



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2016 and Beyond for All Ship Types - October 2016

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

Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship			Overview of Regulation (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m ³)	Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year	
1	FSS Code Chapter 8 & 17	MSC.403(96)	H	M	S	All Ships					≥ 500	N		1	1	2020	KL	on after	1	1	2020	A new provision is added to Chapter 8 requiring water quality for automatic sprinkler systems to be specified by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Also, a new Chapter 17 is added to the FSS Code containing specifications for foam firefighting appliances for the protection of helicopter facilities. The specifications reflect those previously contained in MSC.1/Circ.1431 which will be revoked when the new Chapter 17 enters into force. NOTE: MSC.1/Circ.1523 has been approved for the early implementation of this new FSS Code chapter.
2	FSS Code Chapter 8 & 17	MSC.403(96)	H	M	S	Pass	> 12				< 500	N		1	1	2020	KL	on after	1	1	2020	A new provision is added to Chapter 8 requiring water quality for automatic sprinkler systems to be specified by the system manufacturer to prevent internal corrosion of sprinklers and clogging or blockage arising from products of corrosion or scale-forming minerals. Also, a new Chapter 17 is added to the FSS Code containing specifications for foam firefighting appliances for the protection of helicopter facilities. The specifications reflect those previously contained in MSC.1/Circ.1431 which will be revoked when the new Chapter 17 enters into force. NOTE: MSC.1/Circ.1523 has been approved for the early implementation of this new FSS Code chapter.
3	SOLAS II-2/18 Helicopter Facilities	MSC.404(96)	H	M	S	All Ships					≥ 500	N		1	1	2020	KL	on after	1	1	2020	Amendment to SOLAS Regulation II-2/18 requiring foam firefighting appliances for helicopter landing areas on ships constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
4	SOLAS II-2/18 Helicopter Facilities	MSC.404(96)	H	M	S	Pass	> 12				< 500	N		1	1	2020	KL	on after	1	1	2020	Amendment to SOLAS Regulation II-2/18 requiring foam firefighting appliances for helicopter landing areas on ships constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
5	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0	R	INS	1	1	2020	KL	before	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydro-chlorofluorocarbons are prohibited
6	Revised MARPOL VI/12 Use of CFCs	MEPC.176(58)	H	M	M	All					> 0	N		1	1	2020	KL	on after	1	1	2020	Installations (except permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone depleting substances) which contain hydro-chlorofluorocarbons are prohibited
7	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	LNG					≥ 400	N		1	9	2019	D	on after	1	9	2019	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has either conventional or non-conventional methods of propulsion, as defined in Regulations 2.40 and 2.41.
8	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	PassC					≥ 400	N		1	9	2019	D	on after	1	9	2019	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has a non-conventional method of propulsion, as defined in Regulation 2.41.
9	SOLAS II-2 FSS Code Breathing apparatus	MSC.338(91) MSC.339(91)	H	M	S	All Ships					≥ 500	A		1	7	2019	KL	on after	1	1	1900	Each compressed air breathing apparatus is to be fitted with an audible alarm and a visual or other device which will alert the user before the volume of the air in the cylinder has been reduced to no less than 200 liters.
10	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					≥ 10000 < 20000	R	FS	1	7	2018	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
11	SOLAS II-2 Means of communication	MSC.338(91)	H	M	S	All Ships					≥ 500	R	A	1	7	2018	C	before	1	7	2014	At least two (2) two-way portable radiotelephones are to be provided for each fire party designated onboard tankers and those intended to be used in hazardous areas of all ships which are to be of an explosion-proof or intrinsically safe type.

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12	SOLAS II-1/13-2 Noise Code	MSC.338(91) MSC.337(91)	H	M	S	All Ships					≥ 1600	N	1	7	2018	D	on after	1	7	2018	Ships (except MODUs) need to comply with the new Noise Code as per MSC.337(91). The Code has mandatory and recommended provisions which sets out to prevent the occurrence of potentially hazardous noise levels on board ships and to provide standards for an acceptable environment for seafarers. Compliance with the Code requires measurement of noise levels in work, navigation, accommodation and service spaces under simulated port conditions and at normal service speed at no less than 80% of the maximum continuous rating (MCR). Deviation from this normal service condition may be permitted for ships with special propulsion and power configurations, such as diesel-electric systems	
13	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.350(92)	H	M	S	Cargo					≥ 150 < 500	R	FS	1	7	2018	KL	before	1	7	2002	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
14	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Cargo					≥ 500	R		1	1	2018	KL	before	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
15	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Pass	≥ 12					R		1	1	2018	KL	before	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
16	SOLAS V/19 Radionavigation receivers	MSC.401(95)	H	M	S	All Ships					≥ 500	A	INS	31	12	2017	KL	on after	1	1	1900	Revised performance standards for multi-system shipborne radionavigation receivers
17	MARPOL VI NOx Technical Code	MEPC.272(69)	H	M	M	All					> 0	A	INS	1	9	2017	KL	on after	1	1	1900	Amendments to the NOx Technical Code which enable certification of gas fuelled and dual fuel engines, which include revisions to the Parent engine test report and test data form. The revised model form for the engine test report is only applicable to engines installed on or after 1 September 2017
18	SOLAS V/19.2 Bridge Navigational Watch Alarm System (BNWAS)	MSC.350(92)	H	M	S	Cargo					≥ 500 < 3000	R	FS	1	7	2017	KL	before	1	7	2002	A bridge navigational watch alarm system (a system to monitor bridge activity and detect operator disability which could lead to marine accidents) complying with the standards contained in MSC.128(75) is required to be installed onboard and shall be in operation whenever the ship is underway at sea. A BNWAS installed prior to 1 July 2011 to monitor bridge activity and detect operator disability which could lead to marine accidents may subsequently be exempted from full compliance with the standards contained in MSC.128(75).
19	SOLAS I/19.2 ECDIS	MSC.282(86)	H	M	S	Cargo					> 20000 < 50000	R	FS	1	7	2017	KL	before	1	7	2013	Electronic Chart Display and Information System (ECDIS) is to be fitted onboard unless the ship is to be decommissioned within two years of the compliance date. Cargo ships excluded tankers.
20	MARPOL I Regulation 12 - Sludge	MEPC.266(68)	H	M	M	All					≥ 400	N		1	1	2017	KL	on after	1	1	2017	Revised MARPOL Annex I, Regulation 12 (Tanks for Oil Residues (Sludge)) - restructured to incorporate existing Unified Interpretations relating to means of disposal, interconnections and tank cleaning arrangements.
21	MARPOL I Regulation 12 - Sludge	MEPC.266(68)	H	M	M	All					≥ 400	R	P	1	1	2017	KL	before	1	1	2017	Revised MARPOL Annex I, Regulation 12 (Tanks for Oil Residues (Sludge)) - restructured to incorporate existing Unified Interpretations relating to means of disposal, interconnections and tank cleaning arrangements. Modifications that may be required to ships constructed before 1 January 2017 with MEPC.1/Circ.753/Rev.1 arrangements are to be completed no later than the first renewal survey carried out on or after 1 January 2017.
22	SOLAS II-2 Power Ventilation Systems	MSC.392(95)	H	M	S	All Ships					≥ 500	N		1	1	2017	KL	on after	1	1	2017	A reduction in the number of air changes is allowed for power ventilation systems serving vehicle, special category and ro-ro spaces which deliver the specified number of air changes (6 or 10 air changes per hour depending on ship type and space served as specified in SOLAS) at all times when vehicles are in such spaces if an air quality control system complying with MSC.1/Circ.1515 is fitted. Such ventilation systems, when fitted onboard passenger ships, are to be separate from the other ventilation systems.



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23	SOLAS II-1 and II-2 IGF Code	MSC.392(95)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	SOLAS revisions mandate compliance with the IGF for ships burning low flash fuels except where permitted otherwise by SOLAS II-2/4.2.1 (emergency generator, emergency fire pump's engines and the auxiliary machines which are not located in the machinery spaces of category A).
24	SOLAS II-1 and II-2 IGF Code	MSC.392(95)	H	M	S	All Ships					≥ 500		R	≥	1	1	2017	KL	on after	1	1	1900	SOLAS revisions mandate compliance with the IGF Code for ships converting to burn low flash fuels or burning low flash fuels other than that approved for prior to 1 Jan 2017 except where permitted otherwise by SOLAS II-2/4.2.1 (emergency generator, emergency fire pump's engines and the auxiliary machines which are not located in the machinery spaces of category A). These provisions do not apply to gas ships certified to the IGC Code.
25	SOLAS II-2 Secondary Means of Venting	MSC.392(95)	H	M	S	Oil					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Secondary means of venting to allow full flow relief of cargo or inert gas vapors at all times including in the event of damage to, or inadvertent closing of, the primary means of venting. More specifically, isolating valves fitted in cargo tank venting arrangements that are combined with other cargo tanks are to be so arranged to permit the passage of large volumes of vapor, air or inert gas mixtures during cargo loading and ballasting, or during discharging. In the event of damage to, or inadvertent closing of, the required tank isolation valve arrangement noted above, either a secondary means of venting capable of preventing over-pressure or under-pressure is to be provided; or pressure sensors are to be fitted in each tank which are to be monitored and alarmed at the ship's cargo control room or the position from which cargo operations are normally carried out
26	IGF Code	MSC.391(95)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Ships burning low flash fuels are to meet the IGF Code, including the more significant provisions on the need to carry out a risk assessment when so specified; machinery spaces are to be either "gas safe" (a single failure cannot lead to release of fuel gas) or "ESD-protected" (in the event of an abnormal gas hazard, all non-safe equipment/ignition sources and machinery is automatically shutdown while equipment or machinery in use or active during these conditions is to be of a certified safe type); protection of the fuel system protection from hull damage penetration; structural elements of the fuel containment system are to be evaluated with respect to possible failure modes taking into account the possibility of plastic deformation, buckling, fatigue and loss of liquid and gas tightness; air locks providing direct access between non-hazardous and hazardous spaces is prohibited except where necessary for operational reasons, through a mechanically ventilated air lock with self-closing doors; hazardous areas are to comply with IEC principles for the classification; and gas detection is required at ventilation inlets to accommodation and machinery spaces if required by the risk assessment.
27	SOLAS XIV Polar Code	MSC.386(94)	H	M	S	Cargo					≥ 500		N		1	1	2017	KL	on after	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).
28	Polar Code	MSC.385(94)	H	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Safety provisions, including the extent of ice strengthening (which refers to IACS URs for Polar Class Ships), are applied to three categories of ships which are dependent on the ice conditions within which the ship is designed to operate. Part I-A of the Code contains the mandatory safety provisions which include a Polar Waters Operations Manual containing ship-specific capabilities and limitations with specific procedures to be followed in normal operations, avoiding conditions that exceed the ship's capabilities, and responding to incidents; maintaining adequate weathertight and watertight integrity through additional measures, such as preventing freezing of closing appliances; icing allowances for intact stability, and residual damage stability after withstanding flooding from unique damage penetration extents; protection of machinery, life-saving arrangements and firefighting equipment with regard to ice accretion, snow accumulation, ice ingestion from seawater, and freezing/increased viscosity of liquids; advanced training for Masters and Chief Mates and basic training for officers in charge of a navigational watch; and a conditional provision to allow an ice advisor to satisfy the training requirements.
29	SOLAS XIV Polar Code	MSC.386(94) MSC.385(94)	H	M	S	Pass	≥ 12						N		1	1	2017	KL	on after	1	1	2017	New chapter XIV of SOLAS which requires all SOLAS-certified ships operating in Polar Waters to comply with the safety-related provision of the introduction and with part I-A of the Polar Code (set forth in Resolution MSC.385(94)).



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42	SOLAS II-1 GBS Compliance	MSC.290(87) MSC.287(87)	H	M	S	Oil		≤ 150					N		1	7	2016	D	on after	1	7	2020	Oil tankers are to be designed and built to class society's rules that have been verified by the IMO to meet the new Goal Based Ship construction standards, GBS.
43	SOLAS VII 2014 IGC Code	MSC.370(93)	H	M	S	GasLng				≥ 500			N		1	7	2016	K	on after	1	7	2016	The revised Code includes • Mandatory carriage of an approved stability instrument for verifying compliance with the applicable intact and damage stability requirements, revised cargo tank protective location requirements, revised application of the damage standard for G3 type vessels, new requirements for the analysis, construction and inspection of membrane tanks and the analysis of type B independent tanks, new requirements for emergency shutdown, cargo sampling and cargo transfer system, cargo venting restrictions, new specifications for pressure relief valves, more extensive requirements for water spray systems and increased areas requiring protection, completely new requirements for automation systems. revised criteria for maximum filling limits, and new provisions for the use of cargo vapor as fuel
44	SOLAS VII IGC Code Revisions Stability PC	MSC.370(93)	H	M	S	GasLng				≥ 500			R	P	1	7	2016	K	before	1	7	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
45	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	LNG					≥ 400		N		1	3	2016	KL	on after	1	3	2016	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has either conventional or non-conventional methods of propulsion, as defined in Regulations 2.40 and 2.41.
46	MARPOL VI Chapter IV Attained EEDI	MEPC.251(66)	H	M	M	PassC					≥ 400		N		1	3	2016	KL	on after	1	3	2016	An Energy Efficiency Design Index (EEDI - Attained) is to be determined and assigned if the ship has a non-conventional method of propulsion, as defined in Regulation 2.41.
47	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	LNG					≥ 10000		N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements apply to LNG carriers which have either conventional or non-conventional (diesel-electric, turbine and hybrid) propulsion systems. The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
48	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoV					≥ 10000		N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have non-conventional propulsion systems (e.g., diesel-electric propulsion, turbine propulsion or hybrid). The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.



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49	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoC				≥ 1000			N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have non-conventional propulsion systems (e.g., diesel-electric propulsion, turbine propulsion or hybrid). The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
50	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	RoRoP	≥ 12			≥ 250			N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per regulation 21. EEDI requirements do not apply to ships which have non-conventional propulsion systems (e.g., diesel-electric propulsion, turbine propulsion or hybrid). The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
51	MARPOL VI Chapter IV Required EEDI	MEPC.251(66)	H	M	M	PassC	≥ 12			≥ 25000			N		1	3	2016	KL	on after	1	3	2016	The Attained Energy Efficiency Design Index (EEDI) is not to exceed a maximum Required EEDI as per Regulation 21. EEDI requirements apply to cruise passenger ships which have non-conventional propulsion systems (e.g., diesel-electric propulsion, turbine propulsion or hybrid). The Attained EEDI is first checked at the design stage and then confirmed during seatrials. The Required EEDI is derived from emission factors associated with the fuel consumed by the main engine, nominal auxiliary engine power, and auxiliary generator power. An adjustment factor accounts for any innovative energy efficient technologies used onboard. Ships not propelled by mechanical means are exempted from compliance with MARPOL VI/Chapter 4.
52	Revised NOX Technical Code (Tier III Standard)	MEPC.177(58)	H	M	M	All	≥ 24			> 0			N		1	1	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 ^{-0.2} g/kWh when 130 ≤ n < 2000 rpm; 2.0 g/kWh rpm ≥ 2000) unless total propulsion power < 750kW.
53	MARPOL I (Approved Stability Instruments)	MEPC.248(66)	H	M	S	Oil				≥ 150			N		1	1	2016	KL	on after	1	1	2016	Oil carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
54	MARPOL I (Approved Stability Instruments)	MEPC.248(66)	H	M	S	Oil				≥ 150			R	P	1	1	2016	KL	before	1	1	2016	Oil carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements

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55	BCH Code (Approved Stability Instruments)	MEPC.249(66)	H	M	S	Chem					≥ 500		R	P	1	1	2016	KL	before	1	7	1986	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
56	IBC Code (Approved Stability Instruments)	MEPC.250(66)	H	M	S	Chem					≥ 500		N		1	1	2016	KL	on after	1	1	2016	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
57	IBC Code (Approved Stability Instruments)	MEPC.250(66)	H	M	S	Chem					≥ 500		R	P	1	1	2016	KL	before	1	1	2016	Chemical carriers are required to be fitted with an approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships (1) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (2) where stability is remotely verified by a means approved by the Administration; (3) loaded within an approved range of loading conditions; or (4) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
58	SOLAS II-1 Cargo Oil Tank Corrosion Protection	MSC.291(87)	H	M	S	Crude					≥ 5000		N		1	1	2016	D	on after	1	1	2016	The under deck and the bottom of cargo oil tanks on crude oil tankers and crude oil/product carriers to be protected against corrosion. The means of protection are to be provided by applying protective coatings which have been verified to comply with the new IMO Cargo Oil Tank Corrosion Prevention Standard (COTCPS) as adopted by resolution MSC.290(87). An alternative means of corrosion protection that complies with the standards contained in the new adopted resolution MSC.289(87) or using corrosion resistance material to maintain required structural integrity for 25 years in accordance with the Performance standard for alternative means of corrosion protection as contained in the new adopted resolution MSC.289(87) may be used
59	SOLAS II-2/10 Fire Extinguishing Systems	MSC.365(93)	H	M	S	Cont					≥ 500		N		1	1	2016	KL	on after	1	1	2016	New ships designed to carry containers on/above the weather deck are to carry, in addition to the required fixed fire-extinguishing systems and appliances, at least one water mist lance consisting of a tube with a piercing nozzle which is capable of penetrating a container wall and producing water mist inside the container when connected to the fire main. Ships carrying five or more tiers of containers on/above the weather deck shall carry, in addition to the minimum required, at least two mobile water monitors on ships with a breadth < 30 m and at least four mobile water monitors on ships with breadth ≥ 30 m
60	SOLAS II-2/20 Protection of ro-ro spaces	MSC.365(93)	H	M	S	RoRoV					≥ 500		N		1	1	2016	KL	on after	1	1	2016	Additional safety measures for ventilation and gas detection are specified for vehicle carriers with vehicle and ro-ro spaces intended for carriage, as cargo, of motor vehicles with compressed hydrogen or compressed natural gas in their tanks for their own propulsion



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61	SOLAS II-2/13 Means of Escape	MSC.365(93)	H	M	S	All Ships	≥ 12			≥ 500			N		1	1	2016	KL	on after	1	1	2016	Means of escape from machinery spaces and workshops and control rooms within, to a safe position outside of, the machinery space is required by a continuous fire shelter for new passenger and cargo ships. Additionally, inclined open-tread ladders/stairways providing an escape route are to be fitted with a steel shield on their underside to provide escaping personnel protection against heat and flame from beneath
62	SOLAS II-2/9.7 (excluding 7.4, 7.5.1, and 7.7) Ventilation Systems	MSC.365(93)	H	M	S	Pass	≤36						N		1	1	2016	KL	on after	1	1	2016	Ventilation duct construction and arrangements are revised to provide easy accessibility and operation of fire dampers, hatches for inspecting and cleaning ducts, and capability to close main inlets and outlets from outside the space being ventilated. Additionally, the exhaust ducts from galley ranges are to be fitted with automatic and remotely controlled fire dampers at the lower end of exhaust galley ducts
63	SOLAS II-2/9.7 (excluding 7.5.2) Ventilation Systems	MSC.365(93)	H	M	S	Pass	> 36						N		1	1	2016	KL	on after	1	1	2016	Ventilation duct construction and arrangements are revised to provide easy accessibility and operation of fire dampers, hatches for inspecting and cleaning ducts, and capability to close main inlets and outlets from outside the space being ventilated. Additional ventilation system requirements apply, exhaust ducts from galley ranges are to be insulated throughout the spaces they pass through, and exhaust ducts from laundries are to be fitted with an automatically and remotely operated fire damper, readily removable filters and inspection hatches
64	SOLAS II-2/9.7 (excluding 7.4, 7.5.1, and 7.7) Ventilation Systems	MSC.365(93)	H	M	S	All Ships	≥ 12			≥ 500			N		1	1	2016	KL	on after	1	1	2016	Ventilation duct construction and arrangements are revised to provide easy accessibility and operation of fire dampers, hatches for inspecting and cleaning ducts, and capability to close main inlets and outlets from outside the space being ventilated. Exhaust ducts from galley ranges are to be fitted with automatic and remotely controlled fire dampers at the lower end of exhaust galley ducts.
65	SOLAS II-1/9 Steering Gear Tests	MSC.365(93)	H	M	S	All Ships	≥ 12			≥ 500			A		1	1	2016	KL	on after	1	1	1900	Alternative methods for testing the main and auxiliary steering gear during sea trials are permitted where it is impractical to test the ship at the full load condition (the ship at its deepest seagoing draught and running ahead at the speed corresponding to the number of maximum continuous revolutions of the main engine and maximum design pitch) two alternatives are provided (a) adjustment of the ahead speed for the submerged area of the rudder such that the force and torque applied to the main steering gear are not less than what would have been otherwise achieved at the full load condition; or (b) the rudder force and torque at the sea trial loading condition have been reliably predicted and extrapolated to the full load condition
66	SOLAS II-2 FSS Code Ch 15 IGS	MSC.367(93)	H	M	S	Chem				≥ 8000			N		1	1	2016	K	on after	1	1	2016	Inert Gas Systems are to meet MSC.367(93). Equivalent arrangements or means of protection may be accepted in lieu of fixed systems on new chemical and oil carriers (20,000 > dwt ≥ 8,000) provided equivalent arrangements are: (a) capable of preventing dangerous accumulations of explosive mixtures in cargo tanks during normal service throughout the ballast voyage and necessary in-tank operations; and (b) designed to minimize the risk of ignition of system-generated static electricity (e.g., use of shore-side nitrogen)
67	SOLAS III LSA Code	MSC.368(93)	H	M	S	All Ships	≥ 12			≥500			N	T	1	1	2016	KL	on after	1	1	1900	Lifejackets should be tested for compliance with the specified buoyancy and stability criteria.



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68	SOLAS VII IBC Code Revisions Stability PC	MSC.369(93)	H	M	S	Chem				≥ 500			R	P	1	1	2016	K	before	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
69	SOLAS VII IBC Code Revisions Stability PC	MSC.369(93)	H	M	S	Chem				≥ 500			N		1	1	2016	K	on after	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
70	SOLAS VII ESP Code Revisions	MSC.371(93)	H	M	S	Bulk				≥ 500			A		1	1	2016	K	on after	1	1	2016	The ESP Code is revised to refer to the Common Structural Rules, as appropriate, and new requirements for minimum thickness.
71	SOLAS VII ESP Code Revisions	MSC.371(93)	H	M	S	Oil				≥ 500			A		1	1	2016	K	on after	1	1	2016	The ESP Code is revised to refer to the Common Structural Rules, as appropriate, and new requirements for minimum thickness.
72	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12				> 0		R		1	6	2023	KL	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.
73	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		R		1	6	2021	KL	on after	1	1	1900	The resolution amends Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) to revise the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
74	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12				> 0		R		1	6	2021	KL	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.
75	SOLAS III/20 SOLAS III/36 Maintenance / Testing of Launching Appliances / Release Gear	MSC.402(96)	O	M	S	All Ships					≥ 500		A		1	1	2020	KL	on after	1	1	1900	New specifications for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, required to be complied with in accordance with amendments to SOLAS Regulation III/20.11 (Resolution MSC.404(96)).
76	SOLAS III/20 SOLAS III/36 Maintenance / Testing of Launching Appliances / Release Gear	MSC.402(96)	O	M	S	Pass	> 12				< 500		A		1	1	2020	KL	on after	1	1	1900	New specifications for the maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear, required to be complied with in accordance with amendments to SOLAS Regulation III/20.11 (Resolution MSC.404(96)).

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77	SOLAS II-2/13 Means of Escape	MSC.404(96)	O	M	S	Pass	> 36						N		1	1	2020	KL	on after	1	1	2020	Amendments to SOLAS Regulation II-2/13.3.2 mandate the evaluation of escape routes by an evacuation analysis early in the design process for passenger ships other than ro-ro passenger ships carrying more than 36 passengers constructed on or after 1 January 2020 .
78	SOLAS III/20.11 Launching Appliance Maintenance	MSC.404(96)	O	M	S	All Ships					≥ 500		A		1	1	2020	KL	on after	1	1	1900	Amendments to SOLAS Regulation III/20.11 mandate that the thorough examination, operational testing, overhaul required maintenance and repair of equipment specified within the regulation shall be carried out on/after 1 January 2020 in accordance with the specifications contained in new resolution MSC.402(96).
79	SOLAS III/20.11 Launching Appliance Maintenance	MSC.404(96)	O	M	S	Pass	> 12				< 500		A		1	1	2020	KL	on after	1	1	1900	Amendments to SOLAS Regulation III/20.11 mandate that the thorough examination, operational testing, overhaul required maintenance and repair of equipment specified within the regulation shall be carried out on/after 1 January 2020 in accordance with the specifications contained in new resolution MSC.402(96).
80	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	C	on after	1	1	2019	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
81	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	KL	on after	1	1	2019	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
82	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	D	on after	1	1	2021	Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) is revised to reflect the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
83	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	C	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
84	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	KL	on after	1	1	2019	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
85	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	> 12				> 0		N		1	6	2019	D	on after	1	1	2021	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2019 for new passenger ships).
86	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	O	M	S	Oil					≥ 500		A	FS	1	1	2018	KL	on after	1	1	1900	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
87	SOLAS XI-1/2 ESP Code (2011) Revision	MSC.405(96)	O	M	S	Bulk					≥ 500		A	FS	1	1	2018	KL	on after	1	1	1900	The amendments to the 2011 ESP Code refer to recommendations for entering enclosed spaces aboard ships, set forth under resolution A.1050(27), so as to promote safe access by surveyors carrying out the surveys on oil tankers and bulk carriers on/after 1 January 2018.
88	SOLAS VII IMDG Code Amendments	MSC.406(96)	O	M	S	All Ships					> 0		A		1	1	2018	KL	on after	1	1	1900	2016 edition of the IMDG Code incorporating numerous changes such as changes to the classification of substances in Part 2, new packing instructions added for certain items, updates to the DGL and special provisions added, revised or removed for certain common items. NOTE: the amendments may be applied (in whole or in part) on a voluntary basis as from 1 January 2017.



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89	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12						N		1	1	2018	D	on after	1	1	2018	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
90	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12						R		1	1	2018	KL	on after	1	1	1900	Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under resolution MEPC.159(55); and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
91	MARPOL IV Prevention of Sewage Pollution	MEPC.218(63)	O	M	M	Pass	≥ 12						N		1	1	2018	D	on after	1	1	2018	The resolution urges the development of standards for sewage treatment plants for passenger ships operating within a special area (currently limited to the Baltic Sea).
92	MARPOL II Appendix I - Categorization of NLS	MEPC.270(69)	O	M	M	Chem							A		1	9	2017	KL	on after	1	1	1900	Amendments to the tables of the abbreviated legend to the revised GESAMP Hazard Evaluation Procedure in Appendix I of MARPOL Annex II. The amendments refer to the legend only. Accordingly, these amendments do not affect the criteria or numerical ratings which are used to assign the pollution category to noxious liquid substances.
93	MARPOL VI/13 NOx ECA Record Book	MEPC.271(69)	O	M	M	All							A		1	9	2017	KL	on after	1	1	2016	New amendment to Regulation 13.5 requires the tier and operational status of engines > 130 kW installed on a ship constructed on or after 1 January 2016, which are certified to both Tier II and Tier III or which are certified to Tier II only, to be recorded within a prescribed logbook, together with the date, time and ship position when entering or exiting a Tier III emissions control area, or when the on/off status changes within such an area. The above is similar to the requirement in MARPOL Annex VI, regulation 14.6, for recording fuel oil changeover prior to entry into, and departure from, a designated SOx Emission Control Area.
94	Polar Code	MEPC.264(68)	O	M	M	All							A		1	1	2017	KL	on after	1	1	1900	Resolution MEPC.264(68) establishes the environment-related provisions of the Introduction and Part II of the Polar Code. Part II is subdivided into part II-A, which contains mandatory provisions on pollution prevention, and part II-B containing recommendations on pollution prevention. Part II-A, which is mandated through amendments to MARPOL Annexes I, II, IV and V (set forth in Resolution MEPC.265(68)), contains provisions prohibiting discharge (zero discharge) of Oil/Oily Water and NLS, additional requirements for protection of tanks containing oil, oily mixtures or NLS (in new ships only), and additional restrictions on discharge of sewage and garbage.
95	MARPOL Annex I, II, IV & V Polar Code	MEPC.265(68)	O	M	M	All							A		1	1	2017	KL	on after	1	1	1900	New chapter 11 of MARPOL Annex I, new chapter 10 of MARPOL Annex II, new chapter 7 of MARPOL Annex IV and new chapter 3 of MARPOL Annex V which requires all ships operating in Polar Waters to comply with the environmental-related provisions of the introduction and with part II-A of the Polar Code (set forth in Resolution MEPC.264(68)).
96	STCW Code Training for Gas Fueled ships	MSC.397(95)	O	M	STCW	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Mandatory minimum requirements are introduced for the training and qualification of masters, officers, ratings and other personnel on ships subject to the IGF Code, MSC.391(95)
97	STCW Convention Training for Gas Fueled ships	MSC.396(95)	O	M	STCW	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	Mandatory minimum requirements are introduced for the training and qualification of masters, officers, ratings and other personnel on ships subject to the IGF Code, MSC.391(95)
98	SOLAS 1988 Protocol I Certificate Revs for Low Flash Fuels	MSC.395(95)	O	M	S	All Ships					≥ 500		N		1	1	2017	KL	on after	1	1	2017	SOLAS 1988 Protocol certificate revisions for ships to which the IGF Code
99	SOLAS I Certificate Revs for Low Flash Fuels	MSC.394(95)	O	M	S	Cargo					≥ 500		N		1	1	2017	KL	on after	1	1	2017	SOLAS 78 Protocol Safety Construction Certificate revisions for ships to which the IGF Code



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100	IMSBC Code Revisions	MSC.393(94)	O	M	S	Cargo																Routine on board operational fire safety risk assessments are to be carried out by the ship's crew for cargo handling areas on self-unloading bulk carriers featuring internally installed conveyor systems within the ship's structure. A new recommendatory section introduces the provisions on the management of residues of solid bulk cargoes, in relation to the 2012 Guidelines for the implementation of MARPOL Annex V (MEPC.219(63), as amended. The hazards, stowage and discharge arrangements and precautions to be implemented for individual schedules of solid bulk cargoes (including Ammonium Nitrate) are revised.
101	SOLAS VI/2 Container Weight Verification	MSC.380(94) MSC.1/Circ.1475	O	M	S	All Ships																Requires the verification of the gross mass of cargo containers, except containers driven onboard ro-ro ships engaged in short international voyages (not more than 200 miles from port), by the shipper using calibrated and certified equipment. Guidelines for verifying the gross mass of a container carrying cargo are contained in MSC.1/Circ.1475. Containers include tank-containers, flat-racks, bulk containers, etc, but exclude offshore containers (defined in MSC/Circ.860).
102	MARPOL VI IAPP Supplement Revisions	MEPC.258(67)	O	M	M	All																The Supplement to the IAPP Certificate has been extensively revised to provide information on the certification details of diesel engines.
103	SOLAS VII IMDG Code Revisions	MEPC.257(67)	O	M	S	All Ships																The criteria for the identification of harmful substances in packaged form, other than radioactive materials, is revised.
104	MARPOL I/43 Operation in the Antarctic Area	MEPC.256(67) MEPC.189(60)	O	M	M	All																The carriage in bulk as cargo on ballast tanks of ships is prohibited when operating in the Antarctic Area for crude oils having a density at 15°C higher than 900 kg/m ³ ; oils, other than crude oils, having a density at 15°C higher than 900 kg/m ³ or a kinematic viscosity at 50°C higher than 180 mm ² /s; or bitumen, tar and their emulsions.
105	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12															Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
106	MARPOL IV Prevention of Sewage Pollution	MEPC.200(62)	O	M	M	Pass	≥ 12															Passenger ships are prohibited from discharging sewage within a special area (currently limited to the Baltic Sea), unless: (1) the passenger ship is en route at not less than 4 knots and not less than 3 nm from the nearest land; (2) the passenger ship has in operation an approved sewage treatment plant which has been certified under standards that are currently under development; and (3) the effluent does not produce visible floating solids nor cause discoloration of surrounding water.
107	IBC Code (Tank Inerting)	MEPC.250(66)	O	M	S	Chem																Prior to inerting and before gas-freeing cargo tanks, they shall be purged with inert gas through outlet pipes that extend not less than 2 m above the deck level and maintain a minimum exit velocity of at least 20 m/s when any three tanks are being simultaneously supplied with inert gas. Purging is to continue until the concentration of hydrocarbon or other flammable vapours in the cargo tanks has been reduced to less than 2% by volume. When a product containing an oxygen-dependent inhibitor is to be carried and inerting is required under SOLAS, inert gas is not to be applied before loading or during the voyage, but shall be applied before commencement of unloading. Where inerting is not required by SOLAS, such product may be carried without inertion in tanks not greater than 3,000 m ³ .
108	SOLAS VII IBC Code Revisions IGS	MSC.369(93)	O	M	S	Chem																When the application of inert gas is required by 11.1.1, before gas-freeing, the cargo tanks shall be purged with inert gas through outlet pipes with cross-sectional area such that an exit velocity of at least 20 m/s can be maintained when any three tanks are being simultaneously supplied with inert gas. The outlets shall extend not less than 2 m above the deck level. Purging shall continue until the concentration of hydrocarbon or other flammable vapours in the cargo tanks has been reduced to less than 2% by volume. Where an IG System is required, application of inert gas in a tank containing an oxygen-dependent inhibitor shall not take place before loading or during the voyage, but shall be applied before commencement of unloading. This does not apply to tanks ≤ 3,000 m ³ .



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2016 and Beyond for All Ship Types - October 2016

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Regulation	Reference Document	Reg Status		SOLAS (S) MARPOL (M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter					Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship			Overview of Regulation (refer to actual regulation for details)				
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT		Bst Cpty (m³)	Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year		
109	MODU Code (2009) Chapter 9	MSC.407(96)	H	G	MC	MODU					> 0		N		1	1	2020	KL	on after	1	1	2020	Amendment to paragraph 9.16 of the 2009 MODU Code requiring foam firefighting appliances for helicopter landing areas on units constructed on or after 1 January 2020 to comply with the relevant provisions of new Chapter 17 of the FSS Code (Resolution MSC.403(96)).
110	Polar Code	MSC.385(94)	H	G	S	Pass	≥ 12						A		1	1	2018	KL	on after	1	1	1900	SOLAS-certified ships operating in Polar Waters should comply with the safety-related provision of the introduction and with part I-A of the Polar Code
111	Polar Code	MSC.385(94)	H	G	S	Cargo					≥ 500		A		1	1	2018	KL	on after	1	1	1900	SOLAS-certified ships operating in Polar Waters should comply with the safety-related provision of the introduction and with part I-A of the Polar Code
112	MODU Code (2009) Atmosphere Testing Instrument	MSC.384(94) MSC.359(92) A.1050(27)	H	G	M	MODU					> 0		A		1	7	2016	KL	on after	1	1	2012	New requirement to carry on-board portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Means to calibrate these instruments are also to be provided.
113	MODU Code (1989) Atmosphere Testing Instrument	MSC.383(94) MSC.358(92) A.1050(27)	H	G	M	MODU					> 0		A		1	7	2016	KL	on after	1	5	1991	New requirement to carry on-board portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Means to calibrate these instruments are also to be provided.
114	MODU Code (1979) Atmosphere Testing Instrument	MSC.382(94) MSC.357(92) A.1050(27)	H	G	M	MODU					> 0		A		1	7	2016	KL	on after	15	11	1979	New requirement to carry on-board portable atmosphere testing instrument(s) capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces. Means to calibrate these instruments are also to be provided.
115	SPS Code (2008) Chapter 2	MSC.408(96) MSC.299(87) MSC.266(84)	H	G	S	Cargo					≥ 500		N		13	5	2016	KL	on after	13	5	2008	Amendments to paragraph 2.2 and addition of a new paragraph 2.3, replacing the reference to SOLAS regulation II-1/6.2.3 with the current R formula for passenger ships from regulation II-1/6.2.3. This amendment does not change the current requirement in the 2008 SPS Code (MSC.266(86), amended by MSC.299(87)) - the amendment is editorial in nature, to ensure that draft amendments to SOLAS regulation II-1/6 currently under development do not apply to special purpose ships.
116	MARPOL IV Prevention of Sewage Pollution	MEPC.227(64) MEPC.159(55)	H	G	M	Ships					≥ 400		A	INS	1	1	2016	KL	on after	1	1	1900	Sewage treatment plants are to be type approved to meet the specified effluent standards except for the provisions in section 4.2 that relate to the treatment of discharge in Special Areas.
117	MARPOL IV Prevention of Sewage Pollution	MEPC.227(64) MEPC.159(55)	H	G	M	Ships					< 400		A	INS	1	1	2016	KL	on after	1	1	1900	Sewage treatment plants installed on ships carrying more than 15 persons are to be type approved to meet the specified effluent standards except for the provisions in section 4.2 that relate to the treatment of discharge in Special Areas.
118	MARPOL VI/13 Non-identical Engine Replacement	MEPC.230(65)	H	G	M	All					≥ 400		A	INS	1	1	2016	KL	on after	1	1	2000	Guidelines for replacing a MARPOL Annex VI certified engine (power output > 130 kW) with a non-identical replacement engine on or after 1 January 2016 requires that engine to be Tier III compliant if it is on a ship operating in an ECA, unless the replacement engine of a similar rating complying with Tier III is not commercially available or Tier III compliance requires the engine to be fitted with a NOx reducing device which cannot be installed in the limited space available on board or it releases extensive heat that could have adverse impact on the ships structure, sheeting, and/or equipment due to additional ventilation and/or insulation not being possible.
119	SOLAS VII BCH Code Revisions Stability PC	MSC.376(93)	H	G	S	Chem					≥ 500		R	P	1	1	2016	K	before	1	1	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2016 and Beyond for All Ship Types - October 2016

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120	SOLAS VII GC Code Revisions Stability PC	MSC.377(93)	H	G	S	GasLng								R	P	1	1	2016	K	before	1	7	2016	An approved stability instrument capable of verifying compliance with the applicable intact and damage stability requirements is to be fitted onboard. The approval generally applies to the software using MSC.1/Circ.1229, but may include hardware, for example, when the instrument receives input from sensors for the contents of tanks. Exemptions are provided for ships: (a) on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved; (b) where stability is remotely verified by a means approved by the Administration; (c) loaded within an approved range of loading conditions; or (d) provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements
121	MARPOL VI/4 Average Sulphur Content of Fuel	MEPC.273(69)	O	G	M	All								A		22	4	2016	KL	on after	1	1	1900	This Guideline revises the 2010 guidelines adopted by resolution MEPC.192(61) with respect to establishing a method used by the IMO to monitor the worldwide average sulphur content of fuel oils supplied for use on board ships.

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

Notes:

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

Ship Types

- All** - all types of ships, barges and MODUs
 - All Ships** - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS
 - Pass** - a Passenger Ship is a ship which carries more than the indicated number of passengers
 - PassC** - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage
 - RoRo** - a ship with **RoRo cargo spaces as defined in SOLAS II-2/3(41)**
 - RoRoV** - a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks
 - RoRoC** - a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units
 - RoRoP** - a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces
 - HSC** - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)^{0.1667}
 - Cargo** - is any ship type (including SP-MODUs) which is not a passenger ship
 - Cont** - is a ship designed exclusively for the carriage of containers in holds and on deck
 - GenCargo** - means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo
 - Refer** means a ship designed exclusively for the carriage of refrigerated cargoes in holds.
 - Tanker** - a "cargo ship" constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature
 - Oil** - a tanker constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any "chemical tanker" as defined in Annex II of the present
 - Crude** - an oil tanker engaged in the trade of carrying crude oil
 - Product** - an oil tanker engaged in the trade of carrying oil other than crude oil
 - Chem** - a cargo ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an "oil tanker" as defined in Annex I of the present Convention when it
 - GasLng** - a cargo ship constructed or adapted and used for the carriage in bulk of any liquid gas (including LNG) or other product listed in Chapter 19 of the International Gas Carrier Code.
 - LNG carrier** - means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (only LNG)
 - Bulk** - a bulk carrier is a ship which is constructed generally with single deck, top-side and hopper side tanks in cargo spaces, and is intended primarily to carry dry cargo in bulk and includes such types as ORE carriers 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.
 - OSV** - A vessel primarily engaged in the transport of stores, materials and equipment to offshore installations which is designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea
- Fish** Fishing Vessel
- DSC** Dynamically Support Craft
- MODU** - a Mobile Offshore Drilling Unit is any vessel capable of engaging in drilling operations for the exploration or exploitation of resources beneath the sea-bed such as liquid or gaseous hydrocarbons, sulphur or salt
- SP-MODU** - a self propelled MODU

Ship Size

- LOA** - length overall
- LLL** - 1966 Load Line Length



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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