CONVENTION AMENDMENT MATRIX

JANUARY 2023

ABS

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

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

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
1	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	Pass	>12				≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided
2	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.
3	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
4	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	1	2027	D	on after	1	1	2027	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.
5	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accellerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
6	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	LNG				≥10000			N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accellerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
7	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	Cont				≥10000			N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accellerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
8	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GenCar				≥3000			N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accellerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
9	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	PassC				≥25000			N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accellerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.
10	SOLAS II-1 Regulation 8-1	MSC.436(99) MSC.421(98)	H	M	S	Pass	> 12	≥120					R	P	1	1	2025	KL	before	1	1	2014	The provisions for safe return to port after a flooding casualty for new passenger ships are extended to existing passenger ships constructed before January 1, 2014. Revised SOLAS II-1/Regulation 8-1 requires an onboard stability computer or access to shore-based support for the purpose of providing operational information to the Master for facilitating the safe return to port after a flooding casualty on existing passenger ships. Guidelines on this operational information are provided in MSC.1/Circ.1400 (for existing passenger ships constructed before May 13, 2016) and MSC.1/Circ.1532 (for existing passenger ships constructed on/after May 13, 2016)
11	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	7	2024	KL	on after	1	7	2024	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.

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			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
12	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	Pass	>12				≥ 500		N		1	7	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided
13	Amendments to IBC Code - Watertight Doors	MEPC.345(78)	H	M	M	Chem					> 0		A		1	7	2024	KL	on after	1	7	1986	Amendment to Chapter 2 of IBC Code. The revision considers additional openings that may be excluded from contributing to progressive flooding if the final waterline is above their lower edge. These are quick-acting or single-action type hinged watertight access doors with open/closed indication locally but also at the navigation bridge that are normally closed at sea and hinged watertight doors permanently closed at sea.
14	IGC Code - Submergence of Watertight Doors	MSC.492(104)	H	M	S	GasLNG					≥ 500		A		1	1	2024	KL	on after	1	1	1900	The final waterline after flooding due to damage specified by theIGC Code is not be above the lower edge of any opening through which progressive down-flooding takes place. This amendment expands the current exclusion provisions by including three specific doors that may now be permitted to be submerged after flooding: 1) remotely operated sliding watertight doors; 2) hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge; and 3) hinged watertight doors that are permanently closed at sea.
15	1966 ICLL and 1988 Protocol - Submergence of Watertight Doors	MSC.491(104)	H	M	L	A		≥ 24					A		1	1	2024	KL	on after	1	1	1900	The final waterline after flooding due to damage specified by the ICLL Convention is not be above the lower edge of any opening through which progressive down-flooding takes place. This amendment expands the current exclusion provisions by including three specific doors that may now be permitted to be submerged after flooding: 1) remotely operated sliding watertight doors; 2) hinged watertight access doors of the quick-acting or single-action type with open/closed indication locally and at the navigation bridge; and 3) hinged watertight doors that are permanently closed at sea.
16	SOLAS II-1 IGF Code	MSC.458(101)	H	M	S	All Ships					≥ 500		N		1	1	2024	C	on after	1	1	2024	Amendents to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.
17	SOLAS II-1 IGF Code	MSC.458(101)	H	M	S	All Ships					≥ 500		N		1	1	2024	KL	on after	1	7	2024	Amendents to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.
18	SOLAS II-1 IGF Code	MSC.458(101)	H	M	S	All Ships					≥ 500		N		1	1	2024	D	on after	1	1	2028	Amendents to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.

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			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
19	SOLAS III LSA Code	MSC.459(101)	H	M	S	All					≥500		A	INS	1	1	2024	KL	on after	1	1	1900	An amendment to 4.4.8.1 of the LSA Code clarifies that buoyant oars need not be provided as lifeboat equipment for free-fall lifeboats and for those lifeboats which have two independent propulsion systems (two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries). An amendments to paragraph 6.1.1.3 of the LSA Cod permits, on cargo ships, the dedicated rescue boat to be manually launched (in lieu of being fitted with stored mechanical power) provided its mass does not exceed 700 kg in fully equipped condition without the crew and that a means is arranged to bring and hold the craft against the ship's side so that persons can embark safely.
20	SOLAS II-1/35-1 Bilge pumping arrangements	MSC.421(98)	H	M	S	Pass		91.5					N		1	1	2024	D	on/after	1	1	2024	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.
21	SOLAS II-1 / 3-8 Mooring/Towing Inspection and Maintenance	MSC.474(102)	H	M	S	All Ships					≥ 500		A		1	1	2024	KL	on after	1	1	1900	To complement the revised SOLAS II-1/Regulation 3-8 (resolution MSC.474(102)), mooring equipment and lines on ships will be subject to inspection by the Company based on criteria of the new MSC.1/Circ.1620 "Guide*lines for inspection and maintence of mooring equipment including lines*". An onboard maintenance plan or equivalent maintenance management system should be established by the Company based on the manufacturer's recommendations. Records of inspection, maintenance and replacement of mooring lines should be retained on board for a period not less than the completion date of the next annual survey
22	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	1	2024	C	on after	1	1	2024	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.
23	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	Pass	>12				≥ 500		N		1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided
24	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.
25	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.
26	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N		1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
27	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N		1	1	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
28	SOLAS II-1 IGF Code	MSC.475(102)	H	M	S	All Ships					≥ 500		N		1	1	2024	KL	on after	1	1	2024	The IGF Code amendments remove the need for tank cofferdams to be provided with a suitable pressure relief system; require fuel preparation rooms containing pumps, compressors or other potential ignition sources shall be provided with a fixed fire-extinguishing system under SOLAS II-2/10.4.1.1 and extend the cross-weld tensile strength to materials such as aluminum alloys
29	SOLAS VII IGC Code	MSC.476(102)	H	M	S	GasLNG					≥ 500		N		1	1	2024	KL	on after	1	1	2024	The IGC Code amendments extend the cross-weld tensile strength to materials such as aluminum alloys.

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30	SOLAS II-1 / 25-1 Water Level Detection	MSC.482(103)	H	M	S	Gen					≥ 500		N		1	1	2024	KL	on after	1	1	2024	Multiple-hold cargo ships (other than bulk carriers and tankers) are to be fitted with water level detectors in each cargo hold intended for dry cargoes. The detectors are to sound an alarm at water levels of not less than 0.3m above the bottom of the cargo hold and at water levels of 15% of the depth of the cargo hold (but not more than 2m). As an alternative, to the water level detector at a height of not less than 0.3m a bilge level sensor serving the bilge pumping arrangement required by Regulation II-1/35-1 and installed in the cargo hold bilge wells or other suitable location is considered acceptable, subject to 1. the fitting of the bilge level sensor at a height of no less than 0.3 m in the aft end of the cargo hold and 2. the bilge level sensor giving an audible and visual alarm at the navigation bridge which is clearly distinctive from the alarm given by other water level detectors fitted in the cargo hold
31	SOLAS III / 33 Lifeboat Launching	MSC.482(103)	H	M	S	Cargo					≥ 20000		A		1	1	2024	KL	on after	1	1	1900	Regulation 33 of SOLAS Ch.III was clarified to require that only davit-launched lifeboats (and not free-fall lifeboats) are required to be capable of launch with the ship making headway at speeds up to 5 knots.
32	SOLAS II-2 FSS Code Ch.9 Fire Detection Systems	MSC.484(103)	H	M	S	Cargo					≥ 500		A		1	1	2024	KL	on after	1	1	1900	Individually identifiable fixed fire detection and fire alarm systems fitted in cargo ships and in passenger ship cabin balconies need not be provided with isolator modules at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.
33	SOLAS II-2 FSS Code Ch.9 Fire Detection Systems	MSC.484(103)	H	M	S	Pass	>12						A		1	1	2024	KL	on after	1	1	1900	Individually identifiable fixed fire detection and fire alarm systems fitted in cargo ships and in passenger ship cabin balconies need not be provided with isolator modules at each fire detector if the system is arranged in such a way that the number and location of individually identifiable fire detectors rendered ineffective due to a fault would not be larger than an equivalent section in a section identifiable system.
34	LSA Code Lifeboat Launching	MSC.485(103)	H	M	S	All					≥ 20000		A		1	1	2024	KL	on after	1	1	1900	Paragraph 4.4.1.3.2 of the LSA Code is revised to clarify that free-fall lifeboats are not be subject to the requirement of demonstrating capability of launching while the ship is making headway at speeds up to 5 knots in calm water
35	Amendments to SOLAS - GMDSS Modernization	MSC.496(105)	H	M	S	All Ships					≥ 500		All		1	1	2024	D	on after	1	1	1900	Amendments to Chapters II-1, III, IV and V and revision of the Certificates of 1974 SOLAS Convention. Provisions for life-saving appliance communication equipment are relocated to Chapter IV from Chapter III of 1974 SOLAS. Furthermore, Chapter IV is revised in order to incorporate the use of modern communication systems, while removing requirements to carry obsolete ones.
36	Amendments to SOLAS - GMDSS Modernization	MSC.496(105)	H	M	S	Cargo					≥ 300		All		1	1	2024	D	on after	1	1	1900	Amendments to Chapters II-1, III, IV and V and revision of the Certificates of 1974 SOLAS Convention. Provisions for life-saving appliance communication equipment are relocated to Chapter IV from Chapter III of 1974 SOLAS. Furthermore, Chapter IV is revised in order to incorporate the use of modern communication systems, while removing requirements to carry obsolete ones.
36	Amendments to the 1988 SOLAS Protocol - GMDSS Modernization	MSC.497(105)	H	M	S	All Ships					≥ 500		All		1	1	2024	D	on after	1	1	1900	Replacement of the forms of Passenger Ship Safety Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Radio Certificate and Cargo Ship Safety Certificate due to the modernization of the GMDSS.
37	Amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) - GMDSS Modernization	MSC.498(105)	H	M	S	HSC					>0		All		1	1	2024	KL	after	1	1	1996	Amendments to Chapters 8 and 14 of 1994 HSC Code. They are related to the relocation of provisions for LSA communication equipment from Chapter 8 to 14 and the Record of Equipment for High-Speed Craft Safety Certificate due to the modernization of the GMDSS. Revision of High-Speed Craft Safety Certificate and of Record of Equipment for Compliance with the International Code of Safety for High-Speed Craft.
38	Amendments to the International Code of Safety for High-Speed craft, 2000 (2000 HSC Code) - GMDSS Modernization	MSC.499(105)	H	M	S	HSC					>0		All		1	1	2024	KL	after	1	7	2002	Amendments to Chapters 8 and 14 of 2000 HSC Code. They are related to the relocation of provisions for LSA communication equipment from Chapter 8 to 14 and the Record of Equipment for High-Speed Craft Safety Certificate due to the modernization of the GMDSS. Revision of High-Speed Craft Safety Certificate and of Record of Equipment for Compliance with the International Code of Safety for High-Speed Craft.

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39	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1979 (1979 MODU Code) - GMDSS Modernization	MSC.504(105)	H	M	MC	MODU					>0		All		1	1	2024	D	on after	1	1	1900	Amendments to 1979 MODU Code on Life-Saving Appliances and Equipment and Radiocommunication installations. Related to updated GMDSS standards.
40	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 1989 (1989 MODU Code) - GMDSS Modernization	MSC.505(105)	H	M	MC	MODU					>0		All		1	1	2024	D	on after	1	1	1900	Amendments to 1989 MODU Code on Life-Saving Appliances and Equipment and Radiocommunication installations. Related to updated GMDSS standards.
41	Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code) - GMDSS Modernization	MSC.506(105)	H	M	MC	MODU					>0		All		1	1	2024	D	on after	1	1	1900	Amendments to 2009 MODU Code on Life-Saving Appliances and Equipment and Radiocommunication installations. Related to updated GMDSS standards.
42	MARPOL I - Amendments to MARPOL ANNEX I (Watertight doors)	MEPC.343(78)	H	M	M	Oil					≥ 150		A		1	1	2024	D	after	31	12	1979	Amendment to Paragraph 3.1 of Regulation 28 of Chapter 4 of Marpol I. The revision considers additional openings that may be excluded from contributing to progressive flooding if the final waterline is above their lower edge. These are (1) quick-acting or single-action type hinged watertight access doors with open/closed indication locally and also at the navigation bridge that are normally closed at sea, and (2) hinged watertight doors permanently closed at sea.
43	AFS Convention Ban on Cybutrye	MEPC.331(76)	H	M	AFS	All					≥0		A		1	1	2023	C	on after	1	1	1900	The Committee adopted amendments to the AFS Convention prohibiting ships to apply or re-apply anti-fouling systems containing cybutryne.
44	AFS Convention Ban on Cybutrye	MEPC.331(76)	H	M	AFS	All					≥0		A	INS	1	1	2023	C	on after	1	1	1900	The Committee adopted amendments to the AFS Convention requiring ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hull or external parts or surfaces shall either (1) remove the anti-fouling system; or (2) apply a coating that forms a barrier to this substance leaching from the underlying non-compliance anti-fouling system. This is to be done at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.
45	MARPOL I Ban on HFO in Arctic Waters	MEPC.329(76)	O	M	M	All					≥0		A		1	7	2024	C	on after	1	1	1900	New regulation 43A of MARPOL Annex I has been adopted to prohibit the use and carriage of heavy fuel oils in Arctic waters. For ships to which regulation 12A of MARPOL Annex I applies, or ships to which regulation 1.2.1 of Polar Code Ch.1/Part II-A applies, this prohibition will begin on 1 July 2029. Signatory states with coastlines bordering Arctic waters may grant waiver to this prohibition until 1 July 2029, for their own registered vessels and only when operating in their own jurisdictional waters.
46	SOLAS V Appendix Details of navigational systems and equipment	MSC.456(101)	O	M	S	All Ships					≥ 500		R	P	1	1	2024	KL	on after	1	1	1900	Minor amendments to the Record of Equipment which supplements the Form E, Form C and Form P certificates relates to the section concerning "Details of navigational systems and equipment", where Item 8.1 "Rudder, propeller, thrust, pitch and operational mode indicator" will have an added footnote to permit deletion of items which are not applicable in this line.
47	SOLAS II-2 FSS Code Ch.15 Inert Gas Systems	MSC.457(101)	O	M	S	All Ships					≥ 500		N		1	1	2024	KL	on after	1	1	2024	Amendments to the FSS Code clarify the location of the valve that isolates the inert gas main from the external supply of inert gas, and associated instrumentation requirements.

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
48	SOLAS Ch.VII - IMDG Code - Amendment 41-22	MSC.501(105)	O	M	S	All Ships					>0		All		1	1	2024	KL	on after	1	1	1900	Amendments to IMDG Code with the purpose of aligning with the UN Recommendations on the Transport of Dangerous Goods. Additonaly to the regular review of new and existing substances, these amendments include a new definition for "pressure receptacle shell", guidance on marking of refillable UN pressure receptacles and guidance on portable tanks with shells made of FRP materials. Operators may request early voluntary compliance with the amended standard from 1 January 2023.
49	System Performance Standard for the Promulgation and Coordination of Maritime Safety Information using High-Frequency Narrow-Band Direct-Printing	MSC.507(105)	O	M	S	All					>0		All		1	1	2024	D	on after	1	1	1900	Supersedes Resolution A.699(17). Modifies the standard under which Goverments provide maritime safety information using HF NBDP techniques.
50	SOLAS Ch.VI - IMSBC Code - Amendment 06-21	MSC.500(105)	O	M	S	Bulk					>500		All		1	12	2023	D	on after	1	1	1900	Amendments to IMSBC Code such as the reclassification of ammonium nitrate based fertilizer as non-hazardous, amendments to section 7 addressing cargoes prone to liquefaction or dynamic separation, new definitions on the term of dynamic separation, new schedules for lead concentrate and substance identification number for bulk cargoes. Operators may request early voluntary compliance with the amended standard from 1 January 2023.
51	SOLAS Ch.VI - IMSBC Code - Amendment 06-21	MSC.500(105)	O	M	S	Combo					>500		All		1	12	2023	D	on after	1	1	1900	Amendments to IMSBC Code such as the reclassification of ammonium nitrate based fertilizer as non-hazardous, amendments to section 7 addressing cargoes prone to liquefaction or dynamic separation, new definitions on the term of dynamic separation, new schedules for lead concentrate and substance identification number for bulk cargoes. Operators may request early voluntary compliance with the amended standard from 1 January 2023.
52	MARPOL II - Amendments to MARPOL ANNEX II (Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure)	MEPC.344(78)	O	M	M	Chem					> 0		A		1	11	2023	D	after	1	1	1900	Amendment to MARPOL II, Appendix I - Guidelines for the categorization of noxious liquid substances. The tables under the title "Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure" have been replaced, in order to reflect updates to the GESAMP Hazard Profile table.
53	MARPOL IV Prevention of Sewage Pollution	MEPC.275(69)	O	M	M	Pass	>12				> 0		R		1	6	2023	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.
54	MARPOL VI Procedures for FO Sampling	MEPC.324(75)	O	M	M	All Ships					≥400		R	P	1	4	2023	KL	before	1	4	2022	MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure in for the "MARPOL delivered fuel oil sample" and to add verification procedures for the "in-use sample" and the "on board sample".
55	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Bulk				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Verification of the ship's attained EEXI shall take place at the first annual, intermediate or renewal survey (or initial survey) on or after 1 January 2023. Several additional resolutions providing guidance on EEXI have also been adopted by the Committee.
56	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	GasLng				≥2000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
57	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Oil				≥4000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
58	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Chem				≥4000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
59	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Cont				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
60	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	GenCargo				≥3000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
61	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Refer				≥3000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
62	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Combo				≥4000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
63	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	LNG				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
64	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	RoRoV				≥10000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
65	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	RoRoC				≥1000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
66	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	RoRoP				≥250			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
67	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.328(76)	O	M	M	Pass	≥ 12			≥25000			A	FS	1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of required and attained values of the Energy Efficiency Existing Ship Index (EEXI) for applicable vessels. Refer to resolutions MEPC.333(76), MEPC.334(76) and MEPC.335(76) for guidance on determining the required and attained EEXI.
68	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Bulk					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
69	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	GasLng					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
70	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Oil					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
71	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Chem					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
72	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Cont					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
73	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	GenCargo					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
74	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Refer					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.

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75	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Combo					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
76	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	LNG					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
77	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	RoRo					≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
78	MARPOL VI Regs 26 and 28 CII Regulations	MEPC.328(76)	O	M	M	Pass	≥ 12				≥5000		A		1	1	2023	C	on after	1	1	1900	MARPOL Annex VI has been amended to require the calculation of attained and required values of the Annual Operational Carbon Intensity Indicator (CII) for applicable vessels. By 1 January 2023, the SEEMP must be updated to include the Required Annual Operational CII, the methodology for calculating the ship's Attained Annual Operational CII, and an implementation plan for self-evaluating and achieving required CII performance. Ships must annually report their Attained Annual Operational CII to the IMO, and will be issued a Statement of Compliance reflecting the carbon intensity rating for the vessel. Refer to resolutions MEPC.336(76), MEPC.337(76), MEPC.338(76) and MEPC.339(76) for guidance on CII calculation and rating.
79	SOLAS XI-1/2 ESP Code	MSC.483(103)	O	M	S	Oil					≥ 500		A		1	1	2023	KL	on after	1	1	1900	The 2011 ESP Code is revised to change the scope of required thickness measurements in suspect areas only during Renewal Survey No.1 for double-hull oil tankers. This is reflected in the table "Minimum requirements for thickness measurements at renewal surveys of double-hull oil tankers" in Annex B / Part A / Annex 2 of the Code
80	SOLAS V Bridge Equipment	MSC.466(101) MSC.191(79)	H	G	S	All Ships					≥500		A	INS	1	1	2024	KL	on after	1	1	1900	Amendments to the recommended performance standard for presentation of navigation-related information on shipboard navigation displays incorporate reference to circular SN.1/Circ243 and MSC.1/Circ.1609, which are intended to provided standardization for the user interface of navigation equipment.
81	SOLAS II-1 (Explanatory Notes)	MSC.429(98)	H	G	S	All Ships					≥ 500		N		1	1	2024	D	on/after	1	1	2024	Due to the extensive revisions to subdivision and damage stability regulations in SOLAS chapter II-1, adopted by resolution MSC.421(98), revised Explanatory Notes on the application of the revised SOLAS II-1 are provided.
82	Amendments to the Code of Safety for Special Purpose Ships, 1983 (1983 SPS Code) - GMDSS Modernization	MSC.502(105)	H	G	S	Cargo	>12				≥ 500		A		1	1	2024	D	on after	1	1	1900	Amendment to 1983 SPS Code. Replaces the template of the Safety Certificate for Special Purpose Ships along with the record of equipment for Special Purpose Ship Saftery Certificate. Related to updated GMDSS standards.

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83	Amendments to the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code) - GMDSS Modernization	MSC.503(105)	H	G	S	Cargo	>12				≥ 500		A		1	1	2024	D	on after	1	1	1900	Amendment to 2008 SPS Code. Replaces the template of the Safety Certificate for Special Purpose Ships along with the record of equipment for Special Purpose Ship Saftery Certificate. Related to updated GMDSS standards.
84	Performance Standards for the Reception of Maritime Safety Information and Search and Rescue related Information by MF (NAVTEX) and HF	MSC.508(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises and consolidates A.700(17) MSC.148(77) . Revision of standards of NAVTEX/HF-MSI Receivers, Display Devices & Printers, Storage, Alert, Test Facilities and Interfaces. NAVTEX receiver equipment: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; (2) if installed on or after 1 July 2019, but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution MSC.148(77), as amended by resolution MSC.430(98); (3) if installed on or after 1 July 2005, but before 1 July 2019, should conform to performance standards not inferior to those specified in the annex to resolution MSC.148(77); and (4) if installed before 1 July 2005, should conform to performance standards not inferior to those specified in the annex to resolution A.525(13); Equipment for the reception of NBDP broadcasts of navigational and meteorological warnings and urgent information to ships by HF: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; and (2) if installed before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.700(17);
85	Provision of Radio Services for the Global Maritime Distress and Safety System (GMDSS)	MSC.509(105)	H	G	S	All					>0		All		1	1	2024	D	on after	1	1	1900	Revises and supersedes A.801(19). Provides recommendation on the provision of radio services for the GMDSS, Criteria when providing shore-based digital selective calling (DSC) facilities for use in the GMDSS, Criteria for establishing GMDSS sea areas and Criteria when providing a NAVTEX.
86	Rerformance Standards for Search and Rescue Radar Transponders	MSC.510(105)	H	G	S	All					>0		All		1	1	2024	D	on after	1	1	1900	Supersedes A.530(13) and A.802(19). Revises performance standards for Search and Rescue Radar Transponders (SARTs).
87	Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling	MSC.511(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises A.803(19). Revises performance standards for shipborne VHF radio installations capable of voice communication and digital selective calling and specially in the Transmitter, Receiver and Digital Selective Calling Facility. Shipborne VHF radio installations capable of voice communication and digital selective calling which will form part of the GMDSS: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; (2) if installed on or after 23 November 1996 but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.803(19), as amended, or conform to performance standards not inferior to those specified in the annex to this resolution; and (3) if installed before 23 November 1996, should conform to performance standards not inferior to those specified in the annex to resolution A.609(15).

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

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

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship: (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)
88	Performance Standards for Shipborne MF and MF/HF Radio Installations capable of Voice Communication, Digital Selective Calling and Reception of Maritime Safety Information and Search and Rescue related Information	MSC.512(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises and consolidates A.804(19) and A.806(19). Revises performance standards for shipborne MF/HF radio installations capable of voice communication and digital selective calling and specially in the Transmitter, Receiver and Digital Selective Calling Facility. Shipborne MF and MF/HF radio installations capable of voice communication, digital selective calling and reception of maritime safety information which will form part of the GMDSS: (1) if installed on or after 1 January 2024, conform to performance standards not inferior to those specified in the annex to the present resolution; (2) if installed on or after 23 November 1996 but before 1 January 2024, conform to performance standards not inferior to those specified in the annex to resolutions A.804(19), as amended, and A.806(19), as amended, or conform to performance standard not inferior to those specified in the annex to this resolution; and (3) if installed before 23 November 1996, conform to performance standards not inferior to those specified in annex to resolutions A.610(15) and A.613(15).
89	Performance Standards for Inmarsat-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications	MSC.513(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises and consolidates A.807(19). Revises performance standards for Inmarsat-C Ship earth stations. Every Inmarsat-C ship earth station which forms part of the GMDSS: (1) if installed on or after 1 January 2024 should conform to performance standards not inferior to those specified in the annex to the present resolution; and (2) if installed before 1 January 2024 should conform to performance standards not inferior to those specified in the annex to resolution A.807(19), as amended, or conforms to performance standards not inferior to those specified in the annex to the present resolution, and be installed in accordance with the Inmarsat design and installation guidelines;
90	Performance Standards for Survival Craft Portable Two-way VHF Radiotelephone Apparatus	MSC.515(105)	H	G	S	All							All	INS	1	1	2024	D	on after	1	1	1900	Revises MSC.149(77). Revises performance standards for survival craft two-way VHF radiotelephone apparatus. Survival craft portable two-way VHF radiotelephone apparatus: .1 if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; .2 if installed on or after 1 July 2005 but before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution MSC.149(77); .3 if installed on or after 23 November 1996 but before 1 July 2005, should conform to performance standards not inferior to those specified in annex 1 to resolution A.809(19); and .4 if installed before 23 November 1996, should conform to performance standards not inferior to those specified in annex 1 to resolution A.762(18).
91	Amendments to the Performance Standards for Radiocommunication Equipment (Resolution MSC.80(70))	MSC.516(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Amendments to MSC.80(70), specially on the performance standards for on-scene portable two-way VHF radiotelephone apparatus Annexes 1 and 2. On-scene (aeronautical) two-way VHF radiotelephone apparatus for use in search and rescue operations: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annexes to resolution MSC.80(70), as amended by the present resolution; and (2) if installed before 1 January 2024, should conform to the performance standards not inferior to those specified in the annexes to resolution MSC.80(70).
92	Performance Standards for a Shipborne Integrated Communication System (ICS) when used in the Global Maritime Distress and Safety System (GMDSS)	MSC.517(105)	H	G	S	All					>0		All	INS	1	1	2024	D	on after	1	1	1900	Revises A.811(19). Revises performance standards for the shipborne Integrated Communication System (ICS) when used in the GMDSS. A shipborne integrated communication system (ICS) when used in the GMDSS: (1) if installed on or after 1 January 2024, should conform to performance standards not inferior to those specified in the annex to the present resolution; and (2) if installed before 1 January 2024, should conform to performance standards not inferior to those specified in the annex to resolution A.811(19) or should conform to performance standards not inferior to those specified in the annex to the present resolution.

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

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

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
93	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12				≥ 0		R		1	6	2023	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.Amendments to MEPC.107(49) clarifying that the validity of 15 ppm bilge alarms' calibration certificates are to be checked at IOPP annual, intermediate and renewal surveys. Calibration and testing of the equipment is required to be conducted by a manufacturer or persons authorized by the manufacturer. The interval of testing remains the same; every five years after its commissioning or within the term specified in the manufacturer's instructions, whichever is shorter.
94	2022 Guidelines for Brief Sampling of Anti-Fouling Systems on Ships	MEPC.356(78)	H	G	AFS	All					≥ 0		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.104(49). Sampling of the anti-fouling system should confirm cybutryne at a level not providing biocidal effect which is less than 1,000 mg cybutryne per kg of dry paint. The tolerance range is 250 mg cybutryne per kg of dry paint (25%).
95	2022 Guidelines for Inspection of Anti-Fouling Systems on Ships	MEPC.357(58)	H	G	AFS	All					≥ 0		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.208(62). The Resolution provides guidelines for the inspection of anti-fouling to analyze for organotin and cybutryne levels.
96	2022 Guidelines for Survey and Certification of Anti-Fouling Systems on Ships	MEPC.358(78)	H	G	AFS	All					≥ 0		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.195(61). Forbids the use of cybutryne in the external coating layer, should be removed or covered by a sealer coat.
96	Model Regulation on Domestic Ferry Safety	MSC.518(105)	H	G	S	Pass					>0		All		28	4	2022	D	on after	1	1	1900	Introduces Model Regulations on Domestic Ferry Safety. Provides Guidance to Governments in developing national law for new build and conversion domestic ferries, in fields such as registration, manning, crew education and training, safety management, stowage and securing, embarkation/disembarkation, life-saving equipment, navigation and radiocommunication equipment.
97	Japanese QZSS Equipment	MSC.480(102)	O	G	S	All					≥ 300		A	INS	1	1	2024	KL	on after	1	1	1900	In support of Worldwide Radionavigation System (WWRNS) standardization, the Committee adopted the "Performance Standards for Shipborne Japanese Quasi-Zenith Satellite System (QZSS) Receiver Equipment. QZSS provides positioning, navigation and timing service within a specified Asia-Oceania coverage area. These standards are applicable to Japanese QZSS receiver equipment installed on or after 1 January 2024.
98	Guidelines for the Avoidance of False Distress Alerts	MSC.514(105)	O	G	S	All					>0		All		1	1	2024	D	on after	1	1	1900	Supersedes Resolution A.814(19). Introduces an additional guidance that in case a distress alert from EPIRB has been accidentally transmitted, the ship must communicate with RCC to cancel the false distress alert using the procedures given in ITU World Radiocommunication Conference Resolution 349.
99	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	Bulk				≥ 10000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
100	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	GasLng				≥ 2000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
101	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	Tanker				≥ 4000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
102	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	Cont				≥ 10000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).

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

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

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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
103	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	GenCargo				≥ 3000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
104	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	Refer				≥ 3000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
105	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	Combo				≥ 4000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
106	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	LNG				≥ 10000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
107	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	RoRoV				≥ 10000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
108	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	RoRoC				≥ 1000			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
109	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	RoRoP				≥ 250			A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
110	MARPOL VI Regs 23 and 25 EEXI Regulations	MEPC.335(76)	O	G	M	PassC					≥ 25000		A		1	1	2023	D	after	1	1	1900	MEPC.335(76) contains the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI Requirements and Use of a Power Reserve. The 2021 Guidelines apply to the ship types specified for EEXI under MEPC.328(76).
111	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	Bulk					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
112	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	GasLng					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
113	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	Tanker					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
114	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	Cont					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
115	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	GenCargo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
116	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	Refer					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
117	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	Combo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
118	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	LNG					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
119	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	RoRoV					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter: No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	day	month	year	Age of Ship: (Keel Lay, Delivery, or Contract)	day	month	year	Overview of Regulation (refer to actual regulation for details)
120	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	RoRoC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
121	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	RoRoP					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
122	MARPOL VI Regs 26 and 28 CII G3 Guidelines	MEPC.338(76)	O	G	M	PassC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	MEPC.338(76) contains the 2021 Guidelines on the Operational Carbon Intensity Reduction Factors Relative to Reference Lines (CII Reduction Factors Guidelines, G3). The 2021 Guidelines apply to the ship types specified for CII under MEPC.328(76).
123	1978 STCW Convention	MSC.486(103)	O	G	STCW	All Ships					≥ 500		A		1	1	2023	KL	on after	1	1	1900	The STCW Convention is revised to define "High-voltage" as alternating current (AC) or direct current (DC) voltage in excess of 1000 volts.
124	STCW Code	MSC.487(103)	O	G	STCW	All Ships					≥ 500		A		1	1	2023	KL	on after	1	1	1900	The STCW Code is revised to include the capacity of "Electro-technical officer" as a recognized role under the definition of "Operational level" in section A-I/1.
125	2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)	MEPC.346(78)	O	G	M	All Ships					≥ 5000		A		1	1	2023	D	after	1	1	1900	Revokes MEPC.282(70). Introduces Part III of the SEEMP, to establish a Ship Operational Carbon Intensity Plan. Provides guidance on the calculation of the attained annual CII, the calculation of the required annual CIIs for the next three years, the implementation plan in order to reach the required CIIs for the next three years, the process for self-evaluation and improvement and finally the plan under which corrective actions shall be taken. Part III applies to only ≥ 5000 GT.
126	Guidelines for the Veritication and Company Audits by the Administration of Part III of the Ship Energy Efficiency Management Plan (SEEMP)	MEPC.347(78)	O	G	M	All Ships					≥ 5000		A		1	1	2023	D	after	1	1	1900	Provides guidance to the Administration or Recognized Organizations on the verification of SEEMP and issuance of the Confirmation of Compliance (CoC) - where a sample format is being presented at the Annex. CoC applies to only ≥ 5000 GT.
127	2022 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data and Operational Carbon Intensity	MEPC.348(78)	O	G	M	All Ships					≥ 5000		A		1	1	2023	D	after	1	1	1900	Revokes MEPC.292(71). The updated Resolution incorporates the verification of the attained annual operational CII along with the determination of operational carbon intensity rating.
128	2022 Guidelines for the Development and Management of the IMO Ship Fuel Oil Consumption Database	MEPC.349(78)	O	G	M	All Ships					≥ 5000		A		1	1	2023	D	after	1	1	1900	Revokes MEPC.293(71). Incorporates the guidelines for the submission of attained EEDI/EEXI along with required and attained CII and voluntary carbon intensity indicators. Moreover, the annual report for the MEPC must also contain the annual development of the operational CII of the ship types and international shipping.
129	2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	Bulk				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
130	2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	GasLng				≥ 2000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status			Ship Type	Size Parameter						Compliance Date				Age of Ship					Overview of Regulation
			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention		No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
131	2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	Tanker				≥ 4000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
132	2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	Cont				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
133	2022 Guidelines on the Method of Calculation of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	GenCargo				≥ 3000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
134	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	Refer				≥ 3000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
135	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	Combo				≥ 4000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
136	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	LNG				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
137	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	RoRoV				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
138	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	RoRoC				≥ 1000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.

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

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

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
139	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	RoRoP				≥ 250			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
140	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.350(78)	O	G	M	PassC					≥ 25000		A		1	1	2023	D	after	1	1	1900	Revokes MEPC.333(76). Introduces an additional way to calculate the speed Vref from in-service performance measurement methods according to MEPC.1/Circ.901, where speed-power curve is not available or the sea trial report does not contain the EEDI or design load draught condition or to reflect the effect of installed energy-saving device.
141	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	Bulk				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
142	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	GasLng				≥ 2000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
143	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	Tanker				≥ 4000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
144	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	Cont				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
145	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	GenCargo				≥ 3000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
146	2022 Guidelines on Survey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	Refer				≥ 3000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.

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

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

	Regulation	Reference Document - Hyperlink if Underlined	Reg Status			Size Parameter						Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance	SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Notes	day	month	year	(Keel Lay, Delivery, or Contract)	day	month	year	(refer to actual regulation for details)
147	2022 Guidelines on Suvey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	Combo				≥ 4000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
148	2022 Guidelines on Suvey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	LNG				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
149	2022 Guidelines on Suvey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	RoRoV				≥ 10000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
150	2022 Guidelines on Suvey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	RoRoC				≥ 1000			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
151	2022 Guidelines on Suvey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	RoRoP				≥ 250			A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
152	2022 Guidelines on Suvey and Certification of the Attained Energy Efficiency Existing Ship Index (EEXI)	MEPC.351(78)	O	G	M	PassC					≥ 25000		A		1	1	2023	D	after	1	1	1900	Revokes MEPC.334(76). The main additions are related to the in-service performance measurement report option for the calculation of Vref. In case it is utilized, it must be contained in EEXI Technical File and the verifier must confirm that the in-service performance measurement was conducted and verified according to MEPC.1/Circ.901.
153	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	Bulk					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
154	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	GasLng					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
155	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	Tanker					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.

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

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156	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	Cont					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
157	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	GenCargo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
158	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	Refer					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
159	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	Combo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
160	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	LNG					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
161	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	RoRoV					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
162	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	RoRoC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
163	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	RoRoP					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.
164	2022 Guidelines on Operational Carbon Intensity Indicators and the Calculation Methods (CII Guidelines, G1)	MEPC.352(78)	O	G	M	PassC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.336(76). This Resolution provides the guidelines for the calculation of the attained CII, specifies the formulas used for the estimation of total mass of emissions and the transport work during a calendar year, along with suggesting for trial purposes other operational metrics such as EEPI, cbDIST, CIDIST and EEOI. For the case of RoRo cargo ships, the gross tonnage (GT) should be used as Capacity.

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

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Compliance Date					Age of Ship					Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
165	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	Bulk					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
166	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	GasLng					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
167	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	Tanker					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
168	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	Cont					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
169	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	GenCargo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
170	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	Refer					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
171	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	Combo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
172	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	LNG					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.

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173	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	RoRoV					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
174	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	RoRoC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
175	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	RoRoP					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
176	2022 Guidelines on the Reference Lines for Use with Operational Carbon Intensity Indicators (CII Reference Lines Guidelines, G2)	MEPC.353(78)	O	G	M	PassC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.337(76). This Resolution revises the reference lines for combination carriers, RoRo cargo ship (vehicle carrier), RoRo cargo ship and RoRo passenger ship along with the inclusion of high-speed craft designed to SOLAS chapter X.
177	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	Bulk					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
178	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	GasLng					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
179	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	Tanker					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
180	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	Cont					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
181	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	GenCargo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.

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	Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date				Age of Ship				Overview of Regulation
			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m^3)		Notes	day	month	year	(Keel Lay, Delivery, or Contract)		day	month	year	(refer to actual regulation for details)
182	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	Refer					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
183	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	Combo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
184	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	LNG					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
185	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	RoRoV					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
186	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	RoRoC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
187	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	RoRoP					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
188	2022 Guidelines on the Operational Carbon Intensity Rating of Ships (CII Rating Guidelines, G4)	MEPC.354(78)	O	G	M	PassC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Revokes MEPC.339(76). Describes the framework of operational energy efficiency performance rating and the method to calculate the rating boundaries per ship type. The rating boundaries (dd factors) for RoRo cargo ship and RoRo passenger ship are revised.
189	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	Bulk					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
190	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	GasLng					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.

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

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191	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	Tanker					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
192	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	Cont					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
193	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	GenCargo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
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195	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	Combo					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
196	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	LNG					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
197	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	RoRoV					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
198	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	RoRoC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.

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199	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	RoRoP					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
200	2022 Interim Guidelines on Correction Factors and Voyage Adjustments for CII Calculations (CII Guidelines, G5)	MEPC.355(78)	O	G	M	PassC					≥ 5000		A		1	1	2023	C	on after	1	1	1900	Introduces a modified attained annual operational CII formula to account for voyage adjustments and correction factors. In case of scenarios that endanger safe navigation of ship or sailing in ice conditions, voyage adjustment term is used. The correction factors are applied to tankers (shuttle & STS voyages), electrical power (reefers, cooling/reliquefaction systems on gas/LNG carriers and electrical discharge pumps of tankers), boiler fuel consumption for cargo heating or cargo discharge of tankers and standalone engine driven cargo pumps during discharge operations on tankers.
201	Actions to facilitate the urgent evacuation of seafarers from the war zone area in and around the Black Sea and the Sea of Azov as a result of the Russian Federation aggression against Ukraine	MSC.495(105)	O	G		All					>0		All		25	5	2022	D	on after	1	1	1900	Recommended actions for the facilitation of the urgent evacuation of seafarers from the Sea of Azov and the war zone area in and around the Black Sea.

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Regulation	Reference Document - Hyperlink if Underlined	Reg Status: Operational or Hardware	Reg Status: Mandatory or Guidance	SOLAS (S) / MARPOL (M) / Load Line (L) / BWM (B) / MODU Code (MC) / Ship Recycling (SR) / Anti-Fouling (AFS) / Safe Container (CSC) / Fish Vessel Conv (FV) / STCW Convention	Ship Type	Size Parameter: No of Passengers	Size Parameter: LLL (m)	Size Parameter: LOA (m)	Size Parameter: DWT (tons)	Size Parameter: GT	Size Parameter: Bst Cpty (m^3)	Application to Age (All, New or Retroactive)	Compliance Date: Notes	Compliance Date: day	Compliance Date: month	Compliance Date: year	Age of Ship (Keel Lay, Delivery, or Contract)	Age of Ship: day	Age of Ship: month	Age of Ship: year	Overview of Regulation (refer to actual regulation for details)

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

Notes:

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

Ship Types

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

Ship Size

LOA - length overall
LLL - 1966 Load Line Length
gt - gross tonnage as per the 1969 Tonnage Convention
dwt - deadweight
88L - length according to the 1988 Load Line Protocol