.283(86)	H	M	S	Pass	> 12					R	FS	1	7	2012		before	1	7	2011	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).

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	Keel Lay, Delivery, or Contract		day	month	year
138	SOLAS I/19.2 Bridge Navigational Watch Alarm System (BNWAS) MSC.282(86) MSC.283(86)	H	M	S	Cargo					≥ 3000		R	FS	1	7	2012	before	1	7	2011	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).
139	SOLAS I/19.2 Bridge Navigational Watch Alarm System (BNWAS) MSC.282(86) MSC.283(86)	H	M	S	Cargo					≥ 500 < 3000		R	FS	1	7	2013	before	1	7	2011	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).
140	SOLAS I/19.2 Bridge Navigational Watch Alarm System (BNWAS) MSC.282(86) MSC.283(86)	H	M	S	Cargo					≥ 150 < 500		R	FS	1	7	2014	before	1	7	2011	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).
141	SOLAS II-1/3-5 MSDS for cargo oil and bunkers MSC.286(86)	H	M	S	All Ships					> 0		A		1	1	2010	on after	1	1	1900	Ships carrying oil cargoes and fuel oils, as defined in MARPOL Annex I, to be provided with a Material Safety Data Sheet (MSDS) prior to the loading of such cargoes and fuel oil.
142	SOLAS II-1/3-5 Asbestos Prohibition MSC.282(86)	H	M	S	All Ships					≥ 500		A	INS	1	1	2011	on after	1	1	1900	New installation of materials which contain asbestos is prohibited.
143	SOLAS II-2/12 Equivalent Sprinkler Systems MSC.284(86) A.800(19)	H	G	S	All Ships	<12				≥ 500		A	INS	1	7	2009	on after	1	1	1900	Equivalent sprinkler systems undergoing testing and approval in accordance with A.800(19) may be approved by the Administration until 1 July 2009 and may be renewed to remain valid until 1 July 2015. Existing equivalent sprinkler systems, approved and installed based on A.800(19) should be permitted to remain in service as long as they are serviceable.
144	MARPOL Annexes I & II SOPEP/SMPEP MEPC.137(53)	O	G	M	Oil					≥ 150		A		1	1	2007	on after	1	1	1900	Amendment to MEPC.85(44) on SOPEPs and SMPEPs to refer to the new regulation numbers in MARPOL Annex I (MEPC.117(52)) and Annex II (MEPC.118(52)).
145	MARPOL Annexes I & II SOPEP/SMPEP MEPC.137(53)	O	G	M	Cargo					≥ 400		A		1	1	2007	on after	1	1	1900	Amendment to MEPC.85(44) on SOPEPs and SMPEPs to refer to the new regulation numbers in MARPOL Annex I (MEPC.117(52)) and Annex II (MEPC.118(52)).
146	MARPOL I & II Ship Reporting MEPC.138(53)	O	G	M	All Ships					> 0		A		1	1	2007	on after	1	1	1900	Amendments to principles for ship reporting systems.

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

**Notes:**

- "P" = first periodic (renewal) survey after indicated date
- "SLR" = first safety radio survey after indicated date
- "SLE" = first safety equipment survey after indicated date
- "I" = first Intermediate (I) survey after date
- "A" = first Annual (A) survey after date
- "INS" = installed after date indicated
- "AN" = anniversary date in year
- "FS" = First survey (including survey during construction) after indicated date
- "DL" = Delivery Date
- "KL" = keel laying date; 1900 is artifice to capture all ships "B" =Date of build "D" =Delivery date
- "C" = Contracted for construction
- "a" = Adopted date of non-mandatory Resolutions

**Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2007 and Beyond for All Ship Types - Oct 2009**

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

Regulation	Reference Document	Reg Status Operational or Hardware Mandatory or Guidance	SOLAS (S) MARPOL (M) Load Line (L) BWM (B) Ship Recycling (SR)	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation  (refer to actual regulation for details)
					No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m <sup>3</sup> )	Notes	day	month	year	Keel Lay, Delivery, or Contract	day	month	

"DD" = First dry docking scheduled after indicated date

≥ = on or after indicated date

< = before indicated date

**Ship Types**

**All** - all types of ships, barges and MODUs

**All Ships** - is a self-propelled ship of any type and SP-MODUs

**Pass** - a Passenger Ship is a ship which carries more than the indicated number of passengers

**RO-RO** - a ship with ro-ro cargo spaces as defined in SOLAS II-2/3(41)

**HSC** - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)<sup>0.1667</sup>

**Cargo** - is any ship type (including SP-MODUs) which is not a passenger ship

**GenCargo** - is a Cargo Ship other than a tanker or a bulk carrier

**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

**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

**Gas** - a cargo ship constructed or adapted and used for the carriage in bulk of any liquid gas or other product listed in Chapter 19 of the International Gas Carrier Code.

**Bulk** - a bulk carrier is a ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk and includes such types as ORE carriers and combination (COMBO) carriers

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

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

**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