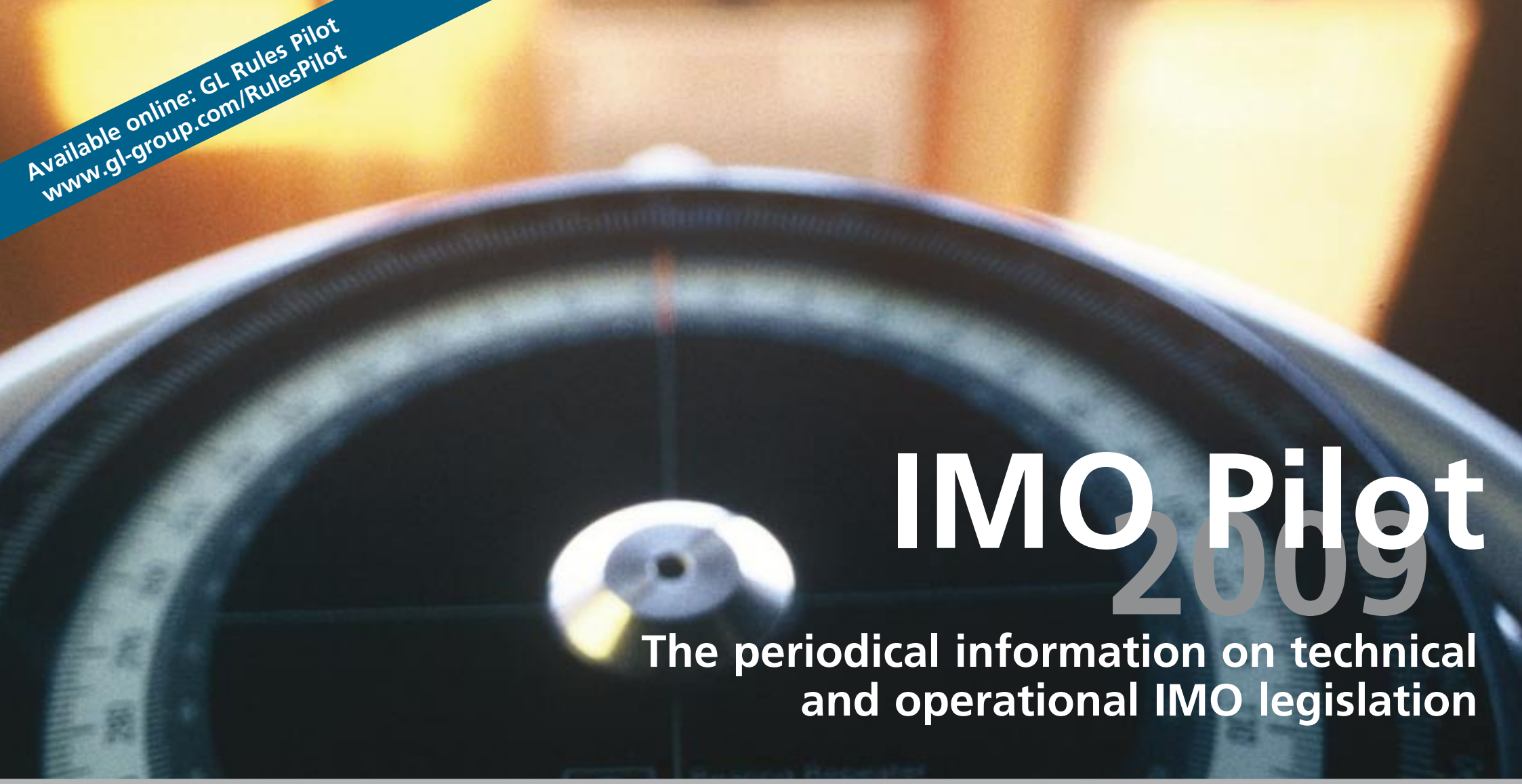


Available online: GL Rules Pilot
www.gl-group.com/RulesPilot

IMO Pilot 2009

The periodical information on technical and operational IMO legislation

Results from IMO sessions MSC 84, MSC 85, MEPC 57 and MEPC 58 included

GL
OPERATING 24/7

IMO Pilot 2009

The periodical information on technical and operational IMO legislation

Results from IMO sessions MSC 84, MSC 85, MEPC 57 and MEPC 58 included

GL
OPERATING 24/7

Foreword to the 9th edition

This new edition of the proven IMO Pilot covers IMO legislation with application dates starting on 1 January 2005, including all decisions of the relevant IMO bodies in 2008. For legislation already in force before 2005 reference should be made to the 2006 edition of this publication. The data provided in this edition are derived from the GL Rules Pilot, which offers the versatile functions of an interactive, Web-based tool, including access to relevant documents. The concept of this publication remains unchanged from the previous edition. However, the cross-reference tables for “old” and “new” MARPOL Annexes I and II have been omitted and all necessary updates have been made to cover developments of the year 2008.

Contents

Introduction

General background

Maritime legislation covers technical and operational ship safety standards as well as environmental and quality issues. All of these are subject to permanent review and almost continuous amendment.
Not only the International Maritime Organization, IMO, as the major international body for the development of maritime regulations, but also institutions like the EU or flag state authorities, are constantly issuing a stream of new, altered or revised mandatory requirements.
The obligation of shipowners and shipboard personnel to constantly familiarise themselves with international rules and regulations has gained even greater significance with the introduction of the ISM Code.
Within this context Germanischer Lloyd assumes the role of mediator between its clients and the regulatory authorities, providing consultation in technical matters and up-to-date regulatory guidance and information.

Germanischer Lloyd has published *IMO Pilot* as an easy reference tool to help shipyards, shipowners, administrations and other interested parties to identify new regulations as early as possible. Early knowledge of new requirements is vital, as it enables planning and implementation in due course, thus avoiding problems and saving costs.
Feedback, positive as well as negative, concerning the experience gained with the use of this tool will be much appreciated, and should be directed to Fax: +49 40 36149 3333 or E-mail: update@gl-group.com.

Operational requirements

The increasing importance of operational requirements, e. g. for education, training and general working procedures on board, is highlighted in the tables of mandatory requirements by coloured backgrounds in the first column.

Limitations

IMO Pilot has been developed by Germanischer Lloyd with the aim of providing regulatory news in the most up-to-date and complete state possible. However, Germanischer Lloyd does not warrant and/or assume any kind of liability regarding the up-to-date nature, accuracy, completeness or fitness for a specific purpose of the information contained herein.
Special requirements of individual flag states have not been included in *IMO Pilot* as listing them with all their details would extend beyond the capabilities of this medium as a quick reference tool.

Disclaimer

These guidelines have been prepared using the best information currently available. They are intended purely as guidance; their use is at the user's own risk. No responsibility is accepted by Germanischer Lloyd for any consequences whatsoever resulting directly or indirectly from the use of this tool.

Rules and Regulations Services

Germanischer Lloyd, a ship classification society acting on behalf of more than 120 flag states, has been directly involved in development and application of maritime rules and regulations for more than 140 years. Through the development of classification rules as well as through representation in over 100 international and national rule-making committees (from IMO to ISO, from IACS to IEC) Germanischer Lloyd is in a position to offer its clients a wide range of services related to maritime rules and regulations.

GL Rules Pilot
The new GL Rules Pilot provides Web-based information on changes to IMO, ILO and IACS requirements effective from 1 January 2005 and is continuously updated. A public version, presenting information equivalent to the pdf-version of *IMO Pilot*, is available free of charge. The premium version offers customised filtering and search options allowing users to instantly view the regulation changes which affect specific GL-classed ships in their fleets, and/or those that affect their future newbuildings. In addition, premium customers have access to source documents as well as expert interpretations of complex amendments. The premium version is available for an annual fee of € 600. For further information and registration please refer to:
http://www.gl-group.com/client_support/flagstates/11279.htm

Flag state requirements & guidelines
The information provided with GL's website on flag state requirements and guidelines includes this *IMO Pilot* for download in pdf format:
http://www.gl-group.com/download/3511.htm
The download is free of charge.

Inquiries and requests for information should be addressed to
Germanischer Lloyd Aktiengesellschaft
Flag State Affairs/IACS
Head Office Hamburg
Vorsetzen 35
20459 Hamburg, Germany
Fax: +49 40 36149-3333
E-mail: Update@gl-group.com

Seminars and workshops: Germanischer Lloyd has developed seminars and workshops to provide practical information on relevant topics regarding the update of regulations. Training courses support shipping companies, shipyards and the maritime industry to improve personnel qualification to meet market demands. The seminar program comprises courses on:

Module: Maritime Basics
- Shipping Basics
- Shipping Basics for Banks

Module: Maritime Regulations
- Introduction to the System of Maritime Regulations
- Latest Amendments to Maritime Regulations
- Surveys and Certificates
- Port State Control Basics
- Calling at US Ports – Requirements for Ships and Shipping Companies

- Flag State Administration and Regulations by Way of Example of the German Flag
- Inland Navigation – National and International Regulations
- Implementation workshop ILO Maritime Labour Convention New

Module: Ship Types

- Multi-Purpose Ships – Technical and Operational Aspects New
- Container Ships – Technical and Operational Aspects
- Oil and Chemical Tankers – Technical and Operational Aspects
- Bulk Carriers – Technical and Operational Aspects
- Passenger Ships – Technical and Operational Aspects
- High-Speed-Crafts (HSC) – Technical and Operational Aspects
- Maritime Regulations for Naval Vessels

Module: Ship Technology

- Ship Technology Basics
- Shipbuilding Basics New
- Ship Structure I – Preparation Course New
- Medium Voltage Installations on Seagoing Ships I – Basics New
- Classification and Preparation of Newbuilding Surveys
- Managing Newbuildings
- Ship Structure II New
- Medium Voltage Installations on Seagoing Ships II – Practical Training New
- Hull Monitoring New
- Maintenance of Life-Saving Appliances and Fire-Fighting Equipment on Board Seagoing Ships New
- Damages to Hull and Equipment
- Damages to Machinery and Repairs
- Bridge Design, Equipment and Arrangement
- Practical Aspects of Corrosion Protection for Shipping Companies and Shipyards
- Seakeeping New
- Certified Coating Inspector According to IMO PSPC
- Anti-Shock Design Course New
- Planning and Production in a Modern Shipyard New
- Fatigue Assessment on Ship Structures New
- Consideration of Local Ship Vibration in the Design Process

Module: Marine Environmental Protection

- Basics of DIN EN ISO 14001 for Shipping Companies
- Ballast Water Management
- Waste Management
- Fuel Tank Protection
- Implementation and Internal Auditing of an Environmental Management System in Shipping Companies
- Hazardous Substances on Board
- Handling and Transport of Dangerous Goods New

Module: Management of Risks and Emergencies

- Emergency Preparedness and Crisis Management
- Basics of Maritime Accident and Incident Investigations New
- Advanced Maritime Accident Investigations and Analysis New
- Simulator Training Emergency Preparedness
- Workshop ISPS Exercise
- Computer Based Technical Response on Emergencies New
- Methods of Technical Risk Analysis in Shipbuilding
- Application of Risk Assessment in Tanker Management and Self-Assessment (TMSA)
- ISM/TMSA Workshop – Risk Assessment, Change Management, Incident Investigation
- Dealing Successfully with the Press in Maritime Emergencies

Module: Marine Safety Management Systems

- ISM Basics
- ISM Basics for Yachts
- ISM for Ship Management Personnel
- Internal Auditor ISM/DIN EN ISO 9001:2000 for Shipping Companies
- Designated Person Ashore (DPA) Training Course New
- Internal Auditor ISM/ISPS for Yachts
- Harmonisation of Safety and Security Management Systems

Module: Maritime Security

- ISPS Basics
- Introduction to ISO 28000:2007 Supply Chain Security Management New
- ISPS Refresher Course New
- Company/Ship Security Officer (CSO/SSO) Training Course
- Port Facility Security Officer (PFSO) Training Course

- Ship Security Officer (SSO) Training Course for Yachts
- ISPS Implementation Workshop
- ISPS Train-the-Trainer (Maritime Security)
- ISPS Internal Auditor for Shipping Companies
- ISPS Internal Auditor for Port Facilities
- Internal Auditor ISM/ISPS for Yachts
- ISPS for Shipyards
- Harmonisation of Safety and Security Management Systems
- ISO 28000:2007: Managing Security Risk in the Supply Chain New
- Lead Auditor ISO 28000:2007 New

Module: Managing Human Resources

- STCW Basics
- Introduction to Crewing
- Maritime English Basics

Module: Finance, Insurance and Taxation

- Investing in Ship Funds – Basic Knowledge for Private Investors New
- Ship Operating Costs Basics New
- Basics in Ship Finance New
- Insurance for Ship Operation
- "Present Tax Topics" for Tax Legislation, Jurisdiction and Financial Authorities
- Ship Operating Costs – Strategies for Cost-Optimising New
- Managing Risk of Foreign Exchange Rates in Shipping New
- Current Topics of Payroll Taxation – National and International New

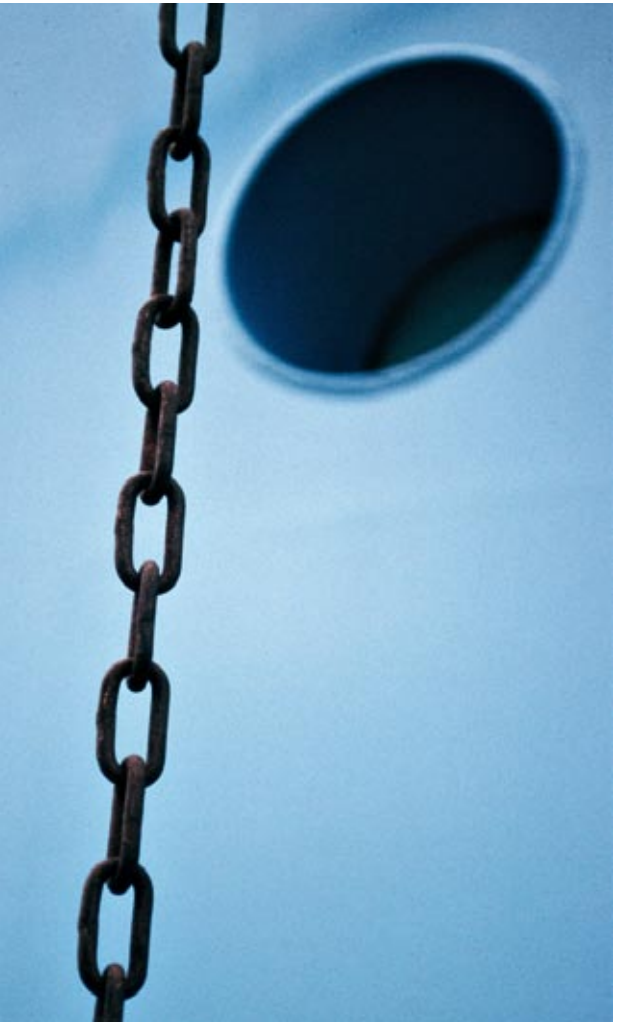
Module: Ship Operation

- Basics of Ship Stability New
- Update on Ship Stability New
- Navigating in Adverse Weather Conditions New
- Passage Planning New
- ICETRAIN Course for Deck Officers New
- Lay-up of ships New

Contact GL Academy:
Germanischer Lloyd Aktiengesellschaft
GL Academy
Vorsetzen 35
20459 Hamburg, Germany

Fax: +49 40 36149-7429
E-mail: academy@gl-group.com

Mandatory Requirements



Explanations

The table lists new or amended regulations of IMO instruments (as conventions and codes referred to in conventions) in a chronological order – starting 2005-01-01 − with respect to their application dates.

The editorial deadline for the table is 2008-12-31.

If more than one instrument is affected on a specific date the following order is used:

- SOLAS
- Codes made mandatory by SOLAS
- MARPOL
- STCW
- Load Line Convention
- Other instruments

The application dates stated may still be subject to confirmation under the tacit acceptance procedure. In such cases the application dates are indicated as “expected” by the added entry “(exp)”. Due to the editorial deadline this applies to regulation changes due to be applied after 2009-06-30.

The operational requirements in the table are marked by coloured frames (Examples for operational requirements are training of crew, inspection intervals, transport of special cargoes or documentation).

The entries in column “Subject/Extract” are restricted to a very brief summary of the regulatory changes addressed. For complete information reference is to be made to the relevant official IMO document, listed in the column “source”.

Amendments to IMO instruments are listed in the respective column with their date of adoption. This allows easy reference to IMO publications in which the same terminology is used to identify amendments. The bibliography section lists these IMO publications including information on the amendments covered therein.

It should always be kept in mind that any flag state may introduce additional mandatory national requirements with its national legislation. By this, interpretations and clarifications as listed in the respective section of this Pilot may also become mandatory.

How to Use

ID Number
Identifier for each entry, e.g. reference by the index

Colour Code:
- 1. Technical requirement
- 2. Operational requirement
- 3. Technical & operational requirement

Application Date
From this specific day onwards the provisions must be complied with

Ship Types
for which the requirements are applicable

Restrictions
Lists any restrictions/ limitations to the applicability

Subject/Extract
Technical/operational contents of the amendment

Instrument
Convention, Code etc.

Chapter/Annex/Regulation
Locates the amendment precisely in terms of chapter and regulation

Amendment
Identified by the date of adoption

Source
Offical documents introducing the requirement

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract	Instrument	Chapter or Annex/ Regulation	Amendment	Source
495	2010-01-01 (anniversary of the date of delivery in 2010)			E							Delivery date >= 1995-01-01 and < = 1995-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
496	2010-01-01 (exp)	N/E	N/E	N	N	N	N	N	N	N		The regulation of emergency towing arrangements for tankers is extended: All ships shall be provided with a ship-specific emergency towing procedure. Refer to MSC.1/Circ.1255 “Guidelines for owners/operators on preparing emergency towing procedures”.	SOLAS 1974	II-1 (2005)/3-4	May-08	MSC.256(84)
497	2010-01-01 (exp)	N	N	N	N	N	N	N	N	N		Ships are required to be provided with means of embarkation and disembarkation for use in port, such as gangways and accommodation ladders, based on the guidelines developed by the IMO, which shall be inspected and maintained in suitable condition for their intended purpose. All wires used shall be maintained as specified in regulation SOLAS Reg. III/20.4.	SOLAS 1974	II-1 (2005)/3-9	May-08	MSC.256(84)

(exp) indicates that the application date is expected but still subject to tacit acceptance

New ships are constructed generally on or after the application date; different deadlines apply if indicated Existing ships, marked by “E” are all ships that are no new ships

Example

March 2008, Rapid Yards receives an order from Bulk Brothers Ltd. The regular customer needs another two bulk carriers for his fleet. The last vessels of that type contracted in 2006 were delivered only recently. Although the ordered tonnage, size and equipment of the ships will be exactly the same as two years ago, Rapid Yards will have to make sure that the drawings for the newbuildings comply with the latest state of technical regulations before they are submitted to GL for approval.

The task of ensuring compliance is assigned to the design office, where the head of department checks with the IMO Pilot the requirements that have to be observed for the newbuildings, but were not relevant for the ships just completed.

First he determines the respective **keel-laying dates.** This was **2006-07-15** for the deliveries, while he estimates them to be **2009-06-15** for the newbuildings. This leads to the following conclusions:

a) **All IMO legislation with an application date before 2006-07-15 (up to no. 94) has already been taken into consideration in fulfilling Bulk Brothers' latest order, so he can rely on the old drawings in that respect.**

b) **In addition, the newbuildings have to comply with those requirements between nos. 95 and 480 (application dates between 2006-07-15 and 2009-06-15), which are relevant for the ship type "bulk carrier". Changes relevant only for existing ships (entry "E" in column "Application") can be ignored as well as solely operational requirements.**

c) **Requirements with an application date after the keel-laying date of the two new bulk carriers need not to be observed (from no. 481). However, it is always advisable to check the upcoming requirements for existing ships to decide whether it makes sense to incorporate them in the newbuilding plans ahead of time or to wait until they are due.**

Now, the framework is defined and the design department starts analysing the requirements that contain technical details. If entries are not self-explanatory, reference should be made to the indicated "Source" and to the "Bibliography" section of this Pilot to find the IMO publication that contains the complete information. Further advice may be found in the list of "Interpretations and Clarifications".

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
1	2005-01-01			N			N				GT/GRT >= 20,000, ships intended primarily to carry dry cargo in bulk.	New regulation on "Access to and within spaces in the cargo area of oil tankers and bulk carriers", replacing former regulation 12-2.	SOLAS 1974	II-1 (1981)/3-6	Dec-02	MSC.134(76)
2	2005-01-01			N			N				GT/GRT >= 20,000, ships intended primarily to carry dry cargo in bulk.	New IMO "Technical provisions for means of access for inspections", made mandatory in connection with the introduction of SOLAS II-1/3-6.	SOLAS 1974	II-1 (1981)/3-6	Dec-02	MSC.133(76)
3	2005-01-01			N			N				Bulk carriers only if GT/GRT >= 20,000	Large tanks (length > 35 m) are to be provided with two means of access.	SOLAS 1974	II-1 (1981)/3-6.3.2	Dec-02	MSC.134(76)
4	2005-01-01						N				GT/GRT >= 20,000	Cargo holds are to be provided with two means of access	SOLAS 1974	II-1 (1981)/3-6.3.3	Dec-02	MSC.134(76)
5	2005-01-01			N			N				Bulk carriers only if GT/GRT >= 20,000	A ship structure access manual, approved by the administration, is to be kept on board, to show the means of access for carrying out inspections.	SOLAS 1974	II-1 (1981)/3-6.4	Dec-02	MSC.134(76)
6	2005-01-01	N	N	N	N	N	N	N	N	N	Freeboard length >= 100 m, ships flying the flag of a party to the 1988 LL Protocol	Increased design loads for hatch covers	LL 66/88	B/I/16(2)	Jun-03	MSC.143(77)
7	2005-01-01	N	N	N	N	N	N	N	N	N	Freeboard length >= 24 m and < 100 m, ships flying the flag of a party to the 1988 LL Protocol	Increased design loads for hatch covers	LL 66/88	B/I/16(3) + (4)	Jun-03	MSC.143(77)
8	2005-01-01	N	N	N	N	N	N	N	N	N	Freeboard length >= 24 m, ships flying the flag of a party to the 1988 LL Protocol	New formula for the calculation of the minimum bow height	LL 66/88	B/I/39	Jun-03	MSC.143(77)
9	2005-01-01	N	N				N	N	N	N	Freeboard length >= 24 m, ships assigned a type "B" freeboard	New requirement for additional reserve buoyancy in the fore end of the ship.	LL 66/88	B/I/39(5)	Jun-03	MSC.143(77)
10	2005-01-01	N	N	N	N	N	N	N	N	N	Freeboard length >= 24 m, ships flying the flag of a party to the 1988 LL Protocol	Comprehensive revision of the regulations for determining load lines, reflecting in particular the interpretations developed since the introduction of the 1966 Load Line convention.	LL 66/88	B/I/Complete Chapter	Jun-03	MSC.143(77)
11	2005-01-01			E							Delivery date < 1996-07-06, TDW >= 20,000 t, tankers carrying a cargo or part cargo of crude oil and not complying with MARPOL I/13F, TDW >= 30,000 t, tankers not carrying a cargo or part cargo of crude oil and not complying with MARPOL I/13F	The "Guidelines on the enhanced programme of inspections during surveys of oil tankers" (ESP) are amended by addition of a new Appendix 3 "Sampling method of thickness measurements for longitudinal strength evaluation and repair methods".	ESP Guidelines	Annex B, Annex 12, Appendix 3	Jun-03	MSC.144(77)
12	2005-01-01			N							GT/GRT >= 150	Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers, replacing the previous guidelines adopted with resolution A.586(14).	Resolution	A.586(14) – Oil Discharge Monitoring	Jul-03	MEPC.108(49)
13	2005-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships on which pollution prevention equipment for machinery space bilges is to be installed >= 2005-01-01	Completely revised guidelines and specifications for pollution prevention equipment for machinery space bilges	Resolution	MEPC.60(33) – Pollution Prevention Equipment	Jul-03	MEPC.107(49)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
14	2005-04-05			E							Delivery date < 1996-07-06 or keel-laying date < 1994-01-06 or contract date < 1993-07-06 TDW >= 5,000 t	Definitions of categories for ships, used in the phase-out scheme for single hull tankers: "Category 1 oil tanker" means a tanker without protectively located segregated ballast tanks, crude oil washing and pumping, piping and discharge arrangements and of >= 20,000 dwt carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo resp. of >= 30,000 dwt carrying other types of oil as cargo. "Category 2 oil tanker" means a tanker with protectively located segregated ballast tanks, crude oil washing and pumping, piping and discharge arrangements and of >= 20,000 dwt carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo resp. of >= 30,000 dwt carrying other types of oil as cargo. "Category 3 oil tanker" means a tanker of >= 5,000 dwt but < 20,000 dwt carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo resp. a tanker of >= 5,000 dwt but < 30,000 dwt carrying other types of oil as cargo.	MARPOL 73/78	I (1973)/13G.3	Dec-03	MEPC.111(50)
15	2005-04-05			E							Delivery date < = 1982-04-05, TDW >= 20,000, category 1 oil tankers, carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo. TDW >= 30,000 t, category 1 oil tankers, carrying oil other than crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that single hull tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull).	MARPOL 73/78	I (1973)/13G.4	Dec-03	MEPC.111(50)
16	2005-04-05			E							Delivery date <= 1977-04-05, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state administrations may deny such ships to enter its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)
17	2005-04-05			E							Delivery date <= 1977-04-05, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
18	2005-04-05			E							Delivery date < 1996-07-06, TDW >= 5,000 and < 20,000, ships carrying heavy grade oil as cargo.	Ships may no longer carry heavy grade oil as cargo, unless complying with the requirements of regulation 13F (double hull).	MARPOL 73/78	I (1973)/13H.4	Dec-03	MEPC.111(50)
19	2005-04-05			E							Delivery date < = 2003-12-04, TDW >= 5,000 t, ships carrying heavy grade oil as cargo.	The flag state administration may allow, under certain conditions, continued operation of tankers fitted with double bottoms or double sides not fully complying with double hull requirements of regulation 13F beyond 2008 until the ship reaches 25 years after the date of its delivery.	MARPOL 73/78	I (1973)/13H.5	Dec-03	MEPC.111(50)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
20	2005-04-06 (anniversary of the date of delivery in 2005)			E							Delivery date >1982-04-05 and < 1996-07-06, TDW >= 30,000, Category 1 oil tankers, carrying oil other than crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo. TDW >= 20,000, Category 1 oil tankers, carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that single hull tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull).	MARPOL 73/78	I (1973)/13G.4	Dec-03	MEPC.111(50)
21	2005-04-06 (anniversary of the date of delivery in 2005)			E							Delivery date >1977-04-05 and < 1978-01-01, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state administrations may deny such ships entry to its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)
22	2005-04-06 (anniversary of the date of delivery in 2005)			E							Delivery date >1990-04-05 and < 1991-01-01, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
23	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Applies to diesel engines > 130 kW installed on board or constructed >= 2000-01-01 or undergoing a major conversion >= 2000-01-01, except emergency engines and engines installed in lifeboats.	MARPOL VI, containing regulations for the prevention of air pollution from ships, is generally applicable for all ships, however with some exceptions such as that survey and certification is restricted to ships of at least 400 GT and limitations on NOx emissions are restricted to engines of at least 130 kW power output.	MARPOL 73/78	VI/1	Oct-97	MP/ CONF.3/34, Annex
24	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		General exceptions from requirements of MARPOL VI for any emissions necessary for securing the safety of a ship or saving life at sea or resulting from abnormal, unintended damage to a ship or its equipment.	MARPOL 73/78	VI/3	Oct-97	MP/ CONF.3/34, Annex
25	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Alternatives to requirements of MARPOL VI may be accepted by the administration if such alternative is at least as effective as the provisions required by this Annex.	MARPOL 73/78	VI/4	Oct-97	MP/ CONF.3/34, Annex
26	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Ships shall be subject to initial, periodical and intermediate surveys. The survey of engines and equipment for compliance with NOx limits (VI/13) shall be conducted in accordance with the NOx Technical Code.	MARPOL 73/78	VI/5	Oct-97	MP/ CONF.3/34, Annex
27	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Provisions for duration and validity of the IAPP certificate in line with the HSSC (e. g. five-year period of validity).	MARPOL 73/78	VI/9	Oct-97	MP/ CONF.3/34, Annex
28	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	A ship may be subject to Port State Control (PSC) on operational requirements for the prevention of air pollution from ships.	MARPOL 73/78	VI/10	Oct-97	MP/ CONF.3/34, Annex

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
29	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Any deliberate emissions of ozone depleting substances are prohibited. New installations containing ozone-depleting substances are prohibited, except new installations containing HCFCs are permitted until 2020-01-01. From ships removed substances and equipment containing such substances are to be delivered to appropriate reception facilities.	MARPOL 73/78	VI/12	Oct-97	MP/ CONF.3/34, Annex
30	2005-05-19	E	E	E	E	E	E	E	E	E	GT/GRT >= 400, engine with certified power sum > 130 kW, engine type: diesel	The administration may allow exclusion from the application of NOx restrictions to any diesel engine which is installed on a ship that is solely engaged in domestic trades.	MARPOL 73/78	VI/13.1 (c)	Oct-97	MP/ CONF.3/34, Annex
31	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, at least one engine with certified power > 130 kW, all diesel engines except emergency engines and engines installed in lifeboats	Operation of a diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits, depending on the rated engine speed (crankshaft revolutions per minute). Otherwise, an exhaust gas cleaning system or any other equivalent method is to be applied to reduce onboard NOx emissions at least to those limits.	MARPOL 73/78	VI/13.3	Oct-97	MP/ CONF.3/34, Annex
32	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The sulphur content of any fuel oil used on board ships must not exceed 4.5% m/m. While in the Baltic Sea or any other SOx Emission Control Areas (SECA), ships must only use fuel with a maximum sulphur content of 1.5% m/m or employ an approved exhaust gas cleaning system or another verifiable and approved technological method to limit SOx emission.	MARPOL 73/78	VI/14	Oct-97	MP/ CONF.3/34, Annex
33	2005-05-19			N/E	N/E	N/E					Ships which are subject to vapour emission control (VOC) in designated ports or terminals	Tankers shall be provided with an approved vapour collection system and use this system during the loading operations, if required by ports or terminals.	MARPOL 73/78	VI/15	Oct-97	MP/ CONF.3/34, Annex
34	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, GT/GRT >= 400	Shipboard incineration is only allowed in an incinerator at not less than 850 °C, exept that sewage sludge and sludge oil may also be burned in engines or boilers as long as the ship is outside of ports, harbours or estuaries. Incineration of various substances listed in paragraphs 4 and 6 is prohibited.	MARPOL 73/78	VI/16	Oct-97	MP/ CONF.3/34, Annex
35	2005-05-19										Relevant for regulatory bodies.	Governments shall provide adequate reception facilities for ozone-depleting substances (also from ship breaking) and residues from exhaust gas cleaning systems and notify the IMO accordingly.	MARPOL 73/78	VI/17	Oct-97	MP/ CONF.3/34, Annex
36	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Fuel oil shall be free from inorganic acid and any added substances which jeopardise the safety of ships, are harmful to personal or contribute to air pollution. Details of fuel oil delivered to a ship shall be recorded by means of a bunker delivery note, which shall be kept on board for three years.	MARPOL 73/78	VI/18	Oct-97	MP/ CONF.3/34, Annex
37	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Entry into force of the new MARPOL VI, introducing requirements for the prevention of air pollution from ships.	MARPOL 73/78	VI/-Complete Annex	Oct-97	MP/ CONF.3/34, Annex
38	2005-05-19 (or for E: the first scheduled dry-docking after that date but not later than 2008-05-19)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	An International Air Pollution Prevention Certificate (IAPP) shall be issued after survey in accordance with the provisions of MARPOL VI/5 has shown compliance with NOx emission control requirements according to VI/13.	MARPOL 73/78	VI/6	Oct-97	MP/ CONF.3/34, Annex
39	2005-05-20			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Vessels using the tonnage interim scheme A.494(XII)	Ships shall, as interim measures until full compliance with security requirements of SOLAS XI-2 and the ISPS Code is required on 2008-07-01, acknowledge the security measures established in ports and request a "Declaration of Security".	SOLAS 1974	XI-2/Complete Chapter		MSC/Circ.1157

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
40	2005-05-24	N	N	N	N	N	N	N	N	N		Interpretation to SOLAS II-1/22, outlining provisions for the application of a light-weight check and its acceptance in lieu of an inclining test in the case of sister ships.	SOLAS 1974	II-1 (1981)/22		MSC/Circ.1158
41	2005-07-01				N/E						Keel-laying date >= 2002-07-01	Controlled tank venting systems should consist of a primary and a secondary means of allowing full flow relief of vapour.	IBC Code 1983	8.3.3	Jul-99	MEPC.79(43)
42	2005-07-01 (final date of transitional period for compliance)			E	E	E			E		Keel-laying date >=1986-07-01 and < 2002-07-01, ships engaged in the carriage of bulk cargoes of dangerous chemicals or noxious liquid substances (NLS). The administration may approve relaxation of paragraph 8.3.3 for ships < 500 GT.	Compliance of existing ships with cargo-tank venting and gas-freeing arrangements is required.	IBC Code 1983	8.1.6	Jul-99	MEPC.79(43)
43	2005-07-01 (fitted onboard)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 150	Revised performance standards for radar reflectors, replacing A.384(X)	SOLAS 1974	V (2000)/19.2.1.7	May-04	MSC.164(78)
44	2005-08-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Geographical location of cargo residue discharge to be noted in "Garbage Record Book". Garbage record book to be updated accordingly.	MARPOL 73/78	V/Appendix	Apr-04	MEPC.116(51)
45	2005-10-01	E	E								Keel-laying date < 1994-10-01, no. of passengers > 36, ships which comply with the SOLAS fire protection requirements applicable to ships constructed >= 1980-05-25	Automatic sprinkler, fire detection and alarm systems in accordance with Reg.12, Res.A.800(19) are to be fitted to accommodation and service spaces, stairways and corridors.	SOLAS 1974	II-2 (1981)/41-1.3.4	Apr-92	MSC.24(60)
46	2005-10-01	E	E	E	E	E	E	E	E	E	Keel-laying date < 2002-07-01, GT/GRT >= 500, cargo ships only if GT/GRT >= 2,000	Machinery spaces of category “A” above 500 m³ in volume shall be protected additionally by a fixed water-based local application fire-fighting system (FWLAFFS). Retroactive requirement introduced with II-2/1.2.2.4 of the 2000 SOLAS amendments.	SOLAS 1974	II-2 (2000)/10.5.6	Dec-00	MSC.99(73)
47	2005-10-01 (first periodical survey after that date)		E								A/Amax >= 97.5%, Keel-laying date < 1997-07-01	Ships shall comply with damage stability requirements of SOLAS II-1/8 as amended by MSC 12(56) (SOLAS '90 standard).	SOLAS 1974	II-1 (1981)/8-1	Nov-95	SOLAS/Conf.3 Res.1
48	2006-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form	Numerous changes to the IMDG Code, including introduction of a new chapter 1.4 on "Security Provisions" to address terrorist threats related to the transport of dangerous goods by sea.	IMDG Code		May-04	MSC.157(78)
49	2006-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	NAVTEX services established >= 2006-01-01, cargo ships only if GT/GRT >= 300.	Within the "Criteria for use when providing a NAVTEX service" the system's band-width shall be 300 Hz instead of former 500 Hz.	Resolution	A.801(19) - GMDSS, Annex 4	May-05	MSC.199(80)
50	2006-01-01 (anniversary of the date of delivery in 2006)			E							Delivery date >= 1978-01-01 and < = 1979-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state admin-istrations may deny such ships to enter its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
51	2006-01-01 (anniversary of the date of delivery in 2006)			E							Delivery date >= 1991-01-01 and < = 1991-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
52	2006-01-01 (official date)			N			N				Bulk carriers only if GT/GRT >= 20,000	Means of access are to be provided also to spaces forward of the cargo area, non-permanent means of access may be accepted. Details are given with MSC.158(78).	SOLAS 1974	II-1 (1981)/3-6	May-04	MSC.151(78)
53	2006-01-01 (official date)			N			N				Bulk carriers only if GT/GRT >= 20,000	New "Technical provisions for means of access for inspections", replacing those adopted with MSC.133(76) for better practicability. Made mandatory with MSC.151(78) on 2006-01-01 with option for early application from 2005-01-01.	Resolution	MSC.133(76) - Means of Access	May-04	MSC.158(78)
54	2006-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Changes in Vol. III of the IAMSAR manual, of which an up-to-date copy is to be carried on board.	SOLAS 1974	V (2000)/21.2		MSC/Circ.1173
55	2006-06-06	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Means of embarkation on and disembarking from ships: administrations should consider establishing national requirements to the matter, as well as the associated survey and inspection provisions even before IMO requirements have been established to reduce the number of accidents.	SOLAS 1974	I/7+ 8		MSC.1/ Circ.1196
56	2006-07-01	N	N	N	N	N	N	N	N	N	Ships fitted with watertight doors	The individual pressure test of each watertight door may be replaced by a prototype pressure test.	SOLAS 1974	II-1 (1981)/18.2	Dec-04	MSC.170(79)
57	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		A lifeboat which has to be manoeuvred at abandon ship drills by its assigned crew may be launched without its crew onboard.	SOLAS 1974	III (1996)/19.3.3.3	May-04	MSC.152(78)
58	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Maintenance, testing and inspections of life-saving appliances shall be carried out as per MSC/Circ.1093.	SOLAS 1974	III (1996)/20.3	May-04	MSC.152(78)
59	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		A report of the weekly inspection of the life-saving appliances shall be entered in the log book. The inspection shall include lifeboat hooks, their attachment to the lifeboat and the on-load release gear system.	SOLAS 1974	III (1996)/20.6.1	May-04	MSC.152(78)
60	2006-07-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E		At the weekly inspection lifeboats other than free-fall lifeboats shall be moved from their stowed position, without any person on board, to demonstrate satisfactory operation of launching appliances.	SOLAS 1974	III (1996)/20.6.3	May-04	MSC.152(78)
61	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		For the monthly inspection, all lifeboats (except free-fall) shall be turned out from their stowed position, without anyone on board.	SOLAS 1974	III (1996)/20.7.1	May-04	MSC.152(78)
62	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Period of thorough examination of launching appliances reduced from five years to one year.	SOLAS 1974	III (1996)/20.11	May-04	MSC.152(78)
63	2006-07-01						N					The ship shall be fitted with a free-fall lifeboat and, in addition, with life-rafts on each side of the ship.	SOLAS 1974	III (1996)/31.1.8	Dec-04	MSC.170(79)
64	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Testing intervals of EPIRBs adapted to the survey schedules of the HSSC.	SOLAS 1974	IV/15.9.1	May-04	MSC.152(78)
65	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Maintenance of EPIRBs is to be carried out by an approved shore-based facility at intervals not exceeding five years.	SOLAS 1974	IV/15.9.2	May-04	MSC.152(78)
66	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 50, or air draught >= 15 m	Amendments to the mandatory ship reporting system "In the Great Belt Area".	SOLAS 1974	V (2000)/1	Dec-05	A.978(24)
67	2006-07-01						E	E	E	E	Keel-laying date < 2002-07-01, GT/GRT >= 3,000 and < 10,000, ships engaged in international voyages	Automatic identification system (AIS) to be fitted on board.	SOLAS 1974	V (2000)/19.2.4.3	Dec-00	MSC.99(73)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
68	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	The gyro compass or other non-magnetic equipment for display of the ships heading must be clearly readable by the helmsman at the main steering position.	SOLAS 1974	V (2000)/19.2.5.1	Dec-04	MSC.170(79)
69	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01, GT/GRT >= 150, length oa >= 45 m and < 55 m	Requirements for navigation bridge visibility of SOLAS V/22 are no longer applicable for ships of less than 55 m length oa.	SOLAS 1974	V (2000)/22.1	Jun-03	MSC.142(77)
70	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships engaged on international voyages exceeding 48 hours	A daily report of the ship's position, course and speed as well as details on conditions affecting its voyage or operation is to be submitted to its company according to new para 2. Title of regulation modified accordingly.	SOLAS 1974	V (2000)/28	Jun-03	MSC.142(77)
71	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Scope of regulation on "Distress messages: obligations and procedure" widened to cover distress situations rather than just distress messages.	SOLAS 1974	V (2000)/33	May-04	MSC.153(78)
72	2006-07-01						N/E					Modified definitions for "Bulk carrier" and "Bulk carrier of single-side skin construction", new definitions introduced for "Bulk carrier of double-side skin construction" and "Double-side skin". Possible implications on design and operation of ships intended to carry dry cargo in bulk.	SOLAS 1974	XII/1	Dec-04	MSC.170(79)
73	2006-07-01						N				Freeboard length >= 150 m, ships of double-side skin construction, designed to carry cargo having a density of >= 1 t/m³	Ships shall, when loaded to the summer load line, be able to withstand flooding of one cargo hold and remain afloat, unless such hold is protected by a longitudinal bulkhead distant at least B/5 or 11.5 m, whichever is less, from the side shell.	SOLAS 1974	XII/4.2	Dec-04	MSC.170(79)
74	2006-07-01						N				Freeboard length >= 150 m, ships of double-side skin construction, designed to carry cargo having a density of >= 1 t/m³	Ships, in which any part of the longitudinal bulkhead is located within B/5 or 11.5 m, whichever is less, inboard from the ship's side, shall, when loaded to the summer load line, be able to withstand flooding of any one cargo hold to the water level outside the ship, taking also into account dynamic effects (same as reg. 5.1 for bulk carriers of single-side skin construction).	SOLAS 1974	XII/5.2	Dec-04	MSC.170(79)
75	2006-07-01						N				Freeboard length >= 150 m, ships with double-side skin construction in all areas	Stiffeners of the double-side skin must not be placed inside the cargo hold (para 2.1). The minimum distance between the outer and inner side shell is 1,000 mm, clear passage to allow access for inspection is to be provided (para 2.2).	SOLAS 1974	XII/6.2	Dec-04	MSC.170(79)
76	2006-07-01						N				Freeboard length >= 150 m, ships with double-side skin construction in all areas	Double-side skin spaces and ballast tanks have to be coated according to SOLAS II-1/3-2.	SOLAS 1974	XII/6.3	Dec-04	MSC.170(79)
77	2006-07-01						N				Freeboard length >= 150 m, ships with double-side skin construction in all areas	Double-side skin tanks must not be used for cargo, except the top-side wing tanks.	SOLAS 1974	XII/6.4	Dec-04	MSC.170(79)
78	2006-07-01						N				Freeboard length >= 150 m, ships carrying solid bulk cargoes of >= 1000 kg/m³	Cargo holds shall be built to withstand loading/unloading operations without suffering structural damage. Continuity between the side shell structure and the rest of the hull must be assured. The failure of one structural member must not cause failure of adjacent members.	SOLAS 1974	XII/6.5	Dec-04	MSC.170(79)
79	2006-07-01						N/E					Shipowners and operators must carry out maintenance of hatch covers as per SOLAS II-1/3-1 and MSC.169(79).	SOLAS 1974	XII/7.2	Dec-04	MSC.170(79)
80	2006-07-01						E				Delivery date < 1996-07-01, ships of ten years of age and over	New standards and guidelines for inspection and maintenance of hatch covers to be performed by shipowners according to SOLAS XII/7.2.	SOLAS 1974	XII/7.2	Dec-04	MSC.169(79)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
81	2006-07-01						N				Freeboard length < 150 m, ships having a sufficient number of transverse watertight bulkheads to satisfy SOLAS XII/4.3	A loading instrument with computer software approved for intact stability calculations shall be fitted on board.	SOLAS 1974	XII/11.3	Dec-04	MSC.170(79)
82	2006-07-01						N/E				Freeboard length >= 150 m, ships carrying cargoes of density >= 1,780 t/m³	New "Standards for side structures in single-side skin bulk carriers", which must be met to avoid restrictions from sailing with any hold empty according to SOLAS XII/14.	SOLAS 1974	XII/14	Dec-04	MSC.168(79)
83	2006-07-01						N/E				Freeboard length >= 150 m, ships of single-side skin construction with an age >= 10 years, carrying cargoes of density >= 1,780 kg/m³, not meeting the requirements of SOLAS XII/5.1 and MSC.168(79)	Restrictions on uneven distribution of heavy cargo over separate holds (ban of alternate hold loading of heavy cargoes in full load condition).	SOLAS 1974	XII/14	Dec-04	MSC.170(79)
84	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The limit value for the SO2 concentration in the smoke and toxicity test of floor coverings is increased from 120 to 200 ppm.	FTP Code	Annex 1/2/2.6.2	Dec-04	MSC.173(79)
85	2006-07-01										Keel-laying date >= 1996-01-01 and < 2002-07-01, GT/GRT >= 3,000, cargo High-speed craft	Craft to be provided with AIS (automatic identification system). AIS should automatically provide and receive information, monitor and track vessels, and exchange data with shore-based facilities.	HSC Code 1994	13.15	Jun-01	MSC.119(74)
86	2006-07-01										Keel-laying date >= 2002-07-01, Passenger and cargo High-speed craft	Spaces considered buoyant in the damage stability calculations which may be subjected to increased fluid pressure shall be capable of preventing progressive flooding even under such pressure (para 2.2.1).	HSC Code 2000	2.2.1 + .3	Dec-04	MSC.175(79)
87	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Items regarding on-load release devices and maintenance added to the table of "Specifications of minimum standards of competence in survival craft and rescue boats other than fast rescue boats"	STCW Code	A/V/2/ Table A-VI/2-1	Dec-04	MSC.180(79)
88	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The scope of the SAR convention is extended to cover also persons in need of assistance in a remote location on a coast.	SAR 1979	2.1	May-04	MSC.155(78)
89	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New provisions for cooperation between states, amongst others intended to release ships providing assistance by embarking persons in distress at sea from their obligations with minimum further deviation from their intended voyages.	SAR 1979	3	May-04	MSC.155(78)
90	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New operating procedure requiring the rescue coordination centre to initiate the process of identifying the most appropriate disembarking place for persons found in distress at sea.	SAR 1979	4.8.5	May-04	MSC.155(78)
91	2006-07-01 (first safety equipment survey after that date)			N/E	N/E	N/E	N/E	N/E	N/E	N/E		Number of immersion suits required on board increased to one for every person on board (ships, other than bulk carriers, constantly operating in warm climates, may be exempted from this requirement). Additional suits are to be provided at remote work and watch stations. Thermal protective aids remain to be required in addition as part of the survival craft/ rescue boat equipment.	SOLAS 1974	III (1996)/32.3	May-04	MSC.152(78)
92	2006-07-01 (first scheduled dry-docking after, not later than 2009-07-01)			E	E	E	E	E	E	E	Keel-laying date < 2002-07-01, GT/GRT >= 20,000	Ships must be fitted with a voyage data recorder (VDR) or a simplified voyage data recorder (S-VDR). Exemptions may be granted for ships which will be taken permanently out of service within two years after the implementation date.	SOLAS 1974	V (2000)/ 20.2.1+2.3	Dec-04	MSC.170(79)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
93	2006-07-01 (first survey of the radio installation after)							E	E	E	Keel-laying date < 2004-07-01	Ships shall be provided with a ship security alert system for transmission of a ship-to-shore security alert to a competent authority.	SOLAS 1974	XI-2/6.1.4	Dec-02	SOLAS/Conf.5 Res.1
94	2006-07-01 (for E: first safety equipment survey after that date)			N/E	N/E	N/E	N/E	N/E	N/E	N/E		Vessels must now provide for: A – Correct fitting immersion suits (correct sizes) B – Access to immersion suits for personnel who are located at remote working positions onboard.	SOLAS 1974	III (1996)/32	Dec-06	MSC.216(82)
95	2006-10-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1985-07-01 and < 1986-07-01, no. of persons >= 1000 and < 1500	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
96	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Provisions for surveys for compliance with air pollution prevention requirements up-dated to be in line with the Harmonized System of Survey and Certification (HSSC).	MARPOL 73/78	VI/5	Jul-05	MEPC.132(53)
97	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Regulation on "Issue or Endorsement of Certificate" amended to require initial resp. renewal survey as precondition for issue of an IAPP certificate.	MARPOL 73/78	VI/6	Jul-05	MEPC.132(53)
98	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Scope of regulation widened to also cover endorsement of a certificate by another government.	MARPOL 73/78	VI/7	Jul-05	MEPC.132(53)
99	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	If the IAPP certificate is drawn up in an official language of the issuing country this shall prevail over the English, French or Spanish translation in case of dispute or discrepancy.	MARPOL 73/78	VI/8	Jul-05	MEPC.132(53)
100	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Provisions on duration and validity of the IAPP certificate adapted to the HSSC.	MARPOL 73/78	VI/9	Jul-05	MEPC.132(53)
101	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The North Sea area (as defined in regulation 5(1)(f) of Annex V) is added to the SOx emission control areas.	MARPOL 73/78	VI/14(3)(a)	Jul-05	MEPC.132(53)
102	2006-11-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, at least one engine with certified power > 130 kW, engine type: diesel	Relaxations for the acceptable range of air temperature and pressure at engine tests, if the requirements of MEPC/Circ.369 can, for evident technical reasons, not be complied with.	NOx Technical Code	5/2.1	Jul-05	MEPC.132(53)
103	2006-12-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Closure of the Inmarsat-E (L-Band EPIRB) services. All existing users will receive a replacement 406 MHz EPIRB with GPS capability free of charge during 2006.	SOLAS 1974	IV/7		MSC/Circ.1171
104	2006-12-01			N/E	N/E	N/E					TDW >= 600, ships carrying heavy grade oils, heavy fuel oils or bitumen, etc.	Mandatory ship reporting system for the Canary Islands (CANREP) established.	SOLAS 1974	V (2000)/11	May-06	MSC.213(81)
105	2006-12-08			N							Contract date >= 2006-12-08, freeboard length >= 150 m, ships that are covered by IACS Common Structural Rules (CSR)	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. For an IACS interpretation concerning the documentation of that maintenance see IACS UI SC122/Rev.1. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)
106	2006-12-08						N				Contract date >= 2006-12-08, freeboard length >= 90 m, ships that are covered by IACS Common Structural Rules (CSR)	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. For an IACS interpretation concerning the documentation of that maintenance see IACS UI SC122/Rev.1. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
107	2006-12-08			N							Contract date >= 2006-12-08, freeboard length >= 150 m, ships that are covered by IACS Common Structural Rules (CSR)	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
108	2006-12-08						N				Contract date >= 2006-12-08, freeboard length >= 90 m, ships that are covered by IACS Common Structural Rules (CSR)	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
109	2006-12-08						N				Contract date >= 2006-12-08, freeboard length >= 150 m, ships with double-side skin spaces that are covered by IACS Common Structural Rules (CSR).	Protective coating in compliance with the performance standard MSC.215(82) is required for double-side skin spaces of bulk carriers. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
110	2006-12-08						N				Contract date >= 2006-12-08, Freeboard length >= 90 m, Ships that are covered by IACS Common Structural Rules (CSR)	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
111	2006-12-08			N							Contract date >= 2006-12-08, freeboard length >= 150 m, ships that are covered by IACS Common Structural Rules (CSR)	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
112	2007-01-01			N/E			N/E				Keel-laying date >= 2006-01-01, bulk carriers only if GT/GRT >= 20,000, ships intended primarily to carry dry cargo in bulk.	The requirement for safe access to double bottom spaces also applies to forward ballast tanks. Access may be from a compartment not intended for the carriage of oil or hazardous cargoes.	SOLAS 1974	II-1 (1981)/3-6.3.1	May-05	MSC.194(80)
113	2007-01-01	N	N	N	N	N	N	N	N	N		One set each of as-built construction drawings and other plans showing any sub-sequent structural changes to the vessel must be kept on board the ship and at the company ashore. A list of these drawings is published with MSC/Circ.1135.	SOLAS 1974	II-1 (1981)/3-7	May-05	MSC.194(80)
114	2007-01-01	N	N	N	N	N	N	N	N	N	Not applicable to emergency towing arrangements of tankers >= 20000 tdw acc. to SOLAS II-1/3-4.	Vessels shall be provided with towing equipment capable of safe operation for all towing and mooring work related to the vessel. Guidance is published with MSC/Circ.1175. Towing equipment shall be clearly marked with any restrictions applicable to its safe operation.	SOLAS 1974	II-1 (1981)/3-8	May-05	MSC.194(80)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
115	2007-01-01							N	N	N	Freeboard length < 80 m, ships (other than those complying with SOLAS XII/12) having a single cargo hold below the freeboard deck (or holds which are not separated by at least one watertight bulkhead) without watertight side compartments each side of that hold extending vertically at least from inner bottom to freeboard deck.	Water level detectors shall give an audible and visual alarm at the navigation bridge at 0.3 m water level above the inner bottom of the cargo hold and at water level 15% of the mean depth of the cargo hold. The water level detectors shall be fitted at the aft end of the hold, or above its lowest part where the inner bottom is not parallel to the designed waterline. Additional detectors may be required by the administrations, where webs or partial watertight bulkheads are fitted above the inner bottom.	SOLAS 1974	II-1 (1981)/23-3	May-05	MSC.194(80)
116	2007-01-01	E	E	E	E	E	E	E	E	E	Keel-laying date < 2004-07-01	Ships built before entry into force of SOLAS II-1/31.2.10 (automatic system to give threshold warning of shutdown of propulsion machinery) need no longer comply with that regulation.	SOLAS 1974	II-1 (1981)/31.6	May-05	MSC.194(80)
117	2007-01-01				N/E						Keel-laying date >= 1986-07-01	New carriage requirements for chemicals in bulk. "Liquid substances" is replaced by "products".	IBC Code 1983	18	Oct-04	MEPC.119(52)
118	2007-01-01				N/E						Keel-laying date >= 1986-01-01	"Explosive range" is added as an additional characteristic to define the term "Fire hazard" in the IBC Code.	IBC Code 2004	1.2.1	Oct-04	MEPC.119(52)
119	2007-01-01				N/E						Keel-laying date >= 1986-07-01	New responsibility introduced: the shipyard is responsible for providing compatibility information for the materials used in construction to the ship operator and/or master in a timely manner before delivery.	IBC Code 2004	6.2	Oct-04	MEPC.119(52)
120	2007-01-01				N/E						Keel-laying date >= 1986-07-01	New responsibility introduced: the producer of the product that is submitted to IMO for evaluation is responsible for providing correct information.	IBC Code 2004	6.5.5	Oct-04	MEPC.119(52)
121	2007-01-01				N/E						Keel-laying date >= 1986-07-01	Halogenated hydrocarbon systems are no longer allowed as an alternative fire-extinguishing system for a cargo pump room.	IBC Code 2004	11.2.1	Oct-04	MEPC.119(52)
122	2007-01-01				N/E						Keel-laying date >= 1986-07-01	Complete revision in accordance with the re-categorisation of noxious liquid substances (NLS). About 180 chemical products have been omitted from the lists of products due to missing data for allocation of pollution categories. These products may therefore no longer be carried in bulk anymore.	IBC Code 2004	17+18+19	Oct-04	MEPC.119(52)
123	2007-01-01				N/E						Keel-laying date >= 1986-07-01	About 180 chemical products have been omitted from chapters 17 and 18 due to missing data for allocation of pollution categories. These products may therefore no longer be carried in bulk anymore.	IBC Code 2004	18	Oct-04	MEPC.119(52)
124	2007-01-01				N/E						Keel-laying date >= 1986-07-01	Pollution Category X is added to the product categories for which paragraph 16.2.6 is added to column "o" of chapter 17 of the IBC Code.	IBC Code 2004	21.6.2	Oct-04	MEPC.119(52)
125	2007-01-01				N/E						Keel-laying date >= 1986-07-01	IBC Code totally revised, i.e. paragraphs renumbered and references updated (esp. called by revised MARPOL 73/78 Annex II), editorially reworded and made more stringent by replacing "should" by "shall"; including re-categorisation of substances/ products (introducing categories X, Y, Z and OS) and revision of ship type and carriage requirements.	IBC Code 2004	-Complete Code	Oct-04	MEPC.119(52)
126	2007-01-01					N						Electrical equipment and cables installed in hazardous locations must comply with standards acceptable to the IMO.	IGC Code	10.1.4	Dec-04	MSC.177(79)
127	2007-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400; all oil tankers	The Oman area of the Arabian Sea is added to the special areas, where special mandatory methods for the prevention of sea pollution by oil is required.	MARPOL 73/78	I (2004)/1.11.9	Oct-04	MEPC.117(52)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
128	2007-01-01											Recognized organisations (i.e. classification societies), authorised to perform statutory work related to MARPOL I on behalf of a flag state administration, shall comply with IMO guidelines (A.739(18)) and specifications (A.789(19)).	MARPOL 73/78	I (2004)/6.3.1	Oct-04	MEPC.117(52)
129	2007-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	The discharge pipeline for residues from sludge tanks also shall be fitted with a standard discharge connection.	MARPOL 73/78	I (2004)/13	Oct-04	MEPC.117(52)
130	2007-01-01										Stationary ships	Stationary ships need not be provided with oil filtering equipment but shall be provided with a holding tank, to retain all oily bilge water for subsequent discharge to reception facilities.	MARPOL 73/78	I (2004)/14.3	Oct-04	MEPC.117(52)
131	2007-01-01										High-speed craft engaged on a scheduled service with a turnaround time not exceeding 24 hours.	High-speed craft need not be provided with oil filtering equipment but shall be provided with a holding tank, to retain all oily bilge water for subsequent discharge to reception facilities.	MARPOL 73/78	I (2004)/14.5.2	Oct-04	MEPC.117(52)
132	2007-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, oil tankers >= 150	Bunkering of fuel or bulk lubricating oil is a machinery space operation that shall be recorded on a tank-to-tank basis in the Oil Record Book Part I.	MARPOL 73/78	I (2004)/17.2.5	Oct-04	MEPC.117(52)
133	2007-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, oil tankers >= 150	Any failure of the oil filtering equipment shall be recorded in the Oil Record Book Part I (Machinery space operations).	MARPOL 73/78	I (2004)/17.5	Oct-04	MEPC.117(52)
134	2007-01-01			N							TDW >= 5,000	The pump room shall be provided with a double bottom from 1m (min) to 2 m (max) of height, except for specially designed pump rooms (e.g. gondola stern designs) or where the flooding of the pump room would not render the ballast or pump room system inoperative. Ballast pumps shall ensure efficient suction from double bottom tanks.	MARPOL 73/78	I (2004)/22	Oct-04	MEPC.117(52)
135	2007-01-01			N							Contract date >= 2007-01-01	Introduction of requirements on accidental oil outflow performance, based on probabilistic damage assumptions, replacing the deterministic concept of regulations 24, 25 and 26.	MARPOL 73/78	I (2004)/23	Oct-04	MEPC.117(52)
136	2007-01-01			E							Contract date < 2007-01-01	Size and arrangement of cargo tanks is limited by hypothetical outflow calculated in accordance with regulation 25 and damage assumptions of regulation 24.	MARPOL 73/78	I (2004)/26	Oct-04	MEPC.117(52)
137	2007-01-01			N/E							Delivery date > 1979-12-31, GT/GRT < 150, Ships with building contract placed < 1975-12-31 or with no building contract available and with keel-laying < 1976-06-30	Subdivision and damage stability criteria as specified in MARPOL I/28.3 are no longer applicable to very small tankers.	MARPOL 73/78	I (2004)/28	Oct-04	MEPC.117(52)
138	2007-01-01			N/E							Delivery date > 1979-12-31, GT/GRT >= 150, ships with building contract placed < 1975-12-31 or with no building contract available and with keel-laying < 1976-06-30	"Weathertight" (rather than "watertight") openings may be permitted within the required range of the righting lever curve in the damage stability criteria according to MARPOL I/28.3.3.	MARPOL 73/78	I (2004)/28.3.3		MEPC 52/24/ Add.2/Corr.1
139	2007-01-01			N/E							GT/GRT < 150	Very small tankers are no longer covered by the requirement that pipelines for the discharge of ballast or oil-contaminated water from cargo tank areas shall be led to the open deck or to the ship's side above the water line in the deepest ballast condition.	MARPOL 73/78	I (2004)/30.2	Oct-04	MEPC.117(52)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
140	2007-01-01			N/E							Delivery date > 1979-12-31, GT/GRT < 150	Very small tankers are no longer covered by the requirement that means shall be provided for stopping the discharge of ballast or oil-contaminated water from a position on the upper deck.	MARPOL 73/78	I (2004)/30.3	Oct-04	MEPC.117(52)
141	2007-01-01			N/E								Reference to BWM convention introduced.	MARPOL 73/78	I (2004)/30.6.1.3	Oct-04	MEPC.117(52)
142	2007-01-01			N							Contract date >= 2007-01-01, GT/GRT >= 150	Sea chests, permanently connected to the cargo pipeline system, shall be equipped with a sea chest valve and an additional inboard isolation valve. In addition to these valves, positive means (i.e. blind flanges) shall be provided to isolate the sea chest from the cargo piping system whilst the tanker is loading, transporting or discharging cargo.	MARPOL 73/78	I (2004)/30.7	Oct-04	MEPC.117(52)
143	2007-01-01			N/E							Delivery date > 1982-06-01, TDW >= 20,000, ships engaged in the trade of carrying crude oil.	All crude oil washing equipment installed on board, even if not required by MARPOL I/33.1, shall comply with the safety aspects of the specifications for the design, operation and control of Crude Oil Washing Systems (A.446(XI), as amended).	MARPOL 73/78	I (2004)/33.2	Oct-04	MEPC.117(52)
144	2007-01-01			N/E							TDW >= 5,000	Ships shall have prompt access to computerised, shore-based damage stability and residual structural strength calculation programs.	MARPOL 73/78	I (2004)/37	Oct-04	MEPC.117(52)
145	2007-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The Oman area of the Arabian Sea is now also a special area, where all ports shall be provided with adequate facilities for other residues and oily mixtures from all ships.	MARPOL 73/78	I (2004)/38	Oct-04	MEPC.117(52)
146	2007-01-01			N/E	N/E	N/E			N/E		Ships carrying NLS in bulk.	Term "NLS tanker" introduced to cover all ships used to carry a cargo or part cargo of noxious liquid substances (NLS) in bulk, including oil tankers engaged in such trade.	MARPOL 73/78	II (2004)/1.16.2	Oct-04	MEPC.118(52)
147	2007-01-01			N/E	N/E	N/E			N/E		Ships intended to carry individually identified vegetable oils (as defined in chapter 17 of the IBC code) in bulk.	Ships may, under certain conditions, be exempted from design and operational requirements of MARPOL II/11 for carrying vegetable oils.	MARPOL 73/78	II (2004)/4.1.3	Oct-04	MEPC.118(52)
148	2007-01-01				N/E							Provisional categorisation of liquid substances (in bulk) - replacing all previously issued circulars under this title.	MARPOL 73/78	II (2004)/6.3		MEPC.2/ Circ.12
149	2007-01-01				N/E							Non-categorised noxious liquid substances (NLS) or other substances may only be carried in bulk after full agreement on a provisional assessment has been reached among governments involved.	MARPOL 73/78	II (2004)/6.3	Oct-04	MEPC.118(52)
150	2007-01-01					N/E					Ships also holding IBC certificate of fitness	Liquefied gas carriers certified to carry NLS are no longer covered by the guidelines (A.673(16) and MEPC 120(52)) to establish measures for minimising uncontrolled discharge of noxious liquid substances (NLS) into sea.	MARPOL 73/78	II (2004)/11.2	Oct-04	MEPC.118(52)
151	2007-01-01				E						Keel-laying date < 1986-07-01	Each cargo tank for noxious liquid substances (NLS) including its associated piping must be arranged for not retaining cargo residues in excess of 300 litres for category X and Y substances and of 900 litres for category Z substances.	MARPOL 73/78	II (2004)/12.1	Oct-04	MEPC.118(52)
152	2007-01-01				E						Keel-laying date < 1986-07-01	Each cargo tank for noxious liquid substances (NLS) including its associated piping must be designed for not retaining cargo residues in excess of 300 litres for category X and Y substances and of 900 litres for category Z substances. However, if the ship cannot meet these requirements, compliance with the requirements for category Z substances shall be deemed to be reached if the tank is emptied to the most practicable extent.	MARPOL 73/78	II (2004)/12.1+.4	Oct-04	MEPC.118(52)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
153	2007-01-01				E							Permitted residue quantities for category X, Y, and Z substances 75 litres per tank, piping and pumping arrangement. Proof to be furnished by a performance test for the efficiency of the cargo pumping system in accordance with the procedures of this Annex II, Appendix 5.	MARPOL 73/78	II (2004)/12.3	Oct-04	MEPC.118(52)
154	2007-01-01				N							Each cargo tank for noxious liquid substances (NLS) including its associated piping must be designed for not retaining cargo residues in excess of 75 litres for noxious liquid substances (NLS) of category X, Y and Z.	MARPOL 73/78	II (2004)/12.3	Oct-04	MEPC.118(52)
155	2007-01-01				N							Each cargo tank for noxious liquid substances (NLS) including its associated piping must be designed for not retaining cargo residues in excess of 300 litres for category Z substances. However, if the ship cannot meet these requirements, compliance with the requirements shall be deemed to be reached if the tank is emptied to the most practicable extent.	MARPOL 73/78	II (2004)/12.4	Oct-04	MEPC.118(52)
156	2007-01-01				N							Underwater discharge outlet (or outlets) for cargo residues of substances X, Y and Z required.	MARPOL 73/78	II (2004)/12.6	Oct-04	MEPC.118(52)
157	2007-01-01				E							Underwater discharge outlet (or outlets) for cargo residues of noxious liquid substances (NLS) of categories X and Y required. For substances of category Z such underwater discharge outlet is not mandatory.	MARPOL 73/78	II (2004)/12.6 + 7	Oct-04	MEPC.118(52)
158	2007-01-01				N							Where the discharge into the sea is allowed, the discharge of cargo residues of noxious liquid substances (NLS) of categories X, Y and Z or mixtures containing such substances through an underwater discharge outlet is required.	MARPOL 73/78	II (2004)/13.2.1.2	Oct-04	MEPC.118(52)
159	2007-01-01				E							Where the discharge into the sea is allowed, the discharge of cargo residues of noxious liquid substances (NLS) of categories X and Y or mixtures containing such substances through an underwater discharge outlet is required. For substances of category Z such underwater discharge outlet is not mandatory.	MARPOL 73/78	II (2004)/13.2.1.2 + .2.2	Oct-04	MEPC.118(52)
160	2007-01-01				N/E							The administration may waive the requirements of the discharge into the sea of residues of noxious liquid substances (NLS) in category Z at a distance of not less than 12 nautical miles for ships engaged in national voyages of its flag state and additionally after an establishment of an agreement in writing in voyages to its adjacent state.	MARPOL 73/78	II (2004)/13.2.3	Oct-04	MEPC.118(52)
161	2007-01-01				N/E							Discharge standards of MARPOL II/13.2 apply also to water which has been introduced into a successfully pre-washed tank for NLS category X substances.	MARPOL 73/78	II (2004)/13.6.1.2	Oct-04	MEPC.118(52)
162	2007-01-01				N/E							Each ship shall have a standard formatted procedures and arrangements manual according to Appendix 4, which shall, for international voyages be in English, French or Spanish at the least.	MARPOL 73/78	II (2004)/14.1	Oct-04	MEPC.118(52)
163	2007-01-01				N/E							Any completed discharge operation shall be promptly recorded in the cargo record book.	MARPOL 73/78	II (2004)/15.2	Oct-04	MEPC.118(52)
164	2007-01-01				N/E							A surveyor shall make an appropriate entry into the cargo record book, after he has verified an operation according to the manual or has granted an exemption for a prewash.	MARPOL 73/78	II (2004)/16.2	Oct-04	MEPC.118(52)
165	2007-01-01				N/E							An exemption from the requirements for a prewash may only be granted by the government of the receiving party to a ship engaged in international trade. Such exemption has to be recorded in the cargo record book and endorsed by the surveyor.	MARPOL 73/78	II (2004)/16.7	Oct-04	MEPC.118(52)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
166	2007-01-01				N/E							Alternative measures of unloading that is not carried out in accordance with approved pumping conditions have to be recorded in the cargo record book.	MARPOL 73/78	II (2004)/16.8	Oct-04	MEPC.118(52)
167	2007-01-01				N/E							The form of the cargo record book has been amended to include the ship's IMO number. Furthermore, a receipt or certificate from the operator of the reception facility to which tank washings have been transferred shall be attached to the cargo record book.	MARPOL 73/78	II (2004)/ Appendix 2	Oct-04	MEPC.118(52)
168	2007-01-01				E							Revised procedures for testing the efficiency of cargo pumping systems, resulting in more stringent stripping requirements, however with a tolerance of 50 litres for each tank in ships built before 2007-01-01.	MARPOL 73/78	II (2004)/ Appendix 5	Oct-04	MEPC.118(52)
169	2007-01-01				N/E							Revised prewash procedures for cargo tanks used for noxious liquid substances (NLS).	MARPOL 73/78	II (2004)/ Appendix 6	Oct-04	MEPC.118(52)
170	2007-01-01						N/E					The application of the BLU Code is extended to ships carrying grain.	BLU Code	Complete Code	Dec-06	MSC.238(82)
171	2007-01-01				N/E							Corrigendum to MEPC.2/Circ.12 "Provisional categorization of liquid substances", Annex 1 (list 1) and Annex 9.	Circular	MEPC.2/Circ.12 - Provisional Categorization of Liquid Substances, Annex		MEPC.2/ Circ.12/Corr.1
172	2007-01-01 (anniversary of the date of delivery in 2007)			E							Delivery date >= 1980-01-01 and < = 1981-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state administrations may deny such ships entry to its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)
173	2007-01-01 (anniversary of the date of delivery in 2007)			E							Delivery date >= 1992-01-01 and < = 1992-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
174	2007-01-01 (at the first intermediate or renewal survey to be carried out after 1 January 2007, whichever comes first.)							E	E	E	Keel-laying date < 1998-07-01, freeboard length < 100 m, ships (other than those complying with SOLAS XII/12) having a single cargo hold below the freeboard deck (or holds which are not separated by at least one watertight bulkhead) without watertight side compartments each side of that hold extending vertically at least from inner bottom to freeboard deck.	Water level detectors shall give an audible and visual alarm on the navigation bridge at 0.3m water level above the inner bottom of the cargo hold and at water level 15% of the mean depth of the cargo hold. The water level detectors shall be fitted at the aft end of the hold, or above its lowest part where the inner bottom is not parallel to the designed waterline. Additional detectors may be required by the administrations, where webs or partial watertight bulkheads are fitted above the inner bottom.	SOLAS 1974	II-1 (1981)/23-3	May-05	MSC.194(80)
175	2007-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the IAMSAR manual, including Volume III of which an up-to-date copy is to be carried on board.	SOLAS 1974	V (2000)/21.2		MSC.1/ Circ.1181

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
176	2007-06-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The shipping industry is invited to take any action deemed appropriate in the circumstances of piracy and armed robbery against ships in the waters off the coast of Somalia and, in particular, to comply with the recommendations in MSC/Circ.622/ Rev.1 (Recommendations to governments ...) and MSC/Circ.623/Rev.3 (Guidance to shipowners and ship operators, shipmasters and crews on preventing and supressing acts of piracy and armed robbery against ships).	Piracy Code			MSC.1/ Circ.1233
177	2007-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Entry into force of the new mandatory ship reporting system "In the Galapagos PSSA" (GALREP)	SOLAS 1974	V (2000)/11	Dec-06	MSC.229(82)
178	2007-07-01						E	E	E	E	Keel-laying date < 2002-07-01, GT/GRT >= 300 and < 3,000, ships engaged in international voyages	Automatic identification system (AIS) to be fitted on board.	SOLAS 1974	V (2000)/19.2.4.3	Dec-00	MSC.99(73)
179	2007-07-01										Keel-laying date >= 1996-01-01 and < 2002-07-01,GT/GRT >= 150 and < 3,000, cargo High-speed craft	Craft to be provided with AIS (automatic identification system). AIS should automatically provide and receive information, monitor and track vessels and exchange data with shore-based facilities.	HSC Code 1994	13.15	Jun-01	MSC.119(74)
180	2007-07-01			N							Ships for which no building contract is available.	Introduction of requirements on accidental oil outflow performance, based on probabilistic damage assumptions, replacing the deterministic concept of regulations 24, 25 and 26.	MARPOL 73/78	I (2004)/23	Oct-04	MEPC.117(52)
181	2007-07-01			E								Size and arrangement of cargo tanks is limited by hypothetical outflow calculated in accordance with regulation 25 and damage assumptions of regulation 24.	MARPOL 73/78	I (2004)/26	Oct-04	MEPC.117(52)
182	2007-07-01			N							GT/GRT >= 150	Sea chests, permanently connected to the cargo pipeline system, shall be equipped with a sea chest valve and an additional-inboard isolation valve. In addition to these valves, positive means (i.e. blind flanges) shall be provided to isolate the sea chest from the cargo piping system whilst the tanker is loading, transporting or discharging cargo.	MARPOL 73/78	I (2004)/30.7	Oct-04	MEPC.117(52)
183	2007-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the mandatory ship reporting system "In the Gulf of Finland"	Resolution	MSC.43(64) - Ship Reporting System	Dec-06	MSC.231(82)
184	2007-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the mandatory ship reporting system "In the Storebaelt (Great Belt)"	Resolution	MSC.63(67) - Ship Reporting Systems	Dec-06	MSC.230(82)
185	2007-07-01 (final date for compliance)						E				Keel-laying date < 2004-07-01	Means for bilge and ballast tank pumping/draining shall be capable of being brought into operation from a readily accessible space.	SOLAS 1974	XII/13.2	Dec-02	MSC.134(76)
186	2007-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1986-07-01 and < 1987-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
187	2007-07-01 (first scheduled dry-docking after, not later than 2010-07-01)			E	E	E	E	E	E	E	Keel-laying date < 2002-07-01, GT/GRT >= 3,000 and < 20,000	Ships must be fitted with a voyage date recorder (VDR) or a simplified voyage data recorder (S-VDR). Exemptions may be granted for ships which will be taken permanently out of service within two years of the implementation date.	SOLAS 1974	V (2000)/20.2.1+2.3	Dec-04	MSC.170(79)
188	2007-08-01	N	N	N	N	N	N	N	N	N	Contract date >= 2007-08-01, ships with an aggregate oil fuel capacity of at least 600 m³	New requirement on “oil fuel tank protection” of oil fuel tanks greater than 30 m³, either by means of double hull or by compliance with a probabilistic oil outflow performance standard. The capacity of individual oil fuel tanks is limited to 2,500 m³.	MARPOL 73/78	I (2004)/12A	Mrz-06	MEPC.141(54)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
189	2007-08-01			N/E							TDW >= 600, ships carrying heavy grade oil as cargo.	The definition of "heavy grade oils" is changed - it is no longer limited to fuel oils with special density or a kinematic viscosity but to all oils (other than crude oils) with that density or viscosity.	MARPOL 73/78	I (2004)/21	Mrz-06	MEPC.141(54)
190	2007-08-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships with GT/GRT >= 400 or certified to carry more than 15 persons, with keel-laying date >= 2003-09-27 or delivery date >= 2006-09-27	Ship may be subject to inspection by port state control officers regarding operational requirements of MARPOL IV (Sewage).	MARPOL 73/78	IV (2000)/13	Mrz-06	MEPC.143(54)
191	2007-08-01				E						Keel-laying date < 1986-07-01	BCH Code has been revised to reflect the 2007 revision of MARPOL II.	BCH Code	Preamble	Mrz-06	MEPC.144(54)
192	2007-11-17	N	N	N	N	N	N	N	N	N	Keel-laying date >= 2009-01-01 and < = 2011-12-31, ships with ballast water capacity of less than 5,000 m³ and with the second annual survey performed after 2011.	IMO recommends that parties to the BWM convention should issue an additional declaration stating that ships subject to regulation B-3.3 (ballast water management) need not comply with the ballast water treatment requirements of regulation D-2 until their second annual survey, but not later than 2011-12-31.	BWM 2004	B-3.3	Nov-07	A.1005(25)
193	2007-11-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Criteria for the provision of mobile satellite communication systems in the global maritime distress and safety system (GMDSS)" (revokes resolution A.888(21) and MSC/Circ.1077) require ships to carry equipment which can utilise only those satellite systems that have been recognised by IMO and conform to adopted standards.	SOLAS 1974	IV/5	Nov-07	A.1001(25)
194	2007-11-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Revised survey guidelines under the harmonized system of survey and certification (HSSC)" revokes resolution A.948(23).	Resolution	A.948(23) - Revised HSSC	Nov-07	A.997(25)
195	2007-12-17			N/E		N/E			N/E		Ships certified to carry NLS in bulk.	Provisional categorisation of liquid substances (in bulk) - replacing all previously issued circulars under this title.	MARPOL 73/78	II (2004)/6.3		MEPC.2/ Circ.13
196	2007-12-17				N/E							Provisional categorisation of liquid substances (in bulk) - replacing all previously issued circulars under this title.	MARPOL 73/78	II (2004)/6.3		MEPC.2/ Circ.13
197	2007-12-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships fitted with Inmarsat-A SES.	INMARSAT-A services will be withdrawn on 2007-12-31.	SOLAS 1974	IV/8.1.5.1		MSC/Circ.1076
198	2008-01-01						N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form as cargo	Numerous amendments to all parts (1 to 7) of the IMDG Code, including chapter 3.2 (dangerous goods list) and the list of contact points; insertion of new paragraphs 2.1.3.5 "Assignment of fireworks to hazard divisions" and 4.3.2.4.2 "Bulk wastes of class 6.2". Administrations may apply the amended code on a voluntary basis as from 2007-01-01.	IMDG Code		May-06	MSC.205(81)
199	2008-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Minimum requirement for ship security officers: candidates shall have at least 12 months seagoing service or appropriate seagoing service and knowledge of ship operations and shall meet standard A-VI/5 of the STCW Code; certificate of proficiency shall be issued; former qualifications shall be compared with those specified in STCW Code A-VI/5. Personnel holding former qualifications as ship security officers may be recognised until 2009-07-01.	STCW 1978	VI/5	May-06	MSC.203(81)
200	2008-01-01		N/E									Modified table A-VI/2-2 "Specification of the minimum standard of competence in fast rescue boats"	STCW Code	A/VI/2	May-06	MSC.209(81)
201	2008-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New section A-VI/5 and table are inserted: mandatory minimum requirements for the issue of certificates of proficiency for shipsecurity officers	STCW Code	A/VI/5	May-06	MSC.209(81)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
202	2008-01-01 (anniversary date of delivery of ship in 2008)			E							Delivery date < 1996-07-06, TDW >= 600 and < 5,000, ships carrying heavy grade oil as cargo.	Ships may no longer carry heavy grade oil as cargo, unless complying with the requirements of regulation 13F (double hull).	MARPOL 73/78	I (1973)/13H.4	Dec-03	MEPC.111(50)
203	2008-01-01 (anniversary of the date of delivery in 2008)			E							Delivery date >= 1982-01-01 and < = 1982-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state administrations may deny such ships entry to its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)
204	2008-01-01 (anniversary of the date of delivery in 2008)			E							Delivery date >= 1993-01-01 and < = 1993-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
205	2008-02-01	N	N	N	N	N	N	N	N	N	Ships with an aggregate oil fuel capacity of at least 600 m³ and with no building contract available	New requirement on "oil fuel tank protection" of oil fuel tanks greater than 30 m³, either by means of double hull or by compliance with a probabilistic oil outflow performance standard. The capacity of individual oil fuel tanks is limited to 2,500 m³ .	MARPOL 73/78	I (2004)/12A	Mrz-06	MEPC.141(54)
206	2008-02-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying Gas to Liquid (GTL) oils (naphtha, kerosene, diesel and lubricating base oils).	It is confirmed that the marine transport of petroleum gas derived oils (GTL, e. g. naphtha, kerosene, diesel and lubricating base oils) should be handled in accordance with the requirements of MARPOL Annex I.	MARPOL 73/78	I (2004)/-Complete Annex		BLG.1/Circ.23
207	2008-03-01			E							Delivery date < 1996-07-06, TDW >= 5,000, category 2 and category 3 oil tankers as defined in MARPOL I/13G, i.e. "single hull" tankers carrying oil cargo in bulk, and at least 15 years of age.	A surveyor attending a CAS survey may, in case of concern regarding residual throat thickness of fillet welds, refer to the "Guidelines on the assessment of residual fillet weld between deck plating and longitudinals (MEPC.147(54))".	CAS	7, Table 7.3.3.	Oct-06	MEPC.155(55)
208	2008-03-01			E							Delivery date < 1996-07-06, TDW >= 5,000, category 2 and category 3 oil tankers as defined in MARPOL I/13G, i.e. "single hull" tankers carrying oil cargo in bulk, and at least 15 years of age.	Updated procedures for CAS statement of compliance remaining valid in case of change of flag, ownership or recognised organisation or a change of flag during a CAS survey.	CAS	13.8-13.15	Oct-06	MEPC.155(55)
209	2008-03-06				N/E						Keel-laying date >= 1986-07-01	The product names of bulk liquids indicated in the shipping documents should always be the most specific listed in chapter 17 or 18 of the IBC Code or the latest MEPC.2 circular in preference to any generic entries.	IBC Code 2004	17/18		BLG.1/Circ.25
210	2008-03-06			N/E		N/E			N/E		Keel-laying date >= 1986-07-01, ships carrying NLS in bulk.	The product names of bulk liquids indicated in the shipping documents should always be the most specific listed in chapter 17 or 18 of the IBC Code or the latest MEPC.2 circular in preference to any generic entries.	IBC Code 2004	17/18		BLG.1/Circ.25
211	2008-03-06				N/E							Cleaning additives for use in tank washing are to be re-evaluated under the revised MARPOL II in accordance with the revised guidelines circulated under MEPC.1/590 on 2007-08-01.	MARPOL 73/78	II (2004)/13.5.2		BLG.1/Circ.24

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
212	2008-03-06			N/E		N/E			N/E		Ships carrying NLS in bulk	Cleaning additives for use in tank washing are to be re-evaluated under the revised MARPOL II in accordance with the revised guidelines circulated under MEPC.1/590 on 2007-08-01.	MARPOL 73/78	II (2004)/13.5.2		BLG.1/Circ.24
213	2008-04-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised procedure for approval of ballast water management systems that make use of active substances (G9). Revokes resolution MEPC.126(53).	BWM 2004	D-3, G9	Apr-08	MEPC.169(57)
214	2008-04-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Designation of the Papahānaumokuākea Marine National Monument as a particularly sensitive sea area.	Resolution	A.927(22) – Designation of Special Areas	Apr-08	MEPC.171(57)
215	2008-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Repeated publication of the Resolutions MSC.248(83), MSC.249(83) and MSC.251(83).	SOLAS 1974	V (2000)/11		SN.1/Circ.264
216	2008-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New ship reporting system for "The Papahānaumokuākea Marine National Monument" Particularly Sensitive Sea Area (PSSA) - (CORAL SHIPREP).	SOLAS 1974	V (2000)/11	Oct-07	MSC.248(83)
217	2008-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 150; vessels engaged in towing	New mandatory ship reporting system "On the approaches to the Polish ports in the Gulf of Gdansk (GDANREP)".	SOLAS 1974	V (2000)/11	Oct-07	MSC.249(83)
218	2008-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the existing mandatory ship reporting systems, "Off Ushant (OUESSREP)", "Off Les Casquets (MANCHEREP)" and "Dover Strait/Pas de Calais (CALDOVREP)".	SOLAS 1974	V (2000)/11	Oct-07	MSC.251(83)
219	2008-05-16										Special purpose ships with keel-laying date < 2008-05-13	Revised and updated Code of Safety for Special Purpose Ships (SPS Code), such as sail training ships, cable laying and research vessels. The 2008 version of the originally in 1983 adopted SPS Code provides an international standard of safety for new special purpose ships that will result in a level of safety for the ships and their personnel equivalent to that required by SOLAS. The purpose of the code is to recommend design criteria, construction standards and other safety measures for special purpose ships.	SPS Code 2008		May-08	MSC.266(84)
220	2008-05-16 (certified on or after 2008-05-13)										Ships that carry more than 12 special personnel, i.e. persons who are specially needed for the particular operational duties of the ship and are carried in addition to those persons required for the normal navigation, engineering and maintenance of the ship or engaged to provide services for the persons carried on board.	Revised and updated Code of Safety for Special Purpose Ships (SPS Code), such as sail training ships, cable laying and research vessels. The 2008 version of the originally in 1983 adopted SPS Code provides an international standard of safety for new special purpose ships that will result in a level of safety for the ships and their personnel equivalent to that required by SOLAS. The purpose of the code is to recommend design criteria, construction standards and other safety measures for special purpose ships.	SPS Code 2008		May-08	MSC.266(84)
221	2008-05-19 (final termination of transitional period)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2005-05-19, GT/GRT >= 400	An International Air Pollution Prevention Certificate (IAPP) shall be issued after survey in accordance with the provisions of MARPOL VI/5 has shown compliance with NOx emission control requirements according to VI/13.	MARPOL 73/78	VI/6	Oct-97	MP/ CONF.3/34, Annex
222	2008-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	Amendments to the IAMSAR manual.	SOLAS 1974	V (2000)/21.2		MSC.1/ Circ.1249
223	2008-06-01 (fitting of equipment onboard)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01, cargo ships only if GT/GRT >= 3,000	Requirements for "Download and playback equipment for investigation authorities" added to the performance standards for VDRs.	Resolution	A.861(20) - VDRs, Section 8	May-06	MSC.214(81)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
224	2008-06-01 (fitting of equipment onboard)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date < 2002-07-01, GT/GRT < 3000	Requirements for "Download and playback equipment for investigation authorities" added to the performance standards for S-VDRs.	Resolution	MSC.163(78) - S-VDRs, Section 8	May-06	MSC.214(81)
225	2008-06-05	N/E	N/E									Guidance to contracting governments in relation to the survey and certification of the compliance of ships, High-speed craft and mobile offshore drilling units entitled to fly their flag with the obligation to transmit LRIT information.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1257
226	2008-06-05			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	Guidance to contracting governments in relation to the survey and certification of the compliance of ships, High-speed craft and mobile offshore drilling units entitled to fly their flag with the obligation to transmit LRIT information.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1257
227	2008-07-01	N	N	N	N	N	N	N	N	N	Contract date >= 2008-07-01	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks.	SOLAS 1974	II-1 (1981)/3-2.2	Dec-06	MSC.216(82)
228	2008-07-01						N				Contract date >= 2008-07-01, freeboard length >= 150 m, ships with double-side skin spaces.	Protective coating in compliance with the performance standard MSC.215(82) is required for double-side skin spaces of bulk carriers.	SOLAS 1974	II-1 (1981)/3-2.2	Dec-06	MSC.216(82)
229	2008-07-01	N	N	N	N	N	N	N	N	N	Contract date >= 2008-07-01	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme.	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)
230	2008-07-01			N							Contract date >= 2008-07-01, freeboard length < 150 m, ships that are not covered by IACS Common Structural Rules (CSR)	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. For an IACS interpretation concerning the documentation of that maintenance see IACS UI SC122/Rev.1. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)
231	2008-07-01						N				Contract date >= 2008-07-01, freeboard length < 90 m, ships that are not covered by IACS Common Structural Rules (CSR)	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme. For an IACS interpretation concerning the documentation of that maintenance see IACS UI SC122/Rev.1. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)
232	2008-07-01			N							Contract date >= 2008-07-01, freeboard length < 150 m, ships that are not covered by IACS Common Structural Rules (CSR)	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
233	2008-07-01						N				Contract date >= 2008-07-01, freeboard length < 90 m, ships that are not covered by IACS Common Structural Rules (CSR)	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
234	2008-07-01						N				Contract date >= 2008-07-01, freeboard length >= 150 m, ships with double-side skin spaces that are not covered by IACS Common Structural Rules (CSR).	Protective coating in compliance with the performance standard MSC.215(82) is required for double-side skin spaces of bulk carriers. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
235	2008-07-01	N	N	N	N	N	N	N	N	N	Contract date >= 2008-07-01	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system.	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
236	2008-07-01						N				Contract date >= 2008-07-01, freeboard length < 90 m, ships that are not covered by IACS' Common Structural Rules (CSR)	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
237	2008-07-01	N	N		N	N		N	N	N	Contract date >= 2008-07-01	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
238	2008-07-01			N							Contract date >= 2008-07-01, freeboard length < 150 m, ships that are not covered by IACS Common Structural Rules (CSR)	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
239	2008-07-01			N/E	N/E	N/E					Keel-laying date >= 2002-07-01, length oa >= 75 m and < = 125 m	Class "A-0" instead of "A-60" is acceptable for windows and sidescuttles arranged in that part of superstructures and deckhouses which is located between 3 m and 4% of the ship's length, measured from the end boundary facing the cargo area.	SOLAS 1974	II-2 (2000)/4.5.2.3	Dec-06	MSC.216(82)
240	2008-07-01			N/E	N/E	N/E					Keel-laying date >= 2002-07-01, length oa >= 125 m	Class "A-0" instead of "A-60" is acceptable for windows and sidescuttles arranged in that part of superstructures and deckhouses which is located between 3 m and 5 m, measured from the end boundary facing the cargo area.	SOLAS 1974	II-2 (2000)/4.5.2.3	Dec-06	MSC.216(82)
241	2008-07-01			N/E	N/E	N/E					Keel-laying date >= 2002-07-01, length oa < = 75 m	Class "A-0" instead of "A-60" is acceptable for windows and sidescuttles arranged in that part of superstructures and deckhouses which is located between 3 m and 4% of the ships length, measured from the end boundary facing the cargo area.	SOLAS 1974	II-2 (2000)/4.5.2.3	Dec-06	MSC.216(82)
242	2008-07-01	N/E	N/E								Keel-laying date>= 2002-07-01	Requirements on maximum calorific value of combustible materials (para. 3.2.2) and low flame-spread characteristics of exposed surfaces (para. 3.2.4) shall also apply to cabin balconies.	SOLAS 1974	II-2 (2000)/5.3.2.1.1	Dec-06	MSC.216(82)
243	2008-07-01	N/E	N/E								Keel-laying date >= 2002-07-01	Natural hardwood decking systems on cabin balconies need not have low flame-spread characteristics.	SOLAS 1974	II-2 (2000)/5.3.2.4.1.3	Dec-06	MSC.216(82)
244	2008-07-01	N	N									Paints and other finishes on exposed surfaces on cabin balconies shall not be capable of producing excessive quantities of smoke and toxic products.	SOLAS 1974	II-2 (2000)/6.2.2	Dec-06	MSC.216(82)
245	2008-07-01	N	N									Primary deck coverings on cabin balconies shall not give rise to smoke, toxic or explosive hazards at elevated temperatures.	SOLAS 1974	II-2 (2000)/6.3.2	Dec-06	MSC.216(82)
246	2008-07-01	N	N									Non-load-bearing partial bulkheads separating adjacent cabin balconies shall be capable of being opened by the crew from each side for the purpose of fire-fighting.	SOLAS 1974	II-2 (2000)/9.2.2.6	Dec-06	MSC.216(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
247	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	The general emergency alarm system shall be audible throughout all the accommodation and normal crew working spaces.	SOLAS 1974	III (1996)/6.4.3	Dec-06	MSC.216(82)
248	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Inflatable rescue boats shall be stowed in a fully inflated condition at all times.	SOLAS 1974	III (1996)/14.1	Dec-06	MSC.216(82)
249	2008-07-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01, all ships equipped with a free-fall lifeboat	New requirements for the abandon ship drills with free-fall lifeboats.	SOLAS 1974	III (1996)/19.3.3.4	Dec-06	MSC.216(82)
250	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Turning "end for end" is no longer a prescribed maintenance measure for falls used in launching of lifeboats.	SOLAS 1974	III (1996)/20.4.1 + 4.2	Dec-06	MSC.216(82)
251	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1986-07-01, if earlier only as far as practicable	Change to requirements for lifeboat and rescue boat's engine testing procedures.	SOLAS 1974	III (1996)/20.6.2	Dec-06	MSC.216(82)
252	2008-07-01	E	E	E	E	E	E	E	E	E	Keel-laying date < 1986-07-01, requirement to be complied with as far as practicable	Change to requirements for lifeboat and rescue boat's engine testing procedures.	SOLAS 1974	III (1996)/20.6.2	Dec-06	MSC.216(82)
253	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The winch brake of launching appliances shall be dynamically tested with a load equal to 1.1 times the weight of the fully loaden boat (rather than 1.1 times the maximum working load of the winch).	SOLAS 1974	III (1996)/20.11.1.3	Dec-06	MSC.216(82)
254	2008-07-01	N/E	N/E									The winch brake of launching appliances shall be dynamically tested with a load equal to 1.1 times the weight of the fully loaden boat (rather than 1.1 times the maximum working load of the winch).	SOLAS 1974	III (1996)/20.11.1.3	Dec-06	MSC.216(82)
255	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The requirements on periodic servicing of launching appliances and on-load release gear are extended to cover also rescue boat on-load release gear and free-fall lifeboat release systems.	SOLAS 1974	III (1996)/20.11.2	Dec-06	MSC.216(82)
256	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New requirements for maintenance and testing of automatic release hooks for davit-launched life-rafts	SOLAS 1974	III (1996)/20.11.3	Dec-06	MSC.216(82)
257	2008-07-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E		Introduction of mass limitations for life-rafts.	SOLAS 1974	III (1996)/31.1	Dec-06	MSC.216(82)
258	2008-07-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E		Life-rafts provided for easy side-to-side transfer are limited to a mass of 185 kg.	SOLAS 1974	III (1996)/31.1.1.2	Dec-06	MSC.216(82)
259	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Training manuals on life-saving appliances shall be written in the working language of the ship.	SOLAS 1974	III (1996)/35.5	Dec-06	MSC.216(82)
260	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships calling at ports within the eastern ATBA off the south and southwest coast of Iceland.	Repeated publication of the Resolution MSC.250(83): new mandatory ship reporting system "off the southwest coast of Iceland".	SOLAS 1974	V (2000)/11		SN.1/Circ.264
261	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 5,000, ships permitted to transit the eastern ATBA south of 63° 45' N on national voyages and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.	Repeated publication of the Resolution MSC.250(83): new mandatory ship reporting system "off the southwest coast of Iceland".	SOLAS 1974	V (2000)/11		SN.1/Circ.264
262	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 5,000, ships permitted to transit the eastern ATBA south of 63° 45' N on national voyages and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.	New mandatory ship reporting system "Off the southwest coast of Iceland (TRANSREP)".	SOLAS 1974	V (2000)/11	Oct-07	MSC.250(83)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
263	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships calling at ports within the eastern ATBA off the south and southwest coast of Iceland.	New mandatory ship reporting system "Off the southwest coast of Iceland (TRANSREP)".	SOLAS 1974	V (2000)/11	Oct-07	MSC.250(83)
264	2008-07-01	E	E	E	E	E	E	E	E	E	Keel-laying date < 2002-07-01, ships not engaged in international voyages	Automatic identification system (AIS) to be fitted on board.	SOLAS 1974	V (2000)/19.2.4.3	Dec-00	MSC.99(73)
265	2008-07-01			E	E	E	E	E	E	E	Keel-laying date < 1994-07-18, GT/GRT < = 500, vessels using the tonnage interim scheme A.494(XII)	Expiry of interim measures, by which ships shall acknowledge the security measures established in ports and request a "Declaration of Security", as full compliance with security requirements of SOLAS XI-2 and the ISPS Code is required on 2008-07-01.	SOLAS 1974	XI-2/10.3		MSC/Circ.1157
266	2008-07-01			E	E	E	E	E	E	E	Keel-laying date < 1994-07-18, GT/GRT < 500, vessels using a GRT of < 500 in accordance with the tonnage interim scheme A.494(XII).	Ships and operating companies shall fully comply with the security requirements of SOLAS XI-2 and part A of the ISPS Code, as the transitional period introduced with the interim scheme expires.	SOLAS 1974	XI-2/Complete Chapter		MSC/Circ.1157
267	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Newly introduced requirements on the system performance of portable foam applicators include a minimum foam solution flow rate of at least 200 l/min at the nominal pressure in the fire main.	FSS Code	4.3.2	Dec-06	MSC.217(82)
268	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	The depth of the foam blanket produced by a fixed local low-expansion foam fire-extinguishing system is no longer specified to be at least 150 mm. However, the foam blanket shall be effective. (These systems are of minor practical relevance only, may be an alternative for protection of fuel oil purifiers on ships where a local application system acc. to SOLAS II-2/10.5.6 is not required (cargo ships less than 2000 GT).)	FSS Code	6.2.3.1.2	Dec-06	MSC.217(82)
269	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Fixed pressure water-spraying fire-extinguishing systems for machinery spaces and cargo pumprooms and for cabin balconies must be approved. Equivalent water-mist fire-extinguishing systems for machinery spaces and cargo pumprooms must also be approved.	FSS Code	7.2.1	Dec-06	MSC.217(82)
270	2008-07-01	N/E	N/E								Keel-laying date >= 2002-07-01	Fixed fire detection and fire alarm systems for cabin balconies must be approved.	FSS Code	9.2.6	Dec-06	MSC.217(82)
271	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	All pyrotechnic life-saving appliances must have the expiry date clearly marked.	LSA Code	1.2	Dec-06	MSC.218(82)
272	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The construction of an immersion suit shall also take into account the donning of associated clothing and a necessary life jacket as well as inflation of orally inflatable chambers, if fitted.	LSA Code	2.3.1.1.1	Dec-06	MSC.218(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
273	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	New specification regarding the intensity of the life-raft interior lights.	LSA Code	4.1.3.4	Dec-06	MSC.218(82)
274	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	New requirements for food and potable water rations in life-rafts, including detailed packing instructions.	LSA Code	4.1.5.1	Dec-06	MSC.218(82)
275	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The inflation system and any equipment installed for the purpose of inflating the life-raft, shall comply with the requirements of an international standard which is acceptable to the organisation.	LSA Code	4.2.2.3	Dec-06	MSC.218(82)
276	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The boarding ramp of inflatable life-rafts shall be capable of supporting a person weighing 100 kg sitting or kneeling and not holding onto any other part of the life-raft, to enable persons to board the life-raft from the sea.	LSA Code	4.2.4.1	Dec-06	MSC.218(82)
277	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Inflatable life-rafts weighing more than 185 kg must have their mass clearly marked on the life-raft container.	LSA Code	4.2.6.3	Dec-06	MSC.218(82)
278	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The boarding ramp of rigid life-rafts shall be capable of supporting a person weighing 100 kg sitting or kneeling and not holding onto any other part of the life-raft, to enable persons to board the life-raft from the sea.	LSA Code	4.3.4.1	Dec-06	MSC.218(82)
279	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Requirements and limitatons for the launching of lifeboats.	LSA Code	4.4.1.1	Dec-06	MSC.218(82)
280	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Lifeboats to be fitted with an affixed approval plate and additionally with a certificate or a declaration of conformity showing certain information. The measured towing force must also be included in the certificate / declaration of conformity.	LSA Code	4.4.1.2	Dec-06	MSC.218(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
281	2008-07-01	N/E	N/E								Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Boarding time limits on passenger ship lifeboats changed from "rapidly" to "not more than ten minutes".	LSA Code	4.4.3.1	Dec-06	MSC.218(82)
282	2008-07-01	E	E								Applies to new LSA-equipment resp. -installations only.	Boarding time limits on passenger ship lifeboats changed from "rapidly" to "not more than 10 minutes".	LSA Code	4.4.3.1	Dec-06	MSC.218(82)
283	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Lifeboats shall be able to tow, at a speed of at least two knots, the "largest life-raft carried on the ship".	LSA Code	4.4.6.8	Dec-06	MSC.218(82)
284	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	New requirements for lifeboats launching release mechanism introduced. Additionally, to free the release mechanism for maintenance, means shall be provided for hanging-off the lifeboat.	LSA Code	4.4.7.6	Dec-06	MSC.218(82)
285	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Requirements for interior lighting of lifeboats.	LSA Code	4.4.7.11	Dec-06	MSC.218(82)
286	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Lifeboat equipment: more detailed requirements for water rations in the lifeboat are introduced by referring to para. 4.1.5.1.19.	LSA Code	4.4.8.9	Dec-06	MSC.218(82)
287	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Lifeboat interior colours must not cause discomfort to occupants.	LSA Code	4.5.3	Dec-06	MSC.218(82)
288	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Also for totally enclosed lifeboats the interior colour shall be a light colour not causing discomfort to the occupants.	LSA Code	4.6.2.8	Dec-06	MSC.218(82)
289	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The free-fall height of free fall lifeboats is no longer limited by the free-fall certification height.	LSA Code	4.7.3.3	Dec-06	MSC.218(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
290	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Rescue boats need not comply with the speed requirements of lifeboats (para. 4.4.6.8), but shall comply with requirements for release mechanism (para. 4.4.7.6), arrangements for securing the VHF radio-telephone antenna (para. 4.4.7.8), manually controlled exterior lamp for signalling (para. 4.4.7.10) and manually controlled lamp for reading use (para. 4.4.7.11) of lifeboats.	LSA Code	5.1.1.1	Dec-06	MSC.218(82)
291	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Spacing in rescue boats must take into account persons wearing immersion suits, and life jackets if required.	LSA Code	5.1.1.3.2	Dec-06	MSC.218(82)
292	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Rescue boats shall be provided with sufficient fuel, suitable for use throughout the temperature range expected in the area the ship operates. Manoeuvring and speed requirements shall be fulfilled under full loaded conditions (of persons and equipment).	LSA Code	5.1.1.6	Dec-06	MSC.218(82)
293	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Requirement for good visibility from the control and steering position in rescue boats.	LSA Code	5.1.1.12	Dec-06	MSC.218(82)
294	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Inflated rescue boats no longer need to be maintained at all times in a fully inflated condition.	LSA Code	5.1.3.11	Dec-06	MSC.218(82)
295	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	New requirement for rescue boat launching appliances which have to be provided with foul weather recovery strops.	LSA Code	6.1.1.11	Dec-06	MSC.218(82)
296	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	Lifeboat launching appliances must be provided with means for hanging-off the lifeboat to free the on-load release mechanism for maintenance purposes.	LSA Code	6.1.2.13	Dec-06	MSC.218(82)
297	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and 2008-07-01, new LSA-equipment resp. -installations only	New section, covering launching appliance's requirements for fast rescue boats.	LSA Code	6.1.7	Dec-06	MSC.218(82)
298	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The requirement that the general emergency alarm system shall be audible throughout all of the accommodation and normal crew working spaces is deleted here and is moved to SOLAS III/6.4.3.	LSA Code	7.2.1.1	Dec-06	MSC.218(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
299	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-07-01, if keel-laying date >= 1998-07-01 and < 2008-07-01, new LSA-equipment resp. -installations only	The requirement that in cabins without a loudspeaker installation, an electronic alarm transducer shall be installed (e.g. a buzzer or similar) is deleted.	LSA Code	7.2.1.2	Dec-06	MSC.218(82)
300	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	New installation of materials containing asbestos for the structure, machinery, electrical installation and equipment is prohibited, except for vanes used in rotary vane compressors and rotary vane vacuum pumps; watertight joints, linings, supple and flexible thermal insulation assemblies used for high temperatures.	HSC Code 1994	1.2	Dec-06	MSC.221(82)
301	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	Novel life-saving appliances or arrangements have to provide minimum safety standards and must have been evaluated and tested before giving approval by the administration. An administration permitting extension of life-raft service intervals should notify the IMO.	HSC Code 1994	8.9.1	Dec-06	MSC.221(82)
302	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	Each marine evacuation system (MES) should be deployed from the craft on a rotational basis at agreed intervals (by the administration) with each system to be deployed at least once every six years.	HSC Code 1994	8.9.7.2	Dec-06	MSC.221(82)
303	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	Launching appliances for life-saving appliances have to be serviced at recommended intervals, thoroughly examined at the annual surveys and subjected to a dynamic test of the winch brake at maximum lowering speed.	HSC Code 1994	8.9.10	Dec-06	MSC.221(82)
304	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	Extended servicing intervals may be allowed by the administration to new and novel inflatable life-raft arrangements if the same standard throughout the extended servicing intervals is maintained, the life-raft system is checked on board by certified personel and service is carried out regularly at maximum five-year intervals.	HSC Code 1994	8.9.11	Dec-06	MSC.221(82)
305	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	Provisions for radiocommunications facilities shall be in compliance with chapter 14 of the 2000 HSC Code.	HSC Code 1994	14.1	Dec-06	MSC.221(82)
306	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and <2002-07-01	Corrigendum to the amendment 8 in MSC.221(82). The complete chapter 14 (Radiocommunications) is replaced by the equivalent chapter of the 2000 HSC Code (not only regulation 14.1).	HSC Code 1994	14.-Complete Chapter		MSC 82/24/ Add.1/Corr.2
307	2008-07-01										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	In the Record of Equipment for HSC Safety Certificate the new item "Long-range identification and tracking system" is added.	HSC Code 1994	Annex 1, Section 5, Item 14	Dec-06	MSC.221(82)
308	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01,	New installation of materials containing asbestos for the structure, machinery, electrical installation and equipment is prohibited, except for vanes used in rotary vane compressors and rotary vane vacuum pumps; watertight joints, linings, supple and flexible thermal insulation assemblies used for high temperatures.	HSC Code 2000	1.2	Dec-06	MSC.222(82)
309	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The speed to be used in the calculation of time to reach a place of refuge is changed from "Operational speed" to "90% of maximum speed".	HSC Code 2000	1.3.4.1 + 4.2	Dec-06	MSC.222(82)
310	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	"Heating appliances in galleys" means those used for food heating.	HSC Code 2000	1.4.29	Dec-06	MSC.222(82)
311	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Revised definition of "Service spaces"	HSC Code 2000	1.4.53	Dec-06	MSC.222(82)
312	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01,	High-speed craft safety certificates shall be posted on board in a prominent and accessible place.	HSC Code 2000	1.8.1	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
313	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	"Transit voyages" which may be undertaken without a valid Permit to Operate HSC include delivery voyages and voyages for repositioning purposes. Provisions for such transit voyages in excess of the limits set out by the HSC Code include a developed safety plan for the voyage, an HSC safety certificate issued before the start of such a voyage and arrangements for a safe conduct of the voyage.	HSC Code 2000	1.9.1	Dec-06	MSC.222(82)
314	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The administration shall consider all parameters listed in the new Annex 12 of the HSC Code 2000 when determining the worst intended conditions and limitations for the "Permit to Operate HSC".	HSC Code 2000	1.9.7	Dec-06	MSC.222(82)
315	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The definition of the term "Downflooding point", used in the context of damage stability calculations, is modified.	HSC Code 2000	2.1.3.1	Dec-06	MSC.222(82)
316	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The term "Elsewhere" when applied to sill and coaming heights is defined as applying to all weathertight and watertight closures located on or below the datum (equivalent to the bulkhead deck in non-HSC ships).	HSC Code 2000	2.1.3.2	Dec-06	MSC.222(82)
317	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The adequacy of mathematical simulation to demonstrate compliance with requirements on buoyancy, stability and subdivision must be demonstrated by correlation with tests.	HSC Code 2000	2.1.5	Dec-06	MSC.222(82)
318	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Where calculations are employed to demonstrate compliance with stability requirements, they shall correctly represent dynamic behaviour within the operational limitations of the craft.	HSC Code 2000	2.1.7	Dec-06	MSC.222(82)
319	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Sea inlet and discharge controls in unmanned machinery spaces may not be operable from the operating compartment if being located at least 50% of the significant wave height above the deepest flooded waterline.	HSC Code 2000	2.2.9.3	Dec-06	MSC.222(82)
320	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Modified application of Annexes 7 (Stability of multihull craft) and 8 (Stability of monohull craft) where the characteristics of the craft are inappropriate for normal application.	HSC Code 2000	2.3.4	Dec-06	MSC.222(82)
321	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements on "Handling, controllability and performance" (chapter 17) are to be considered in the assessment of the roll and pitch stability in the non-displacement mode in addition to the "Operational requirements" in chapter 18.	HSC Code 2000	2.4.2	Dec-06	MSC.222(82)
322	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Foam or elements that are filling void spaces shall fully comply with requirements for acceptance by administrations according to para. 2.6.4.	HSC Code 2000	2.6.5	Dec-06	MSC.222(82)
323	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Specification of shape and location of side damages to be considered in damage stability calculations.	HSC Code 2000	2.6.7	Dec-06	MSC.222(82)
324	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	New paragraph 2.6.8 "Extent of bow and stern damage" inserted in the provisions for damage stability in the displacement mode.	HSC Code 2000	2.6.8	Dec-06	MSC.222(82)
325	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	"Operational speed" is replaced by "90% of maximum speed" in the calculations for the extent of bottom damage.	HSC Code 2000	2.6.9.1.1.1	Dec-06	MSC.222(82)
326	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	A provision on the application of extent of bottom damage in areas vulnerable to raking damage is added.	HSC Code 2000	2.6.9.1.2	Dec-06	MSC.222(82)
327	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	New assumptions for the shape of damages.	HSC Code 2000	2.6.9.2.3	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
328	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The assumptions for the extent of bottom damage in areas not vulnerable to raking damage are only applicable to parts of the hull below the design waterline.	HSC Code 2000	2.6.10.1	Dec-06	MSC.222(82)
329	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Specification of the shape of the damage to be considered in damage stability calculations.	HSC Code 2000	2.6.10.2.4	Dec-06	MSC.222(82)
330	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Where an accepted estimation of the height of the centre of gravity (VCG or KG) by detailed calculation in place of an inclining experiment is used, a displacement check shall be undertaken to confirm the calculated lightship characteristics.	HSC Code 2000	2.7.2	Dec-06	MSC.222(82)
331	2008-07-01										High speed air cushion vehicles with keel-laying date >= 2002-07-01	On board amphibious air-cushion vehicles a potential "reliable draught-indicating system" may be achieved by the use of draught gauges in conjunction with deck datum plates.	HSC Code 2000	2.7.7	Dec-06	MSC.222(82)
332	2008-07-01										Passenger High-speed craft with keel-laying date >= 2008-07-01	Additional general assumptions for stability of passenger crafts (vertical centre of gravity of passengers occupying seats, number of passengers on each deck).	HSC Code 2000	2.10.7 -2.10.10	Dec-06	MSC.222(82)
333	2008-07-01										Passenger High-speed craft with keel-laying date >= 2008-07-01	A trial or model test to demonstrate the effect of passenger heeling moment calculated or a defined beam wind pressure when at speed shall be conducted with an equivalent heeling moment by weights. Passenger movement may be neglected where passengers have to be seated throughout the voyage.	HSC Code 2000	2.12.3	Dec-06	MSC.222(82)
334	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The estimated impact speed in the collision design acceleration is to be taken as 60% of maximum speed	HSC Code 2000	4.3.4	Dec-06	MSC.222(82)
335	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	"Operational speed" is replaced by "90% of maximum speed" in the calculation of the collision design acceleration.	HSC Code 2000	4.3.7	Dec-06	MSC.222(82)
336	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	"Operational speed" is replaced by "90% of maximum speed" in the formula for calculation of the forward location limit of accommodation.	HSC Code 2000	4.4.1	Dec-06	MSC.222(82)
337	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Minor changes to requirements on accommodation design..	HSC Code 2000	4.4.2 (table)	Dec-06	MSC.222(82)
338	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Markings provided for the guidance of rescue personnel shall also include the location of the fire control plan.	HSC Code 2000	4.7.10	Dec-06	MSC.222(82)
339	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Doors providing escape from a space shall be situated at opposite ends of that space	HSC Code 2000	4.7.12	Dec-06	MSC.222(82)
340	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Aisles or spaces between adjacent rows of seats are excluded from minimum width of corridors (min. 900 mm for passenger craft resp. min. 400 mm for cargo craft).	HSC Code 2000	4.7.13	Dec-06	MSC.222(82)
341	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Spaces where motor vehicles are stowed shall have walkways of min. 600 mm width for a safe means of escape.	HSC Code 2000	4.7.14	Dec-06	MSC.222(82)
342	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Means of escape from machinery spaces must be at least a ladder to a door or hatch or alternatively a door in the lower part to an adjacent space from which a safe escape is possible.	HSC Code 2000	4.7.17	Dec-06	MSC.222(82)
343	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Spaces with access occasionally only by crew members may have only one means of escape but independent of watertight doors.	HSC Code 2000	4.7.18	Dec-06	MSC.222(82)
344	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	In determining the evacuation time no additional number of persons need to be taken into account than usually using that means of escape.	HSC Code 2000	4.8.1	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
345	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Under certain conditions the administration may accept an evacuation demonstration in which persons are not required to descend through the marine evacuation system (MES).	HSC Code 2000	4.8.10	Dec-06	MSC.222(82)
346	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Operating loads of the anchor cable or mooring lines on bits, bollards, etc. must not damage the hull structure. A strength margin of at least 20% above the minimum breaking strength of the relevant cable or warp shall be required.	HSC Code 2000	6.1.4	Dec-06	MSC.222(82)
347	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Additional criteria in relation to the classification of spaces with fire hazard risk shall be applied, esp. concerning spaces divided by partial bulkheads, cabinets with deck area < 2 m² space with special characteristics of two or more space groupings.	HSC Code 2000	7.3.2	Dec-06	MSC.222(82)
348	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	For the prevention of heat transmission the fire insulation of steel or aluminium bulkhead and deck structures shall be carried past the intersection or terminal point at minimum distances and at the lower structural fire protection time in case of spaces with different structural fire protection times.	HSC Code 2000	7.3.4 - 7.3.6	Dec-06	MSC.222(82)
349	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Certain constructional elements shall be of non-combustible or fire-restricting materials but not appendages and the like, which do not comprise part of the main structure of the craft.	HSC Code 2000	7.4.1.4	Dec-06	MSC.222(82)
350	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements of areas of fire hazard to be enclosed by fire-resisting divisions need not apply to those parts of the structure in contact with water at least 300 mm below the craft's waterline in the lightweight condition in displacement mode.	HSC Code 2000	7.4.2.1	Dec-06	MSC.222(82)
351	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The required watertight and fire-resisting integrity of fire-resisting watertight divisions must not be impaired by penetrating machinery shafts.	HSC Code 2000	7.4.2.6	Dec-06	MSC.222(82)
352	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Ventilation openings in entrance doors to public toilets may be accepted, if they are, e.g., fitted with closable grilles operable from outside the space.	HSC Code 2000	7.4.2.7	Dec-06	MSC.222(82)
353	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The covering of fire insulation according to para. 7.4.3.2 may be made of metal sheets (not perforated) or of vapour-proof glass cloth sealed at joints.	HSC Code 2000	7.4.3.2	Dec-06	MSC.222(82)
354	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The term "case furniture", used in sub-para. 7.4.3.3.1, is clarified by examples (desks, wardrobes, dressing tables, bureaux and dressers).	HSC Code 2000	7.4.3.3.1	Dec-06	MSC.222(82)
355	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements for low flame-spread characteristics of the surfaces specified in para. 7.4.3.4 shall, according to the new para. 7.4.3.5, not apply to certain partitions, windows and sidescuttles made of glass or to furniture and furnishings specified in para. 7.4.3.3.	HSC Code 2000	7.4.3.4 + 3.5	Dec-06	MSC.222(82)
356	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements on open stairways in public spaces are refined with a newly introduced para. 7.4.4.2. Para. 7.4.4.1 is consequentially editorially adapted and the former paras 7.4.4.2 and 7.4.4.3 are renumbered as 7.4.4.3 and 7.4.4.4. The requirements for omission of draught stops are further refined with para 7.4.4.4.	HSC Code 2000	7.4.4	Dec-06	MSC.222(82)
357	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The upper side of decks within spaces protected by fixed fire-extinguishing systems need not be insulated.	HSC Code 2000	7.4-1 and 7.4-2 (tables)	Dec-06	MSC.222(82)
358	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The requirements for tanks of flammable liquids are modified to allow the use of aluminium in lubricating oil sump tanks for engines and in lubricating oil filter housings.	HSC Code 2000	7.5.2	Dec-06	MSC.222(82)
359	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Several modifications to the technical provisions for ventilation systems.	HSC Code 2000	7.6	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
360	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Several modifications to technical and operational provisions for the fire detection system.	HSC Code 2000	7.7.1	Dec-06	MSC.222(82)
361	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Numerous changes to technical provisions for fixed fire-extinguishing systems.	HSC Code 2000	7.7.3	Dec-06	MSC.222(82)
362	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Additional requirements on portable fire extinguishers, e.g. max. total mass of 23 kg, a min. capacity of 5 kg if of powder or carbon dioxide type resp. of 9 l if of foam type, an annual examination, etc.	HSC Code 2000	7.7.4	Dec-06	MSC.222(82)
363	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Modifications to the technical requirements on fire pumps, fire mains, hydrants and fire hoses.	HSC Code 2000	7.7.5	Dec-06	MSC.222(82)
364	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements on structural fire protection of vehicle decks in special category or ro-ro spaces are refined with the newly introduced subpara. 7.8.1.2. Consequential editorial changes include renumbering of former subparas. 7.8.1.2 and 7.8.1.3 to 7.8.1.3 and 7.8.1.4.	HSC Code 2000	7.8.1	Dec-06	MSC.222(82)
365	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements on fixed fire-extinguishing systems are refined with regard to redundancy of pumps (new subpara. 7.8.2.2), valves and piping (7.8.2.3.1 and 7.8. 2.3.3) and operation and maintenance instructions (7.8.2.3.2).	HSC Code 2000	7.8.2	Dec-06	MSC.222(82)
366	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	More detailed requirements on water fog applicators in special category or ro-ro spaces.	HSC Code 2000	7.8.4.1	Dec-06	MSC.222(82)
367	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Portable fire extinguishers in special category or ro-ro spaces shall be suitable for A and B class fires and have a capacity of 12 kg dry powder or equivalent.	HSC Code 2000	7.8.4.3	Dec-06	MSC.222(82)
368	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The requirements on drainage systems of special category or ro-ro spaces are refined with the newly introduced subpara. 7.8.6.2. The former para 7.8.6 is consequentially renumbered to 7.8.6.1	HSC Code 2000	7.8.6	Dec-06	MSC.222(82)
369	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The protection requirements for electrical equipment installed in special category spaces and ro-ro spaces are updated to refer to IEC publications 60526 and 60079 series.	HSC Code 2000	7.8.7	Dec-06	MSC.222(82)
370	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The firefighter's outfits and sets of personal equipment shall be stored in permanently and clearly marked locations.	HSC Code 2000	7.10.2	Dec-06	MSC.222(82)
371	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Modifications to the personal equipment of a firefighter's outfit.	HSC Code 2000	7.10.3.1	Dec-06	MSC.222(82)
372	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The breathing apparatus in a firefighter's outfit must be an approved self-contained compressed-air-operated type (a smoke helmet or smoke mask is no longer accepted). The required number of spare charges is specified as two for each required apparatus.	HSC Code 2000	7.10.3.2	Dec-06	MSC.222(82)
373	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The fireproof lifeline, required for each breathing apparatus in the firefighter's outfits, shall be approximately 30 m in length and be subjected to a static load test of 3.5 kN for 5 min.	HSC Code 2000	7.10.3.3	Dec-06	MSC.222(82)
374	2008-07-01										Category B passenger High-speed craft with keel-laying date >= 2008-07-01	The escape routes from the alternative safe area shall enable all persons to be evacuated safely within the structural fire protection time for areas of major fire hazard.	HSC Code 2000	7.11.1.3	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
375	2008-07-01										Passenger High-speed craft with keel-laying date >= 2008-07-01	A stairway which is open at one deck shall be protected by the fixed sprinkler system provided for the space to which it is open.	HSC Code 2000	7.13.1	Dec-06	MSC.222(82)
376	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	A high-expansion foam system to flood a designated under-deck cargo space is acceptable.	HSC Code 2000	7.17.3.1.4	Dec-06	MSC.222(82)
377	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	An approved water spray system with sufficient amount of water required for fire-fighting purposes in the largest cargo space simultaneously used plus four jets of water from hose nozzles may be accepted. Craft carrying dangerous goods shall be provided with three fire hoses provided additionally with a nozzle of an approved dual-purpose type incorporating a shut-off.	HSC Code 2000	7.17.3.1.5 + 7.17.3.1.6	Dec-06	MSC.222(82)
378	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Electrical equipment shall not be fitted in enclosed cargo spaces or vehicle decks, unless it is essential for operational purposes.	HSC Code 2000	7.17.3.2	Dec-06	MSC.222(82)
379	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Exhaust fans shall be of non-sparking type. Mesh guards with a mesh size not exceeding 13 mm x 13 mm shall be fitted over inlet and outlet ventilation openings to prevent foreign objects from entering into the casing. Ventilation requirements shall apply also to adjacent spaces as for the cargo space itself if not separated from each other by gastight bulkheads or decks.	HSC Code 2000	7.17.3.4	Dec-06	MSC.222(82)
380	2008-07-01										Open-top container High-speed craft with keel-laying date >= 2008-07-01	In open-top container craft, power ventilation is required for the lower part of the cargo hold for which purpose-built ducting is required. Ventilation rate is required at least two air changes per hour based on the empty hold volume below the weather deck.	HSC Code 2000	7.17.3.4.5	Dec-06	MSC.222(82)
381	2008-07-01										High-speed craft carrying dangerous goods as cargo with keel-laying date >= 2008-07-01	Additional means of drainage are to be considered for enclosed spaces used for the carriage of large quantities of flammable or toxic liquids. These concern the capacity, fitting and arrangement (leading directly to overboard or to a closed drain tank). Additional requirements apply for spaces containing the bilge pumps regarding ventilation, electrical equipment and doors. Drainage of cargo spaces into bilge wells is only permitted if the spaces of the bilge wells satisfy the same requirements as the cargo spaces.	HSC Code 2000	7.17.3.5	Dec-06	MSC.222(82)
382	2008-07-01										High-speed craft carrying dangerous goods as cargo with keel-laying date >= 2002-07-01	Personnel protective clothing shall be selected according to the hazards associated with the chemicals being transported. Two additional spare charges suitable for use with the self-containing breathing apparatuses shall be provided for each required apparatus.	HSC Code 2000	7.17.3.6	Dec-06	MSC.222(82)
383	2008-07-01										High-speed craft carrying dangerous goods as cargo with keel-laying date >= 2008-07-01	Drainage and pumping arrangements on ro-ro space shall meet the requirements for scuppers, bilge pumping and drainage (7.8.6) and shall be remotely operable from a position in the vicinity of the extinguishing system controls.	HSC Code 2000	7.17.3.8.2	Dec-06	MSC.222(82)
384	2008-07-01										High-speed craft carrying solid dangerous goods in bulk with keel-laying date >= 2002-07-01	For seedcake containing residues of solvent extraction and cargoes of BC Code Class 4.2 and 4.3 additional requirements for ventilation have been added.	HSC Code 2000	7.17-2 (Table)	Dec-06	MSC.222(82)
385	2008-07-01										High-speed craft carrying dangerous goods (other than solid bulk) as cargo with keel-laying date >= 2002-07-01	Modifications to the table for the application of technical requirements for the carriage of dangerous goods in line with the revised IMDG Code. Stowage of class 5.2 dangerous goods under deck or in enclosed ro-ro spaces is prohibited.	HSC Code 2000	7.17-3 (Table)	Dec-06	MSC.222(82)
386	2008-07-01										Category B passenger High-speed craft with keel-laying date >= 2008-07-01	An alternative means of evacuating passengers and crew into survival craft is to be provided on the same side of the craft where an MES is provided.	HSC Code 2000	8.7.6	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
387	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The thorough examination of launching appliances for life-saving appliances is to be performed at each annual survey and the provisions for the dynamic load test of the winch brake are tightened.	HSC Code 2000	8.9.14.3	Dec-06	MSC.222(82)
388	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Provisions to prevent overpressure in any oil tank or in any part of the fuel system including bunkering pipes and filling pipes served by on-board pumps. Discharge relating from overpressure shall lead to a position safe from fire and explosion and shall not lead into accommodation, special category spaces, machinery spaces or closed ro-ro spaces.	HSC Code 2000	10.2.4.8	Dec-06	MSC.222(82)
389	2008-07-01										Category B passenger High-speed craft with keel-laying date >= 2008-07-01	Control of propulsion and manoeuvring as well as emergency functions shall be provided at one or more stations outside the operating compartment.	HSC Code 2000	11.3.3	Dec-06	MSC.222(82)
390	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	An alarm for the detection of bilge water in each watertight compartment below the design waterline is added to the minimum alarms requiring action to prevent degradation to an unsafe condition.	HSC Code 2000	11.4.1.2	Dec-06	MSC.222(82)
391	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01, Cargo High-speed craft only if GT/GRT >= 150	An electronic chart display and information system (ECDIS) shall be fitted.	HSC Code 2000	13.8.2	Dec-06	MSC.222(82)
392	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	Satellite EPIRBs shall be annually tested within three months before the expiry date of the High-speed craft safety certificate and shall be subject to maintenance at intervals not exceeding five years. At intervals not exceeding five years the test shall be performed at an approved shore-based maintenance facility.	HSC Code 2000	14.15.10	Dec-06	MSC.222(82)
393	2008-07-01										High-speed craft with keel-laying date >= 2002-07-01	The record of equipment for the High-speed craft certificate is amended by insertion of two new items: "Long-range identification and tracking system" and "Two-way on-scene radiocommunications 121.5 MHz and 123.1 MHz".	HSC Code 2000	Annex 1, Sections 3, 16 and 4, 7	Dec-06	MSC.222(82)
394	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Stability of hydrofoil craft shall be assessed under all permitted conditions of loading. "Hull-born mode" means the same as "displacement mode" defined in 1.4.22. "Foil-born mode" means the same as "non-displacement mode" defined in 1.4.38.	HSC Code 2000	Annex 6	Dec-06	MSC.222(82)
395	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	For the heeling due to high speed turning an alternative method of assessment may be employed.	HSC Code 2000	Annex 7, 1.4.2	Dec-06	MSC.222(82)
396	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Specification for the determination of the angle of roll in the stability calculations for multihull craft rolling in waves.	HSC Code 2000	Annex 7, 1.5	Dec-06	MSC.222(82)
397	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Specification of the roll angle to be used in the damage stability calculations.	HSC Code 2000	Annex 7, 2.3	Dec-06	MSC.222(82)
398	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	New stability criteria for monohull HSC in the intact condition. The angle of heel due to wind shall not exceed 16° or 80% of the angle of deck-edge immersion (whichever is less). Where the angle of heel due to wind exceeds 10°, efficient non-slip deck surfaces and suitable points shall be provided.	HSC Code 2000	Annex 8, 1.1	Dec-06	MSC.222(82)
399	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Specification of the required range of the righting lever curve in the damage stability calculations.	HSC Code 2000	Annex 8, 2.1.1	Dec-06	MSC.222(82)
400	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The (extrapolated) worst intended sea condition for the craft shall not exceed 150% of the more severe of the two sea conditions measured during the full-scale tests for the establishment of the craft's operation levels.	HSC Code 2000	Annex 9, 3.2	Dec-06	MSC.222(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
401	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The dynamic seat tests (of revenue and crew seats for HSCs) shall include measurement of extension and flexion of the neck.	HSC Code 2000	Annex 10, 3.6	Dec-06	MSC.222(82)
402	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	The criteria in the dynamic seat tests for HSCs are extended to include: neck flexion not exceeding 88 Nm; neck extension not exceeding 48 Nm; a seat back or headrest of at least 850 mm above the seat cushion.	HSC Code 2000	Annex 10, 3.9	Dec-06	MSC.222(82)
403	2008-07-01										High-speed craft with keel-laying date >= 2008-07-01	Introduction of the new Annex 12 "Factors to be considered in determining craft operating limitations". It identifies the parameters to be considered when determining the "worst intended conditions" and "other operational limitations" (e.g. the maximum distance from refuge, availability of rescue sources, minimum air temperature, visibility and depth of water for safe operations, significant wave height and maximum wind speed).	HSC Code 2000	Annex 12	Dec-06	MSC.222(82)
404	2008-07-01					N/E					Keel-laying date >= 1998-07-01	Fire hose lengths changed (reduced max. length) to comply with SOLAS II-2/ 10.2.3.1.1 (min. 10 m, max. 25 m).	IGC Code	11.2	Dec-06	MSC.220(82)
405	2008-07-01					N/E					Keel-laying date >= 1998-07-01	Addition of two new products, dimethyl ether and carbon dioxide to the cargo list. Amendments in order to bring the IGC Code into line with amended SOLAS.	IGC Code	19	Dec-06	MSC.220(82)
406	2008-07-01 (for E: first survey after that date)	N/E	N/E									Structures screening or separating adjacent cabin balconies shall be non-combustible.	SOLAS 1974	II-2 (2000)/ 5.3.1.3.2	Dec-06	MSC.216(82)
407	2008-07-01 (for E: first survey after that date)	N/E	N/E									Furniture and furnishings on cabin balconies shall be of restricted fire risk, unless such balconies are protected by a fixed pressure water-spraying and fixed fire detection and alarm system.	SOLAS 1974	II-2 (2000)/5.3.4	Dec-06	MSC.216(82)
408	2008-07-01 (for E: first survey after that date)	N/E	N/E									Cabin balconies shall be fitted with a fixed fire detection and alarm system, when furniture and furnishings are not of restricted fire risk.	SOLAS 1974	II-2 (2000)/7.10	Dec-06	MSC.216(82)
409	2008-07-01 (for E: first survey after that date)	N/E	N/E									Cabin balconies shall be fitted with a fixed pressure water-spraying fire-extinguishing system, when furniture and furnishings are not of restricted fire risk.	SOLAS 1974	II-2 (2000)/10.6.1.3	Dec-06	MSC.216(82)
410	2008-08-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships other than oil tankers only if GT/ GRT >= 400	The discharge requirements for special areas in MARPOL I/15 and 34 for the southern South African waters special area shall take effect.	MARPOL 73/78	I (2004)/1.11	Jul-07	MEPC.167(56)
411	2008-08-01				N/E	N/E					GT/GRT < 400, ships carrying a cargo or part of cargo of oil in bulk	The discharge requirements for special areas in MARPOL I/15 and 34 for the southern South African waters special area shall take effect.	MARPOL 73/78	I (2004)/1.11	Jul-07	MEPC.167(56)
412	2008-08-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships carrying a cargo or part of cargo of oil in bulk	The discharge requirements for special areas in MARPOL I/15 and 34 for the special area in the (Arabian) Gulf area shall take effect.	MARPOL 73/78	I (2004)/1.11.5	Jul-07	MEPC.168(56)
413	2008-08-01				N/E	N/E					Ships carrying a cargo or part of cargo of oil in bulk	The discharge requirements for special areas in MARPOL I/15 and 34 for the special area in the (Arabian) gulf area shall take effect.	MARPOL 73/78	I (2004)/1.11.5	Jul-07	MEPC.168(56)
414	2008-08-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The discharge requirements for special areas in MARPOL V/5(4)(b) for the special area in the (Arabian) Gulf area shall take effect.	MARPOL 73/78	V/5(1)(e)	Jul-07	MEPC.168(56)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
415	2008-09-17	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships with GT/GRT >= 400 or >= 24 m length, other than fixed or floating platforms, FSUs, and FPSOs	Surveys and certification requirements for anti-fouling systems on ships, intended to ensure that the ship's anti-fouling system fully complies with the AFS convention. Compliance is to be certified by an international anti-fouling system certificate (ships of at least 400 GT) or by a declaration of anti-fouling system (ships of less than 400 GT but at least 24 m length).	AFS 2001	Annex 4/1	Oct-01	AFS/CONF/26
416	2008-09-17	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 400, freeboard length is >= 24 m, ships engaged in international voyages, (excluding fixed or floating platforms, FSUs, and FPSOs)	Surveys and certification requirements for anti-fouling systems on ships, intended to ensure that the ship's anti-fouling system fully complies with the AFS convention. Compliance is to be certified by an international anti-fouling system certificate (ships of at least 400 GT) or by a declaration of anti-fouling system (ships of less than 400 GT but at least 24 m length).	AFS 2001	Annex 4/1	Oct-01	AFS/CONF/26
417	2008-09-17	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Entry into force of the INTERNATIONAL CONVENTION ON THE CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS.	AFS 2001	Complete Convention	Oct-01	AFS/CONF/26
418	2008-09-27	E	E	E	E	E	E	E	E	E	Ships with keel-laying date < 1983-10-02, ships with GT/GRT < 400 only if being certified to carry more than 15 persons.	Existing ships shall be equipped, as far as practicable, to discharge sewage in accordance with the requirements of MARPOL IV/11, which requires ships to be equipped with either a sewage treatment plant, a sewage comminuting and disinfecting system or a sewage holding tank.	MARPOL 73/78	IV (2000)/2.2	Apr-04	MEPC.115(51)
419	2008-09-27	E	E	E	E	E	E	E	E	E	Ships with GT/GRT >= 400 or certified to carry more than 15 persons with keel-laying date < 2003-09-27 or delivery date < 2006-09-27	Ship may be subject to inspection by Port State control officers regarding operational requirements of MARPOL IV (Sewage).	MARPOL 73/78	IV (2000)/13	Mrz-06	MEPC.143(54)
420	2008-09-27	E	E	E	E	E	E	E	E	E	Ships with GT/GRT >= 400 or certified to carry more than 15 persons with keel-laying date < 2003-09-27 or delivery date < 2006-09-27	MARPOL IV (Sewage) becomes applicable to existing ships, introducing requirements on ships' equipment (e.g. treatment plant, discharge connection) and control of sewage discharge. An "International sewage pollution prevention certificate" shall be issued after an initial survey under the provisions of the HSSC.	MARPOL 73/78	IV (2000)/ Complete Annex		MEPC 44/20, Annex 10
421	2008-10-01 (first periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1987-07-01 and < 1988-07-01, no. of persons >= 600 and < 1000	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
422	2008-11-21	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 1,000	The "International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001" enters into force. The convention applies to pollution damage caused on the territory, including the territorial sea, and in exclusive economic zones of states parties and to preventive measures to prevent or minimize such damage. It was adopted to ensure that adequate, prompt, and effective compensation is available to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers. Therefore it requires that the registered owner of a vessel maintains compulsory insurance cover or other financial security.	BUNKERS 2001			LEG/ CONF.12/19
423	2008-12-01			N/E							GT/GRT >= 150	The required scope of reception facilities is extended on oily bilge waters and other residues which cannot be discharged to the sea in accordance with MARPOL I/34.	MARPOL 73/78	I (2004)/38.2.5	Jul-07	MEPC.164(56)
424	2008-12-05											The United States should continue to provide the international LRIT data exchange on an interim basis until 2011-12-31.	SOLAS 1974	V (2000)/19-1	Dec-08	MSC.276(85)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
425	2008-12-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Unified interpretation on SOLAS regulation II-1/32.1" providing guidance for a relaxation of the explicit requirement for redundancy of safety valves for steam boilers and boiler feed systems. Adequate protection against overpressure should be confirmed by carrying out a satisfactory technical risk assessment.	SOLAS 1974	II-1 (2005)/32.1		MSC.1/ Circ.1286
426	2008-12-31	N	N	N	N	N	N	N	N	N	Cargo ships only if GT/GRT >= 300	Introduction of the system for "Long-range identification and tracking of ships" (LRIT), allowing governments to identify and track ships navigating within 1,000 nautical miles of the coast.	SOLAS 1974	V (2000)/19-1	May-06	MSC.202(81)
427	2008-12-31 (first radio survey after that date)	E	E	E	E	E	E	E	E	E	Ships whilst operating within sea areas A1, A2 or A3, cargo ships only if GT/GRT >= 300	Introduction of the system for "Long-range identification and tracking of ships" (LRIT), allowing governments to identify and track ships navigating within 1,000 nautical miles of the coast.	SOLAS 1974	V (2000)/19-1	May-06	MSC.202(81)
428	2008-12-31 (first radio survey after that date, resp. when fitted with LRIT, if earlier)	E	E	E	E	E	E	E	E	E	Ships whilst operating within sea areas A1, A2 or A3, cargo ships only if GT/GRT >= 300	Governments may request LRIT information also for safety and marine environment protection purposes.	SOLAS 1974	V (2000)/19-1	Oct-07	MSC.242(83)
429	2008-12-31 (or when fitted with LRIT, if earlier)	N	N	N	N	N	N	N	N	N	Cargo ships only if GT/GRT >= 300	Governments may request LRIT information also for safety and marine environment protection purposes.	SOLAS 1974	V (2000)/19-1	Oct-07	MSC.242(83)
430	2009-01-01	N	N	N	N	N	N	N	N	N	Ships with no building contract available	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks.	SOLAS 1974	II-1 (1981)/3-2.2	Dec-06	MSC.216(82)
431	2009-01-01						N				Freeboard length >= 150 m, ships with double-side skin spaces and with no building contract available.	Protective coating in compliance with the performance standard MSC.215(82) is required for double-side skin spaces of bulk carriers.	SOLAS 1974	II-1 (1981)/3-2.2	Dec-06	MSC.216(82)
432	2009-01-01	N	N	N	N	N	N	N	N	N	Ships with no building contract available	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme.	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)
433	2009-01-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Freeboard length >= 80 m	The term "alterations and modifications of a major character" means, in the context of subdivision and stability, any modification which affects the level of watertight subdivision.	SOLAS 1974	II-1 (2005)/1.1.3.4	May-05	MSC.194(80)
434	2009-01-01	N	N	N	N	N	N	N	N	N	Ships with no building contract available	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system.	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
435	2009-01-01	N	N	N	N	N	N	N	N	N	Ships with no building contract available	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
436	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. no compliance with the damage stability regulations of any one of the following other IMO instruments is shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special purpose ships	The new (probabilistic) damage stability requirements in SOLAS II-1/Parts B-1 to B-4 are to be applied to passenger ships and cargo ships. Alternative methodologies may be accepted by the administration if at least the same degree of safety as represented by these regulations is achieved. Proper consideration shall be given to beneficial or adverse effects of decks, inner skins or longitudinal bulkheads of sufficient tightness to seriously restrict the flow of water.	SOLAS 1974	II-1 (2005)/4	May-05	MSC.194(80)
437	2009-01-01						N/E	N/E	N/E	N/E	Ships with freeboard length >= 80 m and complying with damage stability requirements of reg. 27 of the 1966 Load Line Convention or the 1988 Load Line Protocol	Ships intended for the carriage of deck cargo have to comply with subdivision and stability requirements of SOLAS II-1 parts B-1 to B-4, even if being in compliance with damage stability requirements of regulation 27 of the Load Line convention (B-60 or B-100 freeboard).	SOLAS 1974	II-1 (2005)/4.1, footnotes 6 and 7	Dec-06	MSC.216(82)
438	2009-01-01	N	N				N	N	N	N	Cargo ships only if freeboard length >= 24 m	The stability information (previous SOLAS II-1/22 and /25-8) shall show the influence of various trims on stability if the range of operational trim exceeds 0.5% of the ship's subdivision length (Ls).	SOLAS 1974	II-1 (2005)/5-1.3	May-05	MSC.194(80)
439	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	New provisions for preparation of the stability information under consideration of the results of the damage stability calculations.	SOLAS 1974	II-1 (2005)/5-1.4	May-05	MSC.194(80)
440	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	In case of loading conditions not appropriately covered with the stability documentation, the master shall verify by calculation that the stability criteria are satisfied for this loading condition.	SOLAS 1974	II-1 (2005)/5-1.5	May-05	MSC.194(80)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
441	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following other IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	New formulas for calculation of the required subdivision index R.	SOLAS 1974	II-1 (2005)/6	May-05	MSC.194(80)
442	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	New provisions for the calculation of the "Attained subdivision index A" by summation of partial indices for three different draughts.	SOLAS 1974	II-1 (2005)/7	May-05	MSC.194(80)
443	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	New provisions for the calculation of the factor "pi" (probability of flooding).	SOLAS 1974	II-1 (2005)/7-1	May-05	MSC.194(80)
444	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	New provisions for the calculation of the factor "si" (probability of survival after flooding).	SOLAS 1974	II-1 (2005)/7-2	May-05	MSC.194(80)

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
445	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length is >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	New permeability values for the purpose of damage stability calculations.	SOLAS 1974	II-1 (2005)/7-3	May-05	MSC.194(80)
446	2009-01-01	N	N								No. of persons >= 400	The watertight subdivision abaft the collision bulkhead shall be such that Si =1 for the three relevant loading conditions.	SOLAS 1974	II-1 (2005)/8.1	May-05	MSC.194(80)
447	2009-01-01	N	N								No. of persons >= 36	The watertight subdivision shall be such that Si = 0.9 for the three relevant loading conditions, with an assumed side damage in accordance with SOLAS II-1/8.3 (minor damage).	SOLAS 1974	II-1 (2005)/8.2	May-05	MSC.194(80)
448	2009-01-01	N	N				N	N	N	N	Cargo ships only if freeboard length >= 80 m	Any part of a ship that is not fitted with a double bottom shall be capable to withstand a bottom damage of specified extent. For compliance Si (calculated in accordance with SOLAS II-1/7.2) shall not be less than 1 in all service conditions.	SOLAS 1974	II-1 (2005)/9	May-05	MSC.194(80)
449	2009-01-01	N	N	N	N	N	N	N	N	N		New regulation on the scantlings of watertight bulkheads, which shall ensure watertight integrity also at intermediate stages of flooding, created from previous regulation 14 in SOLAS II-1.	SOLAS 1974	II-1 (2005)/10	May-05	MSC.194(80)
450	2009-01-01	N	N									The notations for the subdivision load lines are changed from C1, C2, C3, etc. to P1, P2, P3, etc. The principal passenger configuration P1 shall be taken as the mode of operation in which the required subdivision index R will have the highest value.	SOLAS 1974	II-1 (2005)/18.2	May-05	MSC.194(80)
451	2009-01-01	N	N				N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	Damage stability information shall be provided to the master and allow a simple and easily understandable way of assessing the ships survivability. Guidance is given by MSC/Circ.919.	SOLAS 1974	II-1 (2005)/19.5	May-05	MSC.194(80)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
452	2009-01-01	N	N	N	N	N	N	N	N	N	Cargo ships only if 1. freeboard length >= 80 m and 2. compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	Modifications to the requirement that watertight doors and ports below the bulkhead deck shall be kept closed when the ship is at sea.	SOLAS 1974	II-1 (2005)/22	May-05	MSC.194(80)
453	2009-01-01						N	N	N	N	Freeboard length >= 80 m, ships not showing compliance with the damage stability regulations of one of the following IMO instruments: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	Internal watertight doors or ramps subdividing large cargo spaces shall be closed before the voyage commences and kept closed during navigation. The times of opening and closing shall be recorded in the log book. Access doors or hatches protecting internal openings shall only be used with authorisation of the officer of the watch.	SOLAS 1974	II-1 (2005)/24.3 + .4	May-05	MSC.194(80)
454	2009-01-01	N	N	N	N	N	N	N	N	N		Ships must be provided with an efficient bilge pumping system for any watertight compartment other than tanks.	SOLAS 1974	II-1 (2005)/35-1	May-05	MSC.194(80)
455	2009-01-01	N	N									Harmonisation of principle of SOLAS damage stability calculations. Damage scenarios must be investigated for all passenger vessels within a probabilistic approach. Compared to the existing SOLAS regulations for passenger vessels the principle of this investigation is changed, resulting in a higher safety standard linked with more flexibility for the subdivision.	SOLAS 1974	II-1 (2005)/incl B-1 to B-4	May-05	MSC.194(80)
456	2009-01-01						N	N	N	N	1. Freeboard length >= 80 m, 2. Compliance with the damage stability regulations of one of the following IMO instruments is not shown: 1966 Load Lines Convention (reg. 27), 1988 Load Lines Protocol (reg. 27), guidelines for the design and construction of offshore supply vessels, or code of safety for special-purpose ships	Harmonisation of principle of SOLAS damage stability calculations for passenger and dry cargo ships. Damage scenarios remain to be investigated for dry cargo vessels within a probabilistic approach.	SOLAS 1974	II-1 (2005)/incl B-1 to B-4	May-05	MSC.194(80)
457	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Requirements for deep-fat cocking equipment are restricted to installations in enclosed spaces or on open decks.	SOLAS 1974	II-2 (2000)/10.6.4	Dec-06	MSC.216(82)
458	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 100, companies or owners managing such ships	The field list descriptions (Annex 3) and the specification of the web service (Annex 4) to be used in the "IMO Unique Company and Registered Owner Identification Number Scheme" are adjusted to the operational aspects in order to improve the service provided to IMO member states.	SOLAS 1974	XI-1/3-1		Circular letter No. 2554/ Rev.1/Corr.1

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
459	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Addition of "Company Identification Number" to the forms of the Document of Compliance (DOC), Interim DOC, Safety Management Certificate and Interim Safety Management Certificate	ISM Code	Appendix	May-05	MSC.195(80)
460	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Addition of "Company Identification Number" to the Forms of the International Ship Security Certificate and Interim International Ship Security Certificate.	ISPS Code	A/Appendix	May-05	MSC.196(80)
461	2009-01-01	N	N	N	N	N	N	N	N	N	Ships with ballast water capacity of < 5,000 m³	Ships must comply with the ballast water performance standard (D-2).	BWM 2004	B-3.1.1 + .1.2 + .3 + .4 + .5	Feb-04	BWM/ CONF/36, Annex
462	2009-01-01	N	N	N	N	N	N	N	N	N	Keel-laying date >= 2009-01-01 and < 2012-01-01, ships with ballast water capacity of >= 5,000 m³	Ships must comply with either the ballast water exchange standard (D-1) or with the performance standard (D-2). After 2016-01-01 the performance standard (D-2) shall be complied with.	BWM 2004	B-3.1.2 or 4	Feb-04	BWM/ CONF/36, Annex
463	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The "Registered owner identification number" and the "Company identification number" are to be inserted on forms 1 and 2 of the continuous synopsis record (CSR, issued by flag administration only, GL not involved).	Resolution	A.959(23) – Continous Synopsis Record	May-05	MSC.198(80)
464	2009-01-01 (anniversary of the date of delivery in 2009)			E							Delivery date >= 1983-01-01 and < = 1983-12-31, TDW >= 5,000 t, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state administrations may deny such ships entry to its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)
465	2009-01-01 (anniversary of the date of delivery in 2009)			E							Delivery date is >= 1994-01-01 and < = 1994-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
466	2009-01-01 (exp, the first intermediate or renewal survey after that date)	E	E	E	E	E	E	E	E	E	Ships with ballast water capacity of < 1,500 m³ or >= 5,000 m³	Ships must comply with either the ballast water exchange standard (D-1) or with the performance standard (D-2). After 2016-01-01 the performance standard (D-2) shall be complied with.	BWM 2004	B-3.1.2 or 4	Feb-04	BWM/ CONF/36, Annex
467	2009-01-01 (exp) (or for E: the first issue or renewal of relevant certificates on or after that date)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Companies with responsibility for operation of ships and registered owners (to which SOLAS Chapt. IX. Reg. 1.2 applies), and of ships to which SOLAS Chapt. I applies.	Every company or registered owner shall be provided with an identification number in accordance with the IMO Unique Company and Registered Owner Identification Number Scheme. This number shall be inserted on the certificates and certified copies (Document of Compliance under ISM Code, Safety Management Certificate and International Ship Security Certificate or Interim International Ship Security Certificate under ISPS Code).	SOLAS 1974	XI-1/3-1	May-05	MSC.194(80)
468	2009-01-01 (for E: the first scheduled dry-docking after that date, but not later than 2012-01-01)				N/E							Scope of application for fire protection and fire extinction in relation to SOLAS chapter II-2 updated (cargo pump rooms, cargo area). Transitional period for chemical tankers with a keel-laying date before 1 January 2009 for cargo pump room protection requirements.	IBC Code 2004	11.1	Dec-06	MSC.219(82)
469	2009-01-01 (installed on board)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised performance standard for ECDIS (electronic chart display and information systems).	SOLAS 1974	V (2000)/19	Dec-06	MSC.232(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
470	2009-01-01 (on voluntary basis)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in solid form in bulk.	New regulation 1-1 defining the terms “IMSBC Code” and “Solid bulk cargo”.	SOLAS 1974	VI/1-1	Dec-08	MSC.269(85)
471	2009-01-01 (on voluntary basis)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carring dangerous goods in solid form in bulk	New regulation 1-2 (Requirements for the carriage of solid bulk cargoes other than grain) requiring compliance with the provisions of the IMSBC Code.	SOLAS 1974	VI/1-2	Dec-08	MSC.269(85)
472	2009-01-01 (on voluntary basis)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in solid form in bulk.	The cargo information, to be provided prior to loading of solid bulk cargo, shall be as required by section 4 of the IMSBC Code.	SOLAS 1974	VI/2.2.2	Dec-08	MSC.269(85)
473	2009-01-01 (on voluntary basis)						N/E	N/E	N/E	N/E	Ships carrying solid bulk cargoes	New “International maritime solid bulk cargoes (IMSBC) code”, introducing provisions for the carriage of solid bulk cargoes.	IMSBC Code		Dec-08	MSC.268(85)
474	2009-01-01 (the first intermediate or renewal survey after that date)	E	E	E	E	E	E	E	E	E	Ships with ballast water capacity of < 1,500 m³ and >= 5,000 m³	Ships must comply with either the ballast water exchange standard (D-1) or with the performance standard (D-2). After 2014-01-01 the performance standard (D-2) shall be complied with.	BWM 2004	B-3.1.1	Feb-04	BWM/ CONF/36, Annex
475	2009-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Establishment of the date (01 May 2009) on which the Mediterranean sea becomes a special area with regard to disposal of garbage.	MARPOL 73/78	V/5(1)(a)	Apr-08	MEPC.172(57)
476	2009-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships if carrying dangerous, hazardous and/or potentially polluting cargo.	New mandatory ship reporting system "Off the Coast of Portugal - COPREP".	SOLAS 1974	V (2000)/11	Dec-08	MSC.278(85)
477	2009-06-01	N/E	N/E									New mandatory ship reporting system "Off the Coast of Portugal - COPREP".	SOLAS 1974	V (2000)/11	Dec-08	MSC.278(85)
478	2009-06-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New mandatory ship reporting system "Off the Coast of Portugal - COPREP".	SOLAS 1974	V (2000)/11	Dec-08	MSC.278(85)
479	2009-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	Amendments to the existing ship reporting system for the Papahānaumokuākea Marine National Monument, PSSA, "CORAL SHIPREP". See MSC.248(83)	SOLAS 1974	V (2000)/11	Dec-08	MSC.279(85)
480	2009-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the IAMSAR Manual.	SOLAS 1974	V (2000)/21		MSC.1/ Circ.1289
481	2009-07-01 (exp)										Relevant for regulatory bodies	New regulation IV/4-1 "GMDSS satellite providers" allows the Maritime Safety Committee of the IMO to determine criteria for acceptance of further satellite providers (other than INMARSAT and COSPAS-SARSAT).	SOLAS 1974	IV/4-1	Oct-07	MSC.239(83)
482	2009-07-01 (exp)			N/E								Ships carrying MARPOL I cargoes (oil) and marine fuel oils shall be provided with a "Material safety data sheet" prior to loading of such cargoes.	SOLAS 1974	VI/5-1	Oct-07	MSC.239(83)
483	2009-07-01 (exp)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Freeboard length < 80 m, Class INF 2 and Class INF 3 ships carrying packaged irradiated nuclear fuel, plutonium or high-level radioactive wastes as cargo.	For the evaluation of the damage stability of ships carrying packaged irradiated nuclear fuel and with length less than 80 m, the subdivision index R at 80 m (according to SOLAS II-1, B-1/6) shall be used.	INF Code 1999	2	Oct-07	MSC.241(83)
484	2009-07-01 (first periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1988-07-01 and < 1989-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
485	2009-07-01 (first radio survey after that date)	E	E	E	E	E	E	E	E	E	Ships with keel-laying date < 2008-12-31 whilst operating solely in sea area A4, cargo ships only if GT/GRT >= 300	Introduction of the system for "Long-range identification and tracking of ships" (LRIT), allowing governments to identify and track ships navigating within 1,000 nautical miles of the coast.	SOLAS 1974	V (2000)/19-1	May-06	MSC.202(81)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
486	2009-07-01 (first radio survey after that date, resp. when fitted with LRIT, if earlier)	E	E	E	E	E	E	E	E	E	Ships with keel-laying date < 2008-12-31 whilst operating solely in sea area A4, cargo ships only if GT/GRT >= 300	Governments may request LRIT information also for safety and marine environment protection purposes.	SOLAS 1974	V (2000)/19-1	Oct-07	MSC.242(83)
487	2009-12-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Distress alerts shall be made by means of digital selective calling (DSC) and transmitted by the ship's recognised mobile satellite service provider (RMSSP) ship earth station.	COLREG 1972	Annex IV 1. (l) + (m)	Nov-07	A.1004(25)
488	2010-01-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01, GT/GRT >= 300 and < 500	Requirements for "radar transponders" are replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	SOLAS 1974	III (1996)/6.2.2	May-08	MSC.256(84)
489	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Requirements for "radar transponders" are replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	SOLAS 1974	III (1996)/6.2.2	May-08	MSC.256(84)
490	2010-01-01			E	E	E	E	E	E	E	Ships making use of the revised interim scheme for tonnage measurement (A.494(XII))	Expiry of the interim scheme for the compliance of certain cargo ships and special-purpose ships with the management for the safe operations of ships.	SOLAS 1974	IX/2		MSC.1/ Circ.1231
491	2010-01-01			N							Delivery date >= 2010-01-01, ship with building contract placed before 2007-01-01 and keel-laying before 2007-07-01	Introduction of requirements on accidental oil outflow performance, based on probabilistic damage assumptions, replacing the deterministic concept of regulations 24, 25 and 26.	MARPOL 73/78	I (2004)/23	Oct-04	MEPC.117(52)
492	2010-01-01			E							Delivery date < 2010-01-01	Size and arrangement of cargo tanks is limited by hypothetical outflow calculated in accordance with regulation 25 and damage assumptions of regulation 24.	MARPOL 73/78	I (2004)/26	Oct-04	MEPC.117(52)
493	2010-01-01			N							Delivery date >= 2010-01-01, GT/GRT >= 150	Sea chests, permanently connected to the cargo pipeline system, shall be equipped with a sea chest valve and an additional inboard isolation valve. In addition to these valves, positive means (i.e. blind flanges) shall be provided to isolate the sea chest from the cargo piping system whilst the tanker is loading, transporting or discharging cargo.	MARPOL 73/78	I (2004)/30.7	Oct-04	MEPC.117(52)
494	2010-01-01 (anniversary of the date of delivery in 2010)			E							Delivery date >= 1984-01-01 and < 1996-07-06, TDW >= 5,000 t, category 2 and category 3 oil tankers.	Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that "Category 2" and "Category 3" oil tankers must either be phased out of the oil trade or be subject to a major conversion (to double hull). Flag state administrations may allow, under certain conditions, continued operation until the ship reaches an age of 25 years (but not beyond 2015). However, port state administrations may deny such ships entry to its ports.	MARPOL 73/78	I (1973)/13G.4 + .5 + .7 + .8	Dec-03	MEPC.111(50)
495	2010-01-01 (anniversary of the date of delivery in 2010)			E							Delivery date >= 1995-01-01 and < = 1995-12-31, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
496	2010-01-01 (exp)	N/E	N/E	N	N	N	N	N	N	N		The regulation of emergency towing arrangements for tankers is extended: All ships shall be provided with a ship-specific emergency towing procedure. Refer to MSC.1/Circ.1255 “Guidelines for owners/operators on preparing emergency towing procedures”.	SOLAS 1974	II-1 (2005)/3-4	May-08	MSC.256(84)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
497	2010-01-01 (exp)	N	N	N	N	N	N	N	N	N		Ships are required to be provided with means of embarkation and disembarkation for use in port, such as gangways and accommodation ladders, based on the guidelines developed by the IMO, which shall be inspected and maintained in suitable condition for their intended purpose. All wires used shall be maintained as specified in regulation SOLAS Reg. III/20.4.	SOLAS 1974	II-1 (2005)/3-9	May-08	MSC.256(84)
498	2010-01-01 (exp)		N							N		The existing paragraph 6.1.4 in SOLAS II-2/20 is refined as regards the provisions for scuppers and drainage system taking into account the guidelines developed by the organisation. References to regulations are updated.	SOLAS 1974	II-2 (2000)/20.6.1.4	May-08	MSC.256(84)
499	2010-01-01 (exp)	E	E								Keel-laying date < 2004-07-01	Requirements for "radar transponders" are replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	SOLAS 1974	III (1996)/26.2.5	May-08	MSC.256(84)
500	2010-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	Requirements for "radar transponder" are replaced with a requirement for a "search and rescue locating device", which shall be capable of operating in the 9 GHz band or on frequencies dedicated for AIS.	SOLAS 1974	IV/7.1.3	May-08	MSC.256(84)
501	2010-01-01 (exp)	N	N	N	N	N	N	N	N	N		New regulation 6 is added to make mandatory parts I and II of the new Casualty Investigation Code.	SOLAS 1974	XI-1/6	May-08	MSC.257(84)
502	2010-01-01 (exp)										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01	Requirements for "radar transponders" are replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	HSC Code 1994	8.2.1.2	May-08	MSC.259(84)
503	2010-01-01 (exp)										Keel-laying date >= 1996-01-01 and < 2002-07-01, passenger- and cargo High-speed craft	Requirements for "radar transponders" are replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	HSC Code 1994	14.6.1.3	May-08	MSC.259(84)
504	2010-01-01 (exp)										Keel-laying date >= 2002-07-01, passenger- and cargo High-speed craft	Requirements for "radar transponders" are replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	HSC Code 2000	8.2.1.2	May-08	MSC.260(84)
505	2010-01-01 (exp)										Keel-laying date >= 2002-07-01, passenger- and cargo High-speed craft	Requirement for "radar transponders" is replaced with a requirement for a "search and rescue locating device", which shall conform to the applicable performance standards.	HSC Code 2000	14.7.1.3	May-08	MSC.260(84)
506	2010-01-01 (exp)	N/E	N/E					N/E	N/E	N/E	Ships carrying harmful substances in packaged form.	Harmful substances are not only marine pollutants according to the IMDG Code but also those identified in the revised Appendix to MARPOL III.	MARPOL 73/78	III (2006)/1.1	Oct-06	MEPC.156(55)
507	2010-01-01 (exp)	N/E	N/E					N/E	N/E	N/E	Ships carrying harmful substances in packaged form.	At any stopover, where loading operations are carried out, a revision of the documents listing harmful substances taken on board shall be made available before departure to the port state authority.	MARPOL 73/78	III (2006)/4.4 + .5	Oct-06	MEPC.156(55)
508	2010-01-01 (exp)	N/E	N/E					N/E	N/E	N/E	Ships carrying harmful substances in packaged form.	The jurisdiction of a port state control officer in the context of MARPOL III is extended to ships in offshore terminals of that port state (previously it had been limited to ports of that state).	MARPOL 73/78	III (2006)/8.1	Oct-06	MEPC.156(55)
509	2010-01-01 (exp)	N/E	N/E					N/E	N/E	N/E	Ships carrying harmful substances in packaged form.	New criteria for the identification of harmful substances, in packaged form, based on their effects on fish, crustacean or algae, or other aquatic plants.	MARPOL 73/78	III (2006)/ Appendix	Oct-06	MEPC.156(55)
510	2010-01-01 (exp)	N/E	N/E					N/E	N/E	N/E	Ships carrying harmful substances in packaged form.	Complete revision of Annex III of MARPOL 73/78.	MARPOL 73/78	III (2006)/ Complete Annex	Oct-06	MEPC.156(55)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
511	2010-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Adoption of the "Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)".	Casualty Investigation Code		May-08	MSC.255(84)
512	2010-01-01 (exp, First dry-docking after that date.)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2002-07-01	Fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump rooms shall comply with the provisions of the Fire Safety Systems Code (FSS Code) chapter 5, paragraph 2.2.2 (requirement of two separate controls for releasing carbon dioxide, located inside a box clearly identified for the particular space).	SOLAS 1974	II-2 2000)/ 10.4.1.5	May-08	MSC.256(84)
513	2010-01-01 (exp, On a voluntary basis from 2009-01-01)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form as cargo.	Amendments to parts 1, 2, 3, 4, 5, 6, 7, Appendix A and Index of the IMDG Code may be applied by contracting governments in whole or in part on a voluntary basis as from 2009-01-01.	IMDG Code		May-08	MSC.262(84)
514	2010-01-01 (exp), First survey after that date.		N/E							N/E		New paragraph 6.1.5 added in SOLAS II-2/20: For closed vehicle, ro-ro and special category spaces, where fixed pressure water-spraying systems are fitted, means shall be provided to prevent the blockage of drainage arrangements taking into account the guidelines developed by the organisation. Ships constructed before 1 January 2010 shall comply with the requirements of this paragraph by the first survey after 1 January 2010.	SOLAS 1974	II-2 2000)/ 20.6.1.5	May-08	MSC.256(84)
515	2010-07-01	N	N	N	N	N	N	N	N	N	Freeboard length >= 24 m	New “International Code on Intact Stability, 2008 (2008 IS Code)”, Part A − Mandatory requirements. See also entries 3626 and 3627. For new “Explanatory notes to the Intact Stability Code on Intact Stability, 2008” see MSC.1/Circ.1281.	IS Code 2008	Part A	Dec-08	MSC.267(85)
516	2010-07-01										Keel-laying date >= 2002-07-01, freeboard length >= 24 m, ship is a High-speed craft (HSC).	High-speed craft (HSC) shall comply with stability requirements of the 2000 HSC Code. For new “Explanatory notes to the Intact Stability Code on Intact Stability, 2008” see MSC.1/Circ.1281.	IS Code 2008	Part A	Dec-08	MSC.267(85)
517	2010-07-01										Keel-laying date >= 1996-01-01 and < 2002-07-01, freeboard length >= 24 m, ship is a High-speed craft (HSC).	High-speed craft (HSC) shall comply with stability requirements of the 1994 HSC Code. For new “Explanatory notes to the Intact Stability Code on Intact Stability, 2008” see MSC.1/Circ.1281.	IS Code 2008	Part A	Dec-08	MSC.267(85)
518	2010-07-01			N	N	N	N	N	N	N		The assumed average mass of persons carried in a lifeboat is increased to 82.5 kg on cargo ships but remains unchanged at 75 kg on passenger ships.	LSA Code	4.4.2.2.1	Dec-08	MSC.272(85)
519	2010-07-01	N	N	N	N	N	N	N	N	N		On lifeboats, the number(s) of persons for which it is approved, for passenger ships and/or cargo ships, as applicable, shall be clearly marked in permanent characters.	LSA Code	4.4.9.1	Dec-08	MSC.272(85)
520	2010-07-01	N	N	N	N	N	N	N	N	N		The assumed average mass of persons carried in a free-fall lifeboat is increased from 75 kg to 82.5 kg. Furthermore, the space requirements for seats in free-fall lifeboats are specified in more detail, including an increased minimum seat width of 480 mm instead of 430 mm.	LSA Code	4.7.2	Dec-08	MSC.272(85)
521	2010-07-01	N	N	N	N	N	N	N	N	N		The assumed average mass of persons carried in a rescue boat is increased from 75 kg to 82.5 kg.	LSA Code	5.1	Dec-08	MSC.272(85)
522	2010-07-01 (exp)	N	N	N	N	N	N	N	N	N		Ventilation ducts not being of steel or equivalent material shall be made of heat resisting non-combustible material, which may be faced externally with membranes having low flame-spread characteristics.	SOLAS 1974	II-2 2000)/ 9.7.1.1.2	Dec-08	MSC.269(85)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
523	2010-07-01 (exp)	N	N	N	N	N	N	N	N	N	Freeboard length >= 24 m	Part A of the 2008 IS Code is made mandatory.	SOLAS 1974	II-1 (2005)/5.1	Dec-08	MSC.269(85)
524	2010-07-01 (exp)	N	N								Freeboard length >= 120 m or freeboard length < 120 m and having at least three main fire zones	Newly introduced requirement for propulsion, steering, navigational, fixed fire-extinguishing systems and other essential ship's systems to remain operational if any single watertight compartment of the ship is flooded.	SOLAS 1974	II-1 (2005)/8-1	Dec-06	MSC.216(82)
525	2010-07-01 (exp)	N	N								No of persons >= 36	A flooding detection system for watertight spaces below the bulkhead deck shall be provided.	SOLAS 1974	II-1 (2005)/22-1	Dec-06	MSC.216(82)
526	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2009-01-01	In all cabins supplementary lighting shall serve for the way to the door and indicate the exit. When losing normal cabin lighting it shall automatically illuminate and remain on for at least 30 min.	SOLAS 1974	II-1 (2005)/41.6	Dec-06	MSC.216(82)
527	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2009-01-01	Alternative design and arrangements for machinery and electrical installations may be accepted, if at least an equivalent level of safety compared to the requirements of SOLAS II-1/ parts C, D and E is provided. An engineering analysis, evaluation and approval of the deviating design and arrangements shall be carried out.	SOLAS 1974	II-1 (2005)/55	Dec-06	MSC.216(82)
528	2010-07-01 (exp)	E	E	E	E	E	E	E	E	E	Keel-laying date < 1992-02-01	The fire protection requirements on oil fuel arrangements (e.g. jacketed high-pressure fuel lines) are no longer applicable to ships constructed before 1 February 1992.	SOLAS 1974	II-2 (1981)/15, heading	May-06	MSC.201(81)
529	2010-07-01 (exp)	E	E	E	E	E	E	E	E	E	Keel-laying date >= 1992-02-01 and < 1998-07-01	Insulation of hot surfaces and screening of oil lines (SOLAS II-2/15.2.10 and 2.11) are no longer prescribed for arrangements for oil other than fuel oil on ships constructed before 1 July 1998.	SOLAS 1974	II-2 (1981)/15, heading, 1st sentence	May-06	MSC.201(81)
530	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	A suitable fixed fire detection and fire alarm system has to identify remotely and individually each detector and manually operated call point.	SOLAS 1974	II-2 (2000)/7.2.4	Dec-06	MSC.216(82)
531	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	Activated detectors in cabins shall give or initiate an audible alarm within the space where they are located.	SOLAS 1974	II-2 (2000)/7.5.2 + 7.5.3.1	Dec-06	MSC.216(82)
532	2010-07-01 (exp)	N	N									Safety centres may be served by the same ventilation system as the navigating bridge, if in the same main vertical zone.	SOLAS 1974	II-2 (2000)/8.2	Dec-06	MSC.216(82)
533	2010-07-01 (exp)	N	N									If the safety centre is within the navigation bridge, no fire rating is required for partitions separating these stations from each other.	SOLAS 1974	II-2 (2000)/9, tables 9.3 + 9.4: Footnotes	Dec-06	MSC.216(82)
534	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	"Sale shops" are re-categorised from "accommodation spaces of moderate fire risk" to "accommodation spaces of greater fire risk".	SOLAS 1974	II-2 (2000)/ 9.2.2.3.2.2	Dec-06	MSC.216(82)
535	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	Enclosures of atriums shall be formed of class "A" divisions and shall have, same as decks separating spaces within atriums, a fire rating according to tables 9.2 resp. 9.4.	SOLAS 1974	II-2 (2000)/9.2.2.7	Dec-06	MSC.216(82)
536	2010-07-01 (exp)	N	N									Water-mist nozzles that have been tested and approved in accordance with resolution A.800(19) may (also) be considered as automatic dedicated sprinkler heads for A-0 windows.	SOLAS 1974	II-2 (2000)/ 9.4.1.3.3.3	May-06	MSC.201(81)
537	2010-07-01 (exp)	N	N	N	N	N	N	N	N	N		Ventilation ducts shall be of “steel or equivalent” rather than of “non-combustible” material, unless being short and small (not exceeding 2 m in length and 0.02 m² in free cross-sectional area) and meeting certain conditions for arrangement. Another such condition is introduced with the new paragraph 7.1.1.2, and the subsequent paragraphs are renumbered accordingly.	SOLAS 1974	II-2 (2000)/9.7.1.1	Dec-08	MSC.269(85)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
538	2010-07-01 (exp)	N	N								No of passengers >= 36	Except in cargo spaces, ventilation ducts shall be made of heat resisting non-combustible material, which may internally and externally be faced with membranes having low flame-spread characteristics.	SOLAS 1974	II-2 (2000)/ 9.7.4.4.3.2	Dec-08	MSC.269(85)
539	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	Exhaust ducts from ranges for cooking equipment installed on open decks that pass through accommodation spaces or spaces containing combustible materials shall meet the same requirements as those from galley ranges.	SOLAS 1974	II-2 (2000)/9.7.5.1	Dec-06	MSC.216(82)
540	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01, no of passengers < = 36	Exhaust ducts from galley ranges, passing through accommodation spaces or spaces containing combustible materials, shall be fitted with a fire damper also in the upper end of the duct.	SOLAS 1974	II-2 (2000)/ 9.7.5.2.1.2	Dec-08	MSC.269(85)
541	2010-07-01 (exp)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Exhaust ducts from galley ranges, passing through accommodation spaces or spaces containing combustible materials, shall be fitted with a fire damper also in the upper end of the duct.	SOLAS 1974	II-2 (2000)/ 9.7.5.2.1.2	Dec-08	MSC.269(85)
542	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	Exhaust ducts from main laundries shall be equipped so that easy cleaning is possible and fire-fighting by automatically and remotely operating and controlling fans as well as a fire damper in the lower end of the duct is enabled.	SOLAS 1974	II-2 (2000)/9.7.6	Dec-06	MSC.216(82)
543	2010-07-01 (exp)	N	N								No of passengers > 36	Ships shall be fitted with means for fully recharging air cylinders of breathing apparatus, free from contamination.	SOLAS 1974	II-2 (2000)/ 10.10.2.6	Dec-08	MSC.269(85)
544	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	The backstage of a theatre is excluded from those public spaces, which may have direct access to stairway enclosures.	SOLAS 1974	II-2 (2000)/ 13.3.2.3	Dec-06	MSC.216(82)
545	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	Approved alternative evacuation guidance systems may be accepted instead of the escape route lighting system required by paragraph 3.2.5.1.	SOLAS 1974	II-2 (2000)/ 13.3.2.5.3	Dec-06	MSC.216(82)
546	2010-07-01 (exp)	N	N								Freeboard length >= 120 m or freeboard length < 120 m and having at least three main fire zones	The ship shall be capable of returning to port after a fire damage which does not exceed the casualty threshold specified in para 3 (loss of space of fire origin). A safe area that can safely accommodate all persons on board and provide them with basic services shall be provided. Essential systems such as propulsion, steering and communication shall remain operational, i.e. have to be arranged on board for redundancy.	SOLAS 1974	II-2 (2000)/21	Dec-06	MSC.216(82)
547	2010-07-01 (exp)	N	N								Freeboard length >= 120 m or freeboard length < 120 m and having at least three main fire zones	If any one main vertical fire zone is unserviceable due to fire, the following systems shall remain, outside of that zone, operational for at least three hours for supporting the orderly evacuation and abandonment of the ship: fire main, internal and external communications, bilge pumping, lighting along escape routes and evacuation guidance.	SOLAS 1974	II-2 (2000)/22	Dec-06	MSC.216(82)
548	2010-07-01 (exp)	N	N									Ships shall have a safety centre, either being part of or located adjacent to the navigation bridge, to allow management of emergencies without distracting watch officers from their navigational duties. The full functionality of safety systems such as ventilation, fire doors, alarm and public address, fire detection, sprinkler, fire pumps, etc. shall be available from the safety centre.	SOLAS 1974	II-2 (2000)/23	Dec-06	MSC.216(82)
549	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Novel life-saving appliances and arrangements shall provide an equivalent safety level and undergo an engineering analysis as required in SOLAS III/38.	SOLAS 1974	III (1996)/4.3	Dec-06	MSC.216(82)
550	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 1998-07-01	Each infant passenger (< 1 year) shall be provided with an infant life jacket. On voyages less than 24 hours, the number of infant life jackets shall be at least 2.5% of the number of passengers on board.	SOLAS 1974	III (1996)/7.2.1.1 + 2.1.2	May-06	MSC.201(81)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
551	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	For life jackets not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1.75 m, a sufficient number of accessories shall be available to secure them to such persons.	SOLAS 1974	III (1996)/7.2.1.5	May-06	MSC.201(81)
552	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	New Part C of SOLAS III to deal with alternative design and arrangements for life-saving appliances.	SOLAS 1974	III (1996)/38	Dec-06	MSC.216(82)
553	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	All passenger ships, cargo ships only if GT/GRT >= 300, ships engaged only on voyages within Inmarsat coverage	EPIRBs operating in the 1.6 GHz band may no longer be used.	SOLAS 1974	IV/7.1.6.1	May-06	MSC.201(81)
554	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	A ship earth station of the Inmarsat geostationary satellite service is explicitly mentioned as means for initiating the transmission of ship-to-shore distress alerts.	SOLAS 1974	IV/9.1.3.3	May-06	MSC.201(81)
555	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	A ship earth station of the Inmarsat geostationary satellite service is required as means for initiating the transmission of ship-to-shore distress alerts. Satellite EPIRBs operating in the 1.6 GHz band may no longer be used.	SOLAS 1974	IV/9.1.3.3 + 10.1.4.3 + 10.2.3.2	May-06	MSC.201(81)
556	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01, length oa >= 55 m	Ballast water exchange may be undertaken provided that: 1. a proper lookout is maintained, taking into consideration any increased blind sectors or reduced fields of vision resulting from the operation 2. the operation is conducted in accordance with the ballast water management plan 3. the commencement and termination of the operation are recorded in the log book	SOLAS 1974	V (2000)/22.4	May-06	MSC.201(81)
557	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Various changes on engineering specifications for fixed gas fire extinguishing systems, including introduction of new sections 2.2.3 "Testing of the installation" and 2.2.4 "Low-pressure CO2 system".	FSS Code	5.2	May-06	MSC.206(81)
558	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	Fixed fire detection and fire alarm systems shall be capable of remotely and individually identifying each detector and manually operated call point.	FSS Code	9.2.1.5	Dec-06	MSC.217(82)
559	2010-07-01 (exp)	N/E	N/E								Keel-laying date >= 2002-07-01	A section of fire detectors and manually operated call points shall not be situated in more than one main vertical zone.	FSS Code	9.2.4.1.4	Dec-06	MSC.217(82)
560	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Changes to the definition of "Major non-conformity" and to the safety management objectives of the company which should assess all identified risks to its ships, personnel and the environment and establish appropriate safeguards rather than only establish safeguards against all identified risks among other safety management objectives.	ISM Code	A/1.1.10 & 1.2.2	Dec-08	MSC.273(85)
561	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The review of the Safety Management System by the master is specified to be performed periodically.	ISM Code	A/5.1.5	Dec-08	MSC.273(85)
562	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The company should establish procedures, plans and instructions for key shipboard operations rather than only procedures for the preparation of such plans and instructions. Mentioned key shipboard operations are concerning also the safety of the personnel and the protection of the environment (not only prevention of pollution)	ISM Code	A/7	Dec-08	MSC.273(85)
563	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The company should identify potential emergency shipboard situations and establish procedures to respond to them rather than only establish procedures to identify and describe such situations.	ISM Code	A/8.1	Dec-08	MSC.273(85)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
564	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The procedures for the implementation of corrective action under the safety management system should include measures to prevent recurrence of reported non-conformities, accidents and hazardous situations.	ISM Code	A/9.2	Dec-08	MSC.273(85)
565	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The Company should identify, rather than establish procedures to identify, equipment and technical systems the sudden operational failure of which may result in hazardous situations.	ISM Code	A/10.3	Dec-08	MSC.273(85)
566	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The internal safety audits to be performed by the Company are specified to be carried out on board and ashore at intervals not exceeding twelve months. In exceptional circumstances, this interval may be exceeded by not more than three months. The periodical evaluation of the safety management system should focus on its effectiveness rather than efficiency.	ISM Code	A/12.1 & .2	Dec-08	MSC.273(85)
567	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New forms for endorsements are added to the safety management certificate: "Endorsement where the renewal verification has been completed and part B 13.13 of the ISM Code applies" and "Endorsement to extend the validity of the certificate until reaching the port of verification where part B 13.12 of the ISM code applies or for period of grace where part B 13.14 of the ISM code applies"	ISM Code	Appendix	Dec-08	MSC.273(85)
568	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The provisions for certification and verification under the ISM code are amended to allow for greater flexibility in renewal verification, similar to the harmonized system of survey and certification (HSSC).	ISM Code	B/13.12 to 13.14	Dec-08	MSC.273(85)
569	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2010-07-01, if keel-laying date >= 1998-07-01 and < 2010-07-01, new LSA-equipment resp. -installations only	Life-saving appliances shall remain operational throughout the air temperature range -15 °C to +40 °C. The colour of life-saving appliances shall be "international or vivid reddish orange or comparably highly visible" on all parts relevant for detection at sea.	LSA Code	1.2.2	May-06	MSC.207(81)
570	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2010-07-01, if keel-laying date >= 1998-07-01 and < 2010-07-01, new LSA-equipment resp. -installations only	A minimum mass of 4 kg is required for lifebuoys intended to operate the quick-release for the self-activated smoke signals and self-igniting lights. Lifebuoy self-activating smoke signals shall be provided with a quick-release arrangement functioning in connection with a lifebuoy having a mass of not more than 4 kg.	LSA Code	2.1.1.7 + 3.6	May-06	MSC.207(81)
571	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2010-07-01, if keel-laying date >= 1998-07-01 and < 2010-07-01, new LSA-equipment resp. -installations only	Complete revision of reg 2 on life jackets.	LSA Code	2.2	May-06	MSC.207(81)
572	2010-07-01 (exp)										High-speed craft with keel-laying date >= 1996-01-01 and < 2002-07-01, cargo High-speed craft only if GT/GRT >= 150,	An electronic chart display and information system (ECDIS) shall be fitted.	HSC Code 1994	13.14.2	Dec-06	MSC.221(82)
573	2010-07-01 (exp)										High-speed craft with keel-laying date >= 2002-07-01 and < 2008-07-01, cargo High-speed craft only if GT/GRT >= 150,	An electronic chart display and information system (ECDIS) shall be fitted.	HSC Code 2000	13.8.2	Dec-06	MSC.222(82)

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
574	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		MARPOL VI is amended to reduce emissions of sulphur oxide (SOx), nitrogen oxide (NOx) and particulate matter (PM) from ships, with the global sulphur cap reduced initially to 3.50% (from the current 4.50%), effective from 2012-01-01, then progressively to 0.50%, effective from 2020-01-01, subject to a feasibility review to be completed no later than 2018. Applicable limits in SECAs will be reduced to 1.00% (from the current 1.50%), effective from 2010-07-01, and further reduced to 0.10%, effective from 2015-01-01. NOx emissions from marine engines shall be also reduced with the most controls on “Tier III” engines, i.e. those installed on ships constructed from 2016-01-01, operating in Emission Control Areas (ECAs). The revised Annex VI will allow for an ECA to be designed for SOx and PM, or NOx, or all three types of emissions from ships, subject to a proposal from at least one party to Annex VI.	MARPOL 73/78	VI (2008)	Oct-08	MEPC.176(58)
575	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The regulation on "General exceptions" is renamed as "Exceptions and Exemptions" and extended to include new provisions for exempting a ship from provisions of MARPOL VI to conduct trials for the development of ship emission and control technologies. Emissions from sea-bed mineral activities are exempt.	MARPOL 73/78	VI (2008)/3	Oct-08	MEPC.176(58)
576	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2005-05-19	Installations containing ozone depleting substances, other than hydro-chlorofluoro-carbons (HCFCs), shall be prohibited.	MARPOL 73/78	VI (2008)/12.3.1	Oct-08	MEPC.176(58)
577	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	Each ship shall maintain a list of equipment containing ozone depleting substances.	MARPOL 73/78	VI (2008)/12.5	Oct-08	MEPC.176(58)
578	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships which have rechargeable systems that contain ozone depleting substances.	Each ship shall maintain an ozone depleting substances record book.	MARPOL 73/78	VI (2008)/12.6	Oct-08	MEPC.176(58)
579	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships which have re-chargeable systems that contain ozone depleting substances.	Entries in the ozone depleting substances record book shall be recorded in terms of mass (kg) of substance and shall be completed without delay on each occasion, in respect of certain details (recharge, repair or maintenance of equipment, deliberate and non-deliberate discharge, discharge to land-based reception facilities, supply to the ship).	MARPOL 73/78	VI (2008)/12.7	Oct-08	MEPC.176(58)
580	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >=2000-01-01 and < 2011-01-01, engine cert. power: at least one > 130 kW, engine type: diesel, all marine diesel engines except emergency engines and engines installed in lifeboats.	Operation of a marine diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits (meeting Tier I engines), depending on the rated engine speed (crankshaft revolutions per minute).	MARPOL 73/78	VI (2008)/13.3	Oct-08	MEPC.176(58)
581	2010-07-01 (exp)											An Emission Control Area (ECA) is a sea area designated by the IMO in accordance with the criteria and procedures in Appendix III. ECAs include the Baltic Sea as defined in MARPOL I/1.11.2 and the North Sea as defined in MARPOL V/5(1)(f).	MARPOL 73/78	VI (2008)/13.6	Oct-08	MEPC.176(58)
582	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The sulphur content of any fuel oil used on board ships must not exceed 4.5% m/m. Alternatively, an exhaust gas cleaning system approved in accordance with MEPC.170(57) may be employed to limit SOx emission.	MARPOL 73/78	VI (2008)/14.1.1	Oct-08	MEPC.176(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
583	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships operating in an SOx Emission Control Area (SECA) as in the Baltic Sea area, the North Sea or any other area designated by the IMO.	The sulphur content of any fuel oil used on board ships must not exceed 1.0% m/m. Alternatively, an exhaust gas cleaning system approved in accordance with MEPC.170(57) may be employed to limit SOx emission.	MARPOL 73/78	VI (2008)/14.4.2	Oct-08	MEPC.176(58)
584	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The sulphur content of any fuel oil used on board ships shall be documented by its supplier.	MARPOL 73/78	VI (2008)/14.5	Oct-08	MEPC.176(58)
585	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Ships using separate fuel oils to comply with the stricter limitations on the sulphur content of fuel oils in Emission Control Areas while entering or leaving such areas shall carry a written procedure showing how the fuel oil change-over is to be done.	MARPOL 73/78	VI (2008)/14.6	Oct-08	MEPC.176(58)
586	2010-07-01 (exp)			N/E	N/E						Ships carrying crude oil.	Ships shall have onboard and implement an approved specific Volatile Organic Compound (VOC) management plan providing written procedures for minimising VOC emissions during crude oil washing, loading, sea passage, and discharge of cargo. A person responsible for implementing the plan is to be identified.	MARPOL 73/78	VI (2008)/15.6	Oct-08	MEPC.176(58)
587	2010-07-01 (exp)					N/E						Ships are to be provided with a VOC plan if the type of loading and containment systems allow safe retention of non-methane VOCs on board or their safe return ashore.	MARPOL 73/78	VI (2008)/15.7	Oct-08	MEPC.176(58)
588	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The shipboard incineration of exhaust gas cleaning system residues is prohibited.	MARPOL 73/78	VI (2008)/16.2	Oct-08	MEPC.176(58)
589	2010-07-01 (exp)											Reception facilities receiving washwater have to establish the infrastructure necessary to manage and process the washwater. In the event that a particular port or terminal of a party is remotely located or lacks the necessary infrastructure, then that party shall communicate such situations to IMO so that appropriate action can be taken by other parties.	MARPOL 73/78	VI (2008)/17	Oct-08	MEPC.176(58)
590	2010-07-01 (exp)											Parties have to take all reasonable steps to promote the availability of compliant fuel oils in its ports and terminals.	MARPOL 73/78	VI (2008)/18.1	Oct-08	MEPC.176(58)
591	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Introduction of provisions for “Fuel oil availabilty”, including details of actions an administration might take if a ship is not in compliance with the standards for compliant fuel. The provisions may be applied in advance on a volontary basis according to MEPC.1/Circ.637.	MARPOL 73/78	VI (2008)/18.1 and .2	Oct-08	MEPC.176(58)
592	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		If a ship is found not using compliant fuel oils it may be requested to present a record of the actions that it has taken in attempting to achieve compliance and to provide evidence that it attempted to purchase compliant fuel oil. Attempts to locate alternative sources for such fuel oil have to be shown. The ship should not be required to deviate from its intended voyage to obtain compliant fuel oil but it has to notify its administration as well that of the port of destination when it cannot purchase compliant fuel oil.	MARPOL 73/78	VI (2008)/18.2	Oct-08	MEPC.176(58)
593	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Fuel oil quality is still required to be reported by means of the bunker delivery note. A sealed and signed representative sample of the delivered fuel oil is to be retained under the ship's control for at least 12 months. But also, port state control may require that the representative bunker sample be analysed.	MARPOL 73/78	VI (2008)/18.8.1 and .8.2	Oct-08	MEPC.176(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
594	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ship is on scheduled services with frequent and regular port calls.	Compliance with Marpol VI/18.6 (bunker delivery note be kept on board for three years) may be documented in an alternative manner to give similar certainty of compliance with reg. 14 and 18 if decided so by the administration.	MARPOL 73/78	VI (2008)/18.11	Oct-08	MEPC.176(58)
595	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one >= 130 kW, engine type: diesel	Editorial updating of the "Test Cycles and Weighting Factors (acc. to regulation 13)". Specifications for Tier III engines added.	MARPOL 73/78	VI (2008)/ Appendix II	Oct-08	MEPC.176(58)
596	2010-07-01 (exp)											Updating of the “Criteria and Procedures for Designation of Emission Control Areas (reg. 13.6 and 14.3)” to control emissions of NOx, SOx, PM (particulate matters).	MARPOL 73/78	VI (2008)/ Appendix III	Oct-08	MEPC.176(58)
597	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New Appendix VI "Fuel verification procedure for MARPOL Annex VI fuel oil samples" to MARPOL VI, specifying a procedure to determine whether the fuel oil delivered to and used on board the ship is compliant with the sulphur limits required by MARPOL VI/14.	MARPOL 73/78	VI (2008)/ Appendix VI	Oct-08	MEPC.176(58)
598	2010-07-01 (exp)	E	E	E	E	E	E	E	E	E	Contract date < 2000-01-01, engine cert. power: at least one > 5000 kW, engine type: diesel	The definition of "substantial modification" is amended to clarify that a measure for compliance with NOx emission limits pursuant to MARPOL VI/13.7.1.1 or 13.7.1.2 is not considered to be a substantial modification under the application of MARPOL VI/13.2 (major conversion).	NOx Technical Code 2008	1.3.2.2	Oct-08	MEPC.177(58)
599	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	When an engine is to be operated normally in the gas mode, the NOx emission limits of MARPOL VI/13 have to be met only for this operation. In cases of failures and restricted gas supply operation on pure liquid fuel is exempted for the voyage to the next appropriate port for repair.	NOx Technical Code 2008	1.3.10	Oct-08	MEPC.177(58)
600	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	New definition for "approved method" to ensure compliance with NOx emission limits.	NOx Technical Code 2008	1.3.17	Oct-08	MEPC.177(58)
601	2010-07-01 (exp)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2000-01-01, engine cert. power: at least one > 5000 kW, engine type: diesel	New definition for "Existing engine" as an engine which is subject to MARPOL VI/13.7.	NOx Technical Code 2008	1.3.18	Oct-08	MEPC.177(58)
602	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	New definition for "Approved Method File" as the document that describes an approved method to ensure compliance with NOx emission limits and its means of survey.	NOx Technical Code 2008	1.3.19	Oct-08	MEPC.177(58)
603	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, engine cert. power: at least one > 130 kW, engine type: diesel	When a major conversion as defined in MARPOL VI/13 is made to an engine an initial survey has to be conducted and this will result in the issue of an EIAPP Certificate and an amendment of the IAPP Certificate.	NOx Technical Code 2008	2.1	Oct-08	MEPC.177(58)
604	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	For the issue of an EIAPP Certificate for engines undergoing an onboard certification test the same procedures apply as if the engine had been pre-certified on a test bed.	NOx Technical Code 2008	2.2.4	Oct-08	MEPC.177(58)
605	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Updated procedures for pre-certification of an engine with an NOx reducing device and due to changes of component design.	NOx Technical Code 2008	2.2.5 + .6	Oct-08	MEPC.177(58)
606	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	In the procedures for certification of an engine the shipowner's option of direct measurement of NOx emissions during engine operation has been deleted.	NOx Technical Code 2008	2.3	Oct-08	MEPC.177(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
607	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, engine cert. power: at least one > 130 kW, engine type: diesel	The requirement of a check of an engine with an EIAPP certificate prior to issuance of the IAPP certificate has been deleted from the onboard NOx verification procedures but any of the three options specified in NOx Code 2008/6.1 may be applied. The shipowner shall have the option of direct measurement of NOx emissions in accordance with NOx Code 2008/6.4 and as specified in detail.	NOx Technical Code 2008	2.4	Oct-08	MEPC.177(58)
608	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Test fuel for the operation of an engine in accordance with NOx Code 2008/5.3 is no longer limited to marine diesel oil only.	NOx Technical Code 2008	3.1.2	Oct-08	MEPC.177(58)
609	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	The parent engine NOx emission value is relevant for all member engines out of an engine family or engine group in comparison to the applicable limit value.	NOx Technical Code 2008	3.1.3	Oct-08	MEPC.177(58)
610	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	The specific NOx emission at each individual mode point of a Tier III engine to be certified shall not exceed the applicable emission limit value by certain ratios.	NOx Technical Code 2008	3.1.4	Oct-08	MEPC.177(58)
611	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Test cycles and weighting factors to be applied for every individual engine or parent engine of an engine family or an engine group for verification of compliance with the applicable NOx emission limits.	NOx Technical Code 2008	3.2	Oct-08	MEPC.177(58)
612	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Measures an administration may undertake to verify that adequate arrangements have been made to ensure effective control of the conformity of production of an engine family.	NOx Technical Code 2008	4.3.7	Oct-08	MEPC.177(58)
613	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	The parent engine of an engine family shall have the highest NOx emissions value for the applicable test cycle when selecting the parent engine in the approval for serially manufactured engines.	NOx Technical Code 2008	4.3.9.2	Oct-08	MEPC.177(58)
614	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	The calibration of the equipment used for measurements of some performance values in the pre-certification of a member engine of an engine family shall be in accordance with the requirements of Appendix 4 of the NOx Code 2008.	NOx Technical Code 2008	4.3.10.2	Oct-08	MEPC.177(58)
615	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	An applicant (other than the engine manufacturer) for an engine certification under the NOx Code 2008 takes on the responsibility of the engine manufacturer as elsewhere given within the code.	NOx Technical Code 2008	4.4.4	Oct-08	MEPC.177(58)
616	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	The measured NOx emission values at the pre-certification test of a parent engine shall be corrected to the defined references and maximum tolerance conditions. The corrected average weighted NOx emission value is to be stated in 1.9.6 of the supplement to the EIAPP certificate.	NOx Technical Code 2008	4.4.8	Oct-08	MEPC.177(58)
617	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised detailed test conditions for the procedures for NOx measurements of engines on a test bed (engines with charge air cooling, power, engine air inlet system, engine exhaust system, cooling system).	NOx Technical Code 2008	5.2	Oct-08	MEPC.177(58)
618	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	New subparagraph added to the provisions on test fuel for NOx emission measurements concerning dual fuel engines using liquid fuel as pilot fuel. The maximum liquid to gas fuel ratio shall be used.	NOx Technical Code 2008	5.3.4	Oct-08	MEPC.177(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
619	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Reworded provisions for NOx emission measurement equipment and data to be measured, introducing requirements for establishing equivalency for alternative systems or analysers. For new systems the determination of equivalency shall be based upon the calculation as described in ISO 5725-1 and ISO 5725-2.	NOx Technical Code 2008	5.4	Oct-08	MEPC.177(58)
620	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	New requirements covering the determination of exhaust gas flow in the NOx emission measurement.	NOx Technical Code 2008	5.5	Oct-08	MEPC.177(58)
621	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	The NOx measuring instruments of which the calibration shall be traceable are specified in more detail. The standards of that traceability shall be recognized by the administration.	NOx Technical Code 2008	5.6	Oct-08	MEPC.177(58)
622	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised detailed requirements for the test run of systems for NOx emission measurements on a test bed.	NOx Technical Code 2008	5.9	Oct-08	MEPC.177(58)
623	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised requirements for the test report of NOx emission measurements on a test bed due to the extension of systems to be tested to parent engines of engine families or engine groups.	NOx Technical Code 2008	5.10	Oct-08	MEPC.177(58)
624	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Requirements for data evaluation for gaseous emissions within the procedures for NOx emission measurements of engines on a test bed.	NOx Technical Code 2008	5.11	Oct-08	MEPC.177(58)
625	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised and specified requirements for calculation of the gaseous emissions in the procedures for NOx emission measurements of engines on a test bed.	NOx Technical Code 2008	5.12	Oct-08	MEPC.177(58)
626	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised requirements for engine parameter check method in the procedures for demonstrating compliance with NOx emission limits of engines on board.	NOx Technical Code 2008	6.2	Oct-08	MEPC.177(58)
627	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised and specified requirements for simplified measurement method in the procedures for demonstrating compliance with NOx emission limits of engines on board.	NOx Technical Code 2008	6.3	Oct-08	MEPC.177(58)
628	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	New requirements covering the direct measurement and monitoring method in the procedures for demonstrating compliance with NOx emission limits of engines on board. Supporting implementation is given with Appendix 8.	NOx Technical Code 2008	6.4	Oct-08	MEPC.177(58)
629	2010-07-01 (exp)	E	E	E	E	E	E	E	E	E	Keel-laying date >= 1990-01-01 and < 2000-01-01, engine cert. power: at least one > 5000 kW, engine type: diesel, ships fitted with diesel engines having a per cylinder displacement >= 90 litres.	New chapter 7, "Certification of Existing Engine", added to the NOx Technical Code to specify the certification process for an existing engine.	NOx Technical Code 2008	7	Oct-08	MEPC.177(58)
630	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised form of the Engine International Air Pollution Prevention (EIAPP) Certificate due to revision of NOx Code.	NOx Technical Code 2008	Appendix.1	Oct-08	MEPC.177(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
631	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised flow charts for survey and certification of marine diesel engines due to revision of NOx Code. Refer to 2.2.9 and 2.3.11 of the NOx Code 2008.	NOx Technical Code 2008	Appendix.2	Oct-08	MEPC.177(58)
632	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised specifications for analysers to be used in the determination of gaseous components of marine diesel engine emissions due to revision of NOx Code. Refer to chapter 5 of the NOx Code 2008.	NOx Technical Code 2008	Appendix.3	Oct-08	MEPC.177(58)
633	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised requirements for calibration of the analytical and measurement instruments for NOx emissions. Refer to chapters 4, 5 and 6 of the NOx Code 2008.	NOx Technical Code 2008	Appendix.4	Oct-08	MEPC.177(58)
634	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised parent engine test report and test data due to revision of NOx Code. Refer to regulations 2.4.1.5 and 5.10 of the NOx Code 2008.	NOx Technical Code 2008	Appendix.5	Oct-08	MEPC.177(58)
635	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised calculation of exhaust gas mass flow (carbon-balance method) with new formulas due to revision of NOx Code. Refer to chapter 5 of the NOx Code 2008.	NOx Technical Code 2008	Appendix.6	Oct-08	MEPC.177(58)
636	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised checklist for an engine parameter check method due to revision of NOx Code. Refer to NOx Code 2008/6.2.2.5.	NOx Technical Code 2008	Appendix.7	Oct-08	MEPC.177(58)
637	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	New Appendix "Implementation of the Direct Measurement and Monitoring method". Refer to NOx Code 2008/6.4.	NOx Technical Code 2008	Appendix.8	Oct-08	MEPC.177(58)
638	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel	Revised NOx Technical Code 2008 introduces a new chapter based on the approach for NOx regulation of existing (pre-2000) engines established in MARPOL VI, and provisions for direct measurement and monitoring methods, a certification procedure for existing engines, and test cycles to be applied to Tier II and Tier III engines.	NOx Technical Code 2008	-Complete Code	Oct-08	MEPC.177(58)
639	2010-07-01 (exp)	N	N	N	N	N	N	N	N	N	Freeboard length >= 24 m	Ships shall comply with the requirements of part A of the 2008 IS Code.	LL 66/88	B/I/1.3	Dec-08	MSC.270(85)
640	2010-07-01 (exp)										Relevant for regulatory bodies.	Classification societies may use only exclusive surveyors and auditors to perform statutory survey and certification functions other than radio surveys. For radio surveys the societies may subcontract these to non-exclusive surveyors, while remaining responsible for the certification on behalf of the flag state.	Resolution	A.739(18) – Authorization of Organizations, Appendix 1, 2-1	May-06	MSC.208(81)
641	2010-07-01 (exp, Contractual delivery date or, in absence, the actual delivery of the installation to the ship is on or after 2005-05-19)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2005-05-19	Installations containing ozone depleting substances, other than hydro-chlorofluorocarbons (HCFCs), shall be prohibited.	MARPOL 73/78	VI (2008)/12.3.1	Oct-08	MEPC.176(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
642	2010-07-01 (exp, During the first twelve months following a new designed Emission Control Area (ECA))	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships operating in new designated Emission Control Areas (ECA).	Ships are temporarily exempted from the requirements of the limitations on the sulphur content of fuel oils used in an ECA and the documentation of the sulphur content of fuel oil to be used in an ECA immediately following the establishment of that ECA.	MARPOL 73/78	VI (2008)/14.7	Oct-08	MEPC.176(58)
643	2010-07-01 (exp, installed on or after 2010-07-01)	N/E	N/E								Keel-laying date >= 2002-07-01	The installation on board of "A" class fire doors approved without the sill being part of the frame shall be so performed that the gap under the door does not exceed 12 mm. A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.	SOLAS 1974	II-2 (2000)/9.4.1.1.2	Dec-08	MSC.269(85)
644	2010-07-01 (exp, installed on or after 2010-07-01)	N/E	N/E								Keel-laying date >= 2002-07-01	Fire doors in "B" class divisions, approved without the sill being part of the frame, shall be installed such that the gap under the door does not exceed 25 mm.	SOLAS 1974	II-2 (2000)/9.4.1.2.1	Dec-08	MSC.269(85)
645	2010-07-01 (exp, installed on or after 2010-07-01)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Fire doors approved as "A" class without the sill being part of the frame, shall be installed such that the gap under the door does not exceed 12 mm and a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door. Doors approved as "B" class without the sill being part of the frame, shall be installed such that the gap under the door does not exceed 25 mm.	SOLAS 1974	II-2 (2000)/9.4.2.1	Dec-08	MSC.269(85)
646	2010-07-01 (exp, not later than the first renewal survey >= 12 months after deposit of the notification of a certified Approved Method to IMO)	E	E	E	E	E	E	E	E	E	Keel-laying date >= 1990-01-01 and < 2000-01-01, engine cert. power: at least one > 5000 kW, engine type: diesel, ship with existing diesel engines with a displacement >= 90 litres per cylinder.	Operation of a marine diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits (meeting at least Tier I engines), depending on the rated engine speed, provided that an certified approved method has been notified to the IMO. Certification, testing and measurements procedures for the standards shall be on the basis of the revised NOx Technical Code 2008.	MARPOL 73/78	VI (2008)/13.7	Oct-08	MEPC.176(58)
647	2010-08-01	N	N	N	N	N	N	N	N	N	Delivery date >= 2010-08-01, ships with an aggregate oil fuel capacity of >= 600 m³ and with a building contract < 2007-08-01 and keel-laying < 2008-02-01.	New requirement on "oil fuel tank protection" of oil fuel tanks greater than 30 m³ , either by means of double hull or by compliance with a probabilistic oil outflow performance standard. The capacity of individual oil fuel tanks is limited to 2,500 m³.	MARPOL 73/78	I (2004)/12A	Mrz-06	MEPC.141(54)
648	2010-10-01	E	E								Keel-laying date < 1994-10-01, no. of passengers > 36	Ships must comply with all fire protection requirements of SOLAS II-2 as applicable to ships constructed on or after 1980-05-25.	SOLAS 1974	II-2 (1981)/41-1.2.4	Apr-92	MSC.24(60)
649	2010-10-01 (first periodical survey after)		E								A/AMax >= 97.5%, keel-laying date < 1990-10-01, no. of persons >= 400 and < 600	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
650	2011-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods as cargo	Numerous changes to the requirements for carriage of dangerous goods, in particular in table 19.3 - application of the requirements to different classes of dangerous goods except solid dangerous goods in bulk.	SOLAS 1974	II-2 (2000)/19	Dec-08	MSC.269(85)
651	2011-01-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in solid form in bulk.	New regulation 1-1 defining the terms “IMSBC Code” and “Solid bulk cargo”.	SOLAS 1974	VI/1-1	Dec-08	MSC.269(85)
652	2011-01-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in solid form in bulk	New regulation 1-2 (Requirements for the carriage of solid bulk cargoes other than grain) requiring compliance with the provisions of the IMSBC Code.	SOLAS 1974	VI/1-2	Dec-08	MSC.269(85)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
653	2011-01-01			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carring dangerous goods in solid form in bulk	The cargo information, to be provided prior to loading of solid bulk cargo, shall be as required by section 4 of the IMSBC Code.	SOLAS 1974	VI/2.2.2	Dec-08	MSC.269(85)
654	2011-01-01						N/E	N/E	N/E	N/E	Ships carrying solid bulk cargoes	New “International maritime solid bulk cargoes (IMSBC) code”, introducing provisions for the carriage of solid bulk cargoes.	IMSBC Code		Dec-08	MSC.268(85)
655	2011-01-01										Cargo High-speed crafts carrying dangerous goods. For crafts of GT/GRT < 500 reduced requirements may be accepted.	Amendments to the general fire safety requirements for the carriage of dangerous goods	HSC Code 2000	7.17	Dec-08	MSC.271(85)
656	2011-01-01										No of passengers > 12, crafts carrying dangerous goods	Amendments to the general fire safety requirements for the carriage of dangerous goods	HSC Code 2000	7.17	Dec-08	MSC.271(85)
657	2011-01-01 (anniversary of the date of delivery in 2011)			E							Delivery date >= 1996-01-01 and < 1996-07-06, TDW >= 5,000, category 2 and category 3 oil tankers.	Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.	MARPOL 73/78	I (1973)/13G.6	Dec-03	MEPC.111(50)
658	2011-01-01 (date of 2nd annual survey in 2011)	E	E	E	E	E	E	E	E	E	Keel-laying date >= 2009-01-01 and < = 2009-12-31, ships with ballast water capacity of < 5,000 m³ and with the second annual survey performed < 2012.	IMO recommends that parties to the BWM convention should issue an additional declaration stating that ships subject to regulation B-3.3 (ballast water management) need not comply with the ballast water treatment requirements of regulation D-2 until their second annual survey, but not later than 2011-12-31.	BWM 2004	B-3.3	Nov-07	A.1005(25)
659	2011-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The provisions for "Acceptability for shipment" of bulk cargo are specified to apply to solid bulk cargo only and are adapted to the newly introduced IMSBC Code.	SOLAS 1974	VI/6	Dec-08	MSC.269(85)
660	2011-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The regulation on "Loading, unloading and stowage of bulk cargoes" is specified to apply to solid bulk cargoes only. The provisions for proper stowage in holds and tween-decks (paragraphs 4 and 5) are deleted from this regulation and the subsequent paragraphs are renumbered accordingly.	SOLAS 1974	VI/7	Dec-08	MSC.269(85)
661	2011-01-01 (exp)	N/E	N/E								Ships carrying dangerous goods in solid form in bulk.	New regulation 7-5. The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.	SOLAS 1974	VII/7-5	Dec-08	MSC.269(85)
662	2011-01-01 (exp)			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in solid form in bulk. For ships of less than 500 gt other measures to ensure the required safety may be accepted	New regulation 7-5. The carriage of dangerous goods in solid form in bulk shall be in compliance with the relevant provisions of the IMSBC Code, as defined in regulation VI/1-1.1.	SOLAS 1974	VII/7-5	Dec-08	MSC.269(85)
663	2011-01-01 (exp)	N	N	N	N	N	N	N	N	N	Keel-laying date >= 2011-01-01 and < 2016-01-01, engine cert. power: at least one > 130 kW, engine type: diesel, all marine diesel engines except emergency engines and engines installed in lifeboats.	Operation of a marine diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits (meeting Tier II engines), depending on the rated engine speed (crankshaft revolutions per minute).	MARPOL 73/78	VI (2008)/13.4	Oct-08	MEPC.176(58)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
664	2011-01-01 (exp, first renewal survey after that date)	E	E	E	E	E	E	E	E	E		Cargo spaces intended for the carriage of packaged dangerous goods shall comply with the special requirements of SOLAS II-2/ 19.3, however with some relaxations regarding the scope of carried goods and, in case of older ro-ro ships, the fire detection system and separation of spaces.	SOLAS 1974	II-2 (2000)/1.2.4	Dec-08	MSC.269(85)
665	2011-01-01 (exp, first renewal survey after that date)			E	E	E	E	E	E	E	GT/GRT < 500	Cargo spaces intended for the carriage of packaged dangerous goods shall comply with the special requirements of SOLAS II-2/ 19.3, however with some relaxations regarding the scope of carried goods and, in case of older ro-ro ships, the fire detection system and separation of spaces.	SOLAS 1974	II-2 (2000)/1.2.4	Dec-08	MSC.269(85)
666	2011-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1990-07-01 and < 1991-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
667	2012-01-01	N	N	N	N	N	N	N	N	N	Ships with ballast water capacity >= 5,000 m³	Ships must comply with the ballast water performance standard (D-2).	BWM 2004	B-3.1.1 + .1.2 + .3 + .4 + .5	Feb-04	BWM/ CONF/36, Annex
668	2012-01-01 (exp)			E	E	E	E	E	E	E	Keel-laying date < 2010-01-01	The regulation of emergency towing arrangements for tankers is extended: All ships shall be provided with a ship-specific emergency towing procedure. Refer to MSC.1/Circ.1255 "Guidelines for owners/operators on preparing emergency towing procedures".	SOLAS 1974	II-1 (2005)/3-4	May-08	MSC.256(84)
669	2012-01-01 (exp)											From 2012-01-01 to 2013-12-31 IMO has to complete a review of the status of the technological developments to implement Tier III standards and adjust – if necessary – the implementation date of Tier III (2006-01-01) to a later date.	MARPOL 73/78	VI (2008)/13.7	Oct-08	MEPC.176(58)
670	2012-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The sulphur content of any fuel oil used on board ships must not exceed 3.5% m/m. Alternatively, an exhaust gas cleaning system approved in accordance with MEPC.170(57) may be employed to limit SOx emission.	MARPOL 73/78	VI (2008)/14.1.2	Oct-08	MEPC.176(58)
671	2012-07-01						N				Delivery date >= 2012-07-01, freeboard length >= 150 m, ships with double-side skin spaces and with building contract < 2006-12-08 (if covered by IACS Common Structural Rules (CSR)) or < 2008-07-01 (if not covered by IACS CSR) and with keel-laying < 2009-01-01.	Protective coating in compliance with the performance standard MSC.215(82) is required for double-side skin spaces of bulk carriers. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.216(82)
672	2012-07-01	N	N	N	N	N	N	N	N	N	Delivery date >= 2012-07-01, ships with building contract < 2006-12-08 (if covered by IACS Common Structural Rules (CSR)) or < 2008-07-01 (if not covered by IACS CSR) and with keel-laying < 2009-01-01.	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system. Further specifications are given with IACS UI SC222. For a similar performance standard for protective coatings for void spaces on bulk carriers and oil tankers see MSC.244(83). For guidelines for corrosion protection of permanent means of access arrangements see MSC.1/Circ.1279. Early implementation applies to ships covered by IACS Common Structural Rules (CSR).	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
673	2012-07-01 (exp)	N	N	N	N	N	N	N	N	N	Delivery date >= 2012-07-01, ships with building contract < 2008-07-01 and keel-laying < 2009-01-01	Protective coating in compliance with the performance standard MSC.215(82) is required for dedicated seawater ballast tanks.	SOLAS 1974	II-1 (1981)/3-2.2	Dec-06	MSC.216(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
674	2012-07-01 (exp)						N				Delivery date >= 2012-07-01, freeboard length >= 150 m, ship with double-side skin spaces and with building contract < 2008-07-01 and keel-laying < 2009-01-01.	Protective coating in compliance with the performance standard MSC.215(82) is required for double-side skin spaces of bulk carriers.	SOLAS 1974	II-1 (1981)/3-2.2	Dec-06	MSC.216(82)
675	2012-07-01 (exp)	N	N	N	N	N	N	N	N	N	Delivery date >= 2012-07-01, ships with building contract < 2008-07-01 and keel-laying < 2009-01-01	Maintenance of the protective coating system shall be included in the overall ship's maintenance scheme.	SOLAS 1974	II-1 (1981)/3-2.4	Dec-06	MSC.216(82)
676	2012-07-01 (exp)	N	N	N	N	N	N	N	N	N	Delivery date >= 2012-07-01, ships having been contracted < 2008-07-01 and keel-laying < 2009-01-01	Performance standard for protective coatings, mandatory under SOLAS II-1/3-2, introducing requirements on quality, approval, inspection and verification of the coating system.	SOLAS 1974	II-1 (2005)/3-2.2	Dec-06	MSC.215(82)
677	2012-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1991-07-01 and < 1992-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
678	2013-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1992-07-01 and < 1993-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
679	2014-01-01 (First intermediate or renewal survey after that date)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2009-01-01, ships with ballast water capacity of between 1,500 and 5,000 m³	Ships must comply with the ballast water performance standard (D-2).	BWM 2004	B-3.1.1 + .1.2 + .3 + .4 + .5	Feb-04	BWM/ CONF/36, Annex
680	2014-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1993-07-01 and < 1994-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
681	2015-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships operating in an SOx Emission Control Area (SECA) as in the Baltic Sea area, the North Sea or any other area designated by the IMO.	The sulphur content of any fuel oil used on board ships must not exceed 0.1% m/m. Alternatively, an exhaust gas cleaning system approved in accordance with MEPC.170(57) may be employed to limit SOx emission.	MARPOL 73/78	VI (2008)/14.4.3	Oct-08	MEPC.176(58)
682	2015-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1994-07-01 and < 1995-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
683	2016-01-01	E	E	E	E	E	E	E	E	E	Keel-laying date >=2009-01-01 and < 2012-01-01, ships with ballast water capacity of >= 5,000 m³	Ships must comply with the ballast water performance standard (D-2).	BWM 2004	B-3.1.1 + .1.2 + .3 + .4 + .5	Feb-04	BWM/ CONF/36, Annex

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Mandatory Requirements	Instrument	Chapter or Annex/ Regulation	Amendment	Source
684	2016-01-01 (exp)	N	N	N	N	N	N	N	N	N	Engine cert. power: at least one > 130 kW, engine type: diesel, all marine diesel engines except emergency engines and engines installed in lifeboats. Ships operating within an Emission Control Area (ECA). Ships with total propulsion power < 750 kW that cannot comply with the standards of Tier III because of design or construction limits of the ships can be exempted by the administration.	Operation of a marine diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits (meeting Tier III engines), depending on the rated engine speed (crankshaft revolutions per minute).	MARPOL 73/78	VI (2008)/ 13.5.1.2+13.5.2	Oct-08	MEPC.176(58)
685	2016-01-01 (exp)	N	N	N	N	N	N	N	N	N	Engine cert. power: at least one > 130 kW, engine type: diesel, all marine diesel engines except emergency engines and engines installed in lifeboats. Ships operating outside an Emission Control Area (ECA).	Operation of a marine diesel engine is only permitted when its emission of nitrogen oxides (NOx) is within certain limits (meeting Tier II engines), depending on the rated engine speed (crankshaft revolutions per minute).	MARPOL 73/78	VI (2008)/13.5.1.3	Oct-08	MEPC.176(58)
686	2016-01-01 (First intermediate or renewal survey after that date)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2009-01-01, ships with ballast water capacity of < 1,500 or > 5,000 m³	Ships must comply with the ballast water performance standard (D-2).	BWM 2004	B-3.1.1 + .1.2 + .3 + .4 + .5	Feb-04	BWM/ CONF/36, Annex
687	2016-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1995-07-01 and < 1996-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
688	2017-07-01 (First periodical survey after the anniversary date of construction)		E								Keel-laying date >= 1996-07-01 and < 1997-07-01, no. of persons >= 400	Compliance with two-compartment subdivision standard required.	SOLAS 1974	II-1 (1981)/8-2	Nov-95	SOLAS/Conf.3 Res.1
689	2020-01-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The sulphur content of any fuel oil used on board ships must not exceed 0.5% m/m. Alternatively, an exhaust gas cleaning system approved in accordance with MEPC.170(57) may be employed to limit SOx emission. If the IMO finds by a review to be completed by 2018 that fuel oil to comply with the fuel oil standard is not available and therefore it is not possible for ships to comply with the standard set, the standard shall become effective on 2025-01-01.	MARPOL 73/78	VI (2008)/14.1.3	Oct-08	MEPC.176(58)
690	2020-01-01 (exp) (For E: Contractual delivery date or, in absence, the actual delivery of the installation to the ship is on or after 2020-01-01)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Installations containing hydro-chlorofluorocarbons (HCFCs) shall be prohibited.	MARPOL 73/78	VI (2008)/12.3.2	Oct-08	MEPC.176(58)
691	Not known yet			N/E	N/E	N/E	N/E	N/E	N/E	N/E		The five-year period during which at least two bottom surveys are to be performed shall coincide with the period of validity of the safety construction certificate.	SOLAS 1974	I/10(a)(v)	May-06	MSC.204(81)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

Appendix: Cross-references SOLAS Chapter II-1 parts A and B (structure and stability)

The complete revision of SOLAS Chapter II-1 Construction − Structure, Subdivision and Stability, Machinery and Electrical Installations, adopted by MSC82 with ANNEX 2 to resolution MSC.216(82) includes a renumbering of regulations. The following table gives cross-references between “old” and “new” regulations and vice versa.

Old Regulation	New Regulation
A 1. 1.1	A 1. 1.1
A 1. 1.2	A 1. 1.2
A 1. 1.2.1	A 1. 1.2.1
A 1. 1.2.2	A 1. 1.2.2
A 1. 1.3	A 1. 1.3
A 1. 1.3.1	A 1. 1.3.1
A 1. 1.3.2	A 1. 1.3.2
A 1. 1.3.3	A 1. 1.3.3
A 1. 2	A 1. 2
A 1. 3.1	A 1. 3
A 1. 3.2	DELETED
A 1. 4	A 1. 4
A 1. 5	A 1. 5
A 1. 5.1	A 1. 5.1
A 1. 5.2	A 1. 5.2
A 2. 1.1	DELETED
A 2. 1.2	DELETED
A 2. 2	A 2. 5
A 2. 3	A 2. 8
A 2. 4	A 2. 9
A 2. 5	A 2. 19
A 2. 6	DELETED
A 2. 7	A 2. 14
A 2. 8	A 2. 15
A 2. 9	DELETED
A 2. 10	DELETED
A 2. 11	A 2. 16
A 2. 12	A 2. 22
A 2. 13	A 2. 23
A 2. 14	A 2. 24
A 3. 1	A 3. 1
A 3. 2	A 3. 2
A 3. 3.1	A 3. 3.1
A 3. 3.2	A 3. 3.2
A 3. 3.3	A 3. 3.3
A 3. 4	A 3. 4
A 3. 5	A 3. 5
A 3. 6	A 3. 6
A 3. 7	A 3. 7
A 3. 8	A 3. 8
A 3. 9	A 3. 9
A 3. 10	A 3. 10
A 3. 11	A 3. 11
A 3. 12	A 3. 12
A 3. 13	A 3. 13
A 3. 14	A 3. 14
A 3. 15	A 3. 15
A 3. 16	A 3. 16
A 3. 17	A 3. 17
A 3. 17.1	A 3. 17.1
A 3. 17.2	A 3. 17.2
A 3. 17.3	A 3. 17.3
A 3. 18	A 3. 18
A 3. 19	A 3. 19
A 3. 19.1	A 3. 19.1
A 3. 19.2	A 3. 19.2
A 3. 20	A 3. 20
A 3. 20.1	A 3. 20.1
A 3. 20.2	A 3. 20.2
A-1 3. 21	A 2. 20
A-1 3. 22	A 2. 21
A-1 3-1.	DELETED
A-1 3-2. 1	DELETED
A-1 3-2. 2	DELETED
A-1 3-3. 1	DELETED
A-1 3-3. 2	DELETED
A-1 3-4. 1	DELETED
A-1 3-4. 2	DELETED
A-1 3-4. 2.1	DELETED
A-1 3-4. 2.2	DELETED
A-1 3-4. 3	DELETED
A-1 3-5. 1	DELETED
A-1 3-5. 2	DELETED
A-1 3-5. 2.1	DELETED
A-1 3-5. 2.2	DELETED
A-1 3-5. 2.3	DELETED
A-1 3-6. 1.1	DELETED
A-1 3-6. 1.2	DELETED
A-1 3-6. 2	DELETED
A-1 3-6. 2.1	DELETED
A-1 3-6. 2.2	DELETED
A-1 3-6. 2.3	DELETED
A-1 3-6. 3	DELETED
A-1 3-6. 3.1	DELETED
A-1 3-6. 3.2	DELETED
A-1 3-6. 3.3	DELETED
A-1 3-6. 4.1	DELETED
A-1 3-6. 4.1.1	DELETED
A-1 3-6. 4.1.2	DELETED
A-1 3-6. 4.1.3	DELETED
A-1 3-6. 4.1.4	DELETED
A-1 3-6. 4.1.5	DELETED
A-1 3-6. 4.1.6	DELETED
A-1 3-6. 4.1.7	DELETED
A-1 3-6. 4.1.8	DELETED
A-1 3-6. 4.2	DELETED
A-1 3-6. 5.1	DELETED
A-1 3-6. 5.2	DELETED
A-1 3-6. 5.3	DELETED
B 4. 1	DELETED
B 4. 2	DELETED
B 4. 3.1	DELETED
B 4. 3.2	DELETED
B 5. 1.1	DELETED
B 5. 1.2	DELETED
B 5. 1.2.1	DELETED
B 5. 1.2.2	DELETED
B 5. 1.2.3	DELETED
B 5. 2.1	DELETED
B 5. 2.2	DELETED
B 5. 3	DELETED
B 5. 4.1	DELETED
B 5. 4.2	DELETED
B 5. 5	DELETED
B 5. 6	DELETED
B 6. 1	B 4.3
B 6. 2.1	DELETED
B 6. 2.2	DELETED
B 6. 2.2.1	DELETED
B 6. 2.2.2	DELETED
B 6. 2.3	DELETED
B 6. 3.1	DELETED
B 6. 3.2	DELETED
B 6. 3.3	DELETED
B 6. 4.1	DELETED
B 6. 4.2	DELETED
B 6. 4.3	DELETED
B 6. 4.4	DELETED
B 6. 4.5	DELETED
B 6. 5.1.1	DELETED
B 6. 5.1.2	DELETED
B 6. 5.2	DELETED
B 6. 5.2.1	DELETED
B 6. 5.2.2	DELETED
B 6. 5.2.3	DELETED
B 6. 5.2.4	DELETED
B 6. 5.2.5	DELETED
B 6. 5.3	DELETED
B 6. 5.4	DELETED
B 7. 1	DELETED
B 7. 1.1	DELETED
B 7. 1.2	DELETED
B 7. 2.1	DELETED
B 7. 2.2	DELETED
B 7. 2.3	DELETED
B 7. 3	DELETED
B 7. 4	DELETED
B 7. 5	DELETED
B 7. 5.1	DELETED
B 7. 5.2	DELETED
B 7. 5.3	DELETED
B 7. 6	DELETED
B 7. 7	DELETED
B 7. 8	DELETED
B 7. 9	DELETED
B 8. 1.1	DELETED
B 8. 1.2	DELETED
B 8. 1.3	DELETED
B 8. 1.4	DELETED
B 8. 2.1	DELETED
B 8. 2.2	DELETED
B 8. 2.3	DELETED
B 8. 2.3.1	DELETED
B 8. 2.3.2	DELETED
B 8. 2.3.2.1	DELETED
B 8. 2.3.2.2	DELETED
B 8. 2.3.3	DELETED
B 8. 2.3.3.1	DELETED
B 8. 2.3.3.2	DELETED
B 8. 2.3.3.3	DELETED
B 8. 2.3.4	DELETED
B 8. 2.3.4.1	DELETED
B 8. 2.3.4.1.1	DELETED
B 8. 2.3.4.1.2	DELETED
B 8. 2.3.4.1.3	DELETED
B 8. 2.3.4.2	DELETED
B 8. 2.3.4.2.1	DELETED
B 8. 2.3.4.2.2	DELETED
B 8. 2.3.4.2.3	DELETED
B 8. 2.3.4.2.4	DELETED
B 8. 2.3.4.2.5	DELETED
B 8. 2.3.4.3	DELETED
B 8. 2.3.4.3.1	DELETED
B 8. 2.3.4.3.2	DELETED
B 8. 2.3.4.3.3	DELETED
B 8. 2.4	DELETED
B 8. 3	DELETED
B 8. 4	DELETED
B 8. 4.1	DELETED
B 8. 4.2	DELETED
B 8. 4.3	DELETED
B 8. 4.4	DELETED
B 8. 5	DELETED
B 8. 6	DELETED
B 8. 6.1	DELETED
B 8. 6.2	DELETED
B 8. 6.3	DELETED
B 8. 7.1	DELETED
B 8. 7.2	DELETED
B 8. 7.3	DELETED
B 8. 7.4	DELETED
B 8. 8.1	DELETED
B 8. 8.2	DELETED
B 8-1	DELETED
B 8-2. 1	DELETED
B 9-2. 2	DELETED
B 10-2. 2.1	DELETED
B 11-2. 2.2	DELETED
B 12-2. 2.3	DELETED
B 8-3	DELETED

Old Regulation	New Regulation
B 9. 1	DELETED
B 9. 2	DELETED
B 10. 1	B – 2 12. 1
B 10. 2	B – 2 12. 2
B 10. 2.1	B – 2 12. 2.1
B 10. 2.2	B – 2 12. 2.2
B 10. 2.3	B – 2 12. 2.3
B 10. 3	B – 2 12. 6
B 10. 4	B – 2 12. 6
B 10. 4.1	DELETED
B 10. 4.2	DELETED
B 10. 5	DELETED
B 10. 6	DELETED
B 10. 7	B – 2 12. 9
B 10. 8	B – 2 12. 10
B 11. 1	DELETED
B 11. 2	B – 2 12. 1
B 11. 3.1	B – 2 12. 2.1
B 11. 3.2	B – 2 12. 2.2
B 11. 3.3	B – 2 12. 2.3
B 11. 4	B – 2 12. 3 + 4
B 11. 5	B – 2 12. 6
B 11. 6	B – 2 12. 7
B 11. 7	B – 2 12. 8
B 11. 8	B – 2 12. 9
B 11. 9	B – 2 12. 10
B 12. 1	B – 2 9. 1
B 12. 1.1	DELETED
B 12. 1.2	DELETED
B 12. 1.3	DELETED
B 12. 2	B – 2 9. 2
B 12. 3	B – 2 9. 3
B 12. 4	B – 2 9. 4
B 12. 5	B – 2 9. 5
B 12-1. 1	B – 2 9. 1
B 12-1. 2	B – 2 9. 2
B 12-1. 3	B – 2 9. 3
B 12-1. 4	B – 2 9. 4
B 13. 1	B – 3 18. 1
B 13. 2	B – 3 18. 2

Old Regulation	New Regulation
B 13. 3	B – 3 18. 3
B 13. 4	B – 3 18. 4
B 13. 5	B – 3 18. 5
B 13. 6	B – 3 18. 6
B 13. 7	B – 3 18. 7
B 14. 1	B – 2 10. 1
B 14. 2.1	B – 2 10. 2
B 14. 2.2	DELETED
B 14. 3	B – 2 11. 1
B 14. 4	B – 2 11. 2
B 14. 5	B – 2 11. 3
B 14. 6	B – 2 11. 4
B 15. 1	B – 2 13. 1
B 15. 2.1	B – 2 13. 2.1
B 15. 2.2	B – 2 13. 2.2
B 15. 2.3	B – 2 13. 2.3
B 15. 3.1	B – 2 13. 3
B 15. 3.1.1	B – 2 13. 3
B 15. 3.1.2	B – 2 13. 3
B 15. 3.2	B 12. 5.2
B 15. 3.3	B 12. 5.3
B 15. 4.1	DELETED
B 15. 4.2	DELETED
B 15. 5	B – 2 13. 4
B 15. 6.1	B – 2 13. 5.1
B 15. 6.2	B – 2 13. 5.2
B 15. 6.3	B – 2 13. 5.3
B 15. 6.4	B – 2 13. 6
B 15. 6.5	DELETED
B 15. 7.1	B – 2 13. 7.1
B 15. 7.1.1	B – 2 13. 7.1.1
B 15. 7.1.2	B – 2 13. 7.1.2
B 15. 7.1.2.1	B – 2 13. 7.1.2.1
B 15. 7.1.2.2	B – 2 13. 7.1.2.2
B 15. 7.1.2.3	DELETED
B 15. 7.1.3	B – 2 13. 7.1.3
B 15. 7.1.4	B – 2 13. 7.1.4
B 15. 7.1.5	B – 2 13. 7.1.5
B 15. 7.1.6	B – 2 13. 7.1.6
B 15. 7.1.7	B – 2 13. 7.1.7

Old Regulation	New Regulation
B 15. 7.2	B – 2 13. 7.2
B 15. 7.3	B – 2 13. 7.3
B 15. 7.3.1	B – 2 13. 7.3.1
B 15. 7.3.2	B – 2 13. 7.3.2
B 15. 7.3.3	B – 2 13. 7.3.3
B 15. 7.4	B – 2 13. 7.4
B 15. 7.5	B – 2 13. 7.5
B 15. 7.6	B – 2 13. 7.6
B 15. 7.7	B – 2 13. 7.7
B 15. 7.8	B – 2 13. 7.8
B 15. 8.1	B – 2 13. 8.1
B 15. 8.2	B – 2 13. 8.2
B 15. 8.3	B – 2 13. 8.3
B 15. 9.1	B – 4 22. 1
B 15. 9.2	B – 4 22. 3
B 15. 9.3	B – 4 22. 4
B 15. 9.4	DELETED
B 15. 10.1	B – 2 13. 9.1
B 15. 10.2	B – 2 13. 9.2
B 15. 11	B – 4 22. 5
B 15. 12.1	B – 2 13. 11.1
B 15. 12.2	B – 2 13. 11.2
B 15. 12.3	B – 2 13. 11.3
B 16. 1	B – 2 14. 1
B 16. 2	B – 2 14. 2
B 16. 3	DELETED
B 16. 4	DELETED
B 17. 1	B – 2 15. 1
B 17. 2	B – 2 15. 2
B 17. 3.1	B – 2 15. 3.1
B 17. 3.2	B – 2 15. 3.2
B 17. 3.3.1	B – 4 22. 14
B 17. 3.3.2	B – 4 22. 14.1
B 17. 3.3.3	B – 4 22. 14.2
B 17. 4	B – 2 15. 4
B 17. 5	B – 4 22. 15
B 17. 6.1	B – 2 15. 5.1
B 17. 6.2	B – 2 15. 5.2
B 17. 6.3	B – 4 22. 16
B 17. 7	B – 2 15. 6

Old Regulation	New Regulation
B 17. 8	B – 2 15. 7
B 17. 9.1	B – 2 15. 8.1
B 17. 9.2.1	B – 2 15. 8.2.1
B 17. 9.2.2	B – 2 15. 8.2.2
B 17. 9.3	B – 2 15. 8.3
B 17. 9.4	B – 2 15. 8.5
B 17. 10.1	B – 2 15. 9
B 17. 10.2	DELETED
B 17. 11.1	B – 2 15. 10.1
B 17. 11.2	B – 2 15. 10.2
B 17-1	DELETED
B 18. 1.1	B – 2 16. 1.1
B 18. 1.2	B – 2 16. 1.3
B 18. 2	B – 2 16. 2
B 19. 1	B – 2 16-1. 1
B 19. 2	B – 2 16-1. 2
B 19. 3	B – 2 16-1. 3
B 19. 4	DELETED
B 19. 5	B – 2 16-1. 4
B 20. 1	B – 2 17. 1
B 20. 2	B – 2 17. 2
B 20. 3	B – 2 17. 3
B 20. 4	B – 2 17. 4
B 20. 5	B – 2 17. 5
B 20-1. 1	DELETED
B 20-1. 2	B – 4 22. 8 + 9
B 20-1. 2.1	B – 4 22. 8.1
B 20-1. 2.2	B – 4 22. 8.2
B 20-1. 2.3	B – 4 22. 8.3
B 20-1. 2.4	B – 4 22. 8.4
B 20-1. 3	B – 4 22. 10
B 20-1. 4	B – 4 22. 11
B 20-1. 5	B – 4 22. 12
B 20-2. 1	DELETED
B 20-2. 1.1	B – 2 17-1. 1.1
B 20-2. 1.2	B – 2 17-1. 1.2
B 20-2. 1.3	B – 2 17-1. 1.3
B 20-2. 1.4	DELETED
B 20-2. 1.5	B – 4 23. 4
B 20-2. 1.6	B – 4 23. 5

Old Regulation	New Regulation
B 20-2. 2	DELETED
B 20-2. 2.1	B – 4 23. 3
B 20-2. 2.2	B – 4 23. 3
B 20-2. 2.3	B – 4 23. 6
B 20-2. 2.4	DELETED
B 20-3	B – 4 23. 9
B 20-4. 1	B – 4 23. 7
B 20-4. 2	B – 4 23. 8
B 21. 1.1	C 35-1. 2.1
B 21. 1.2	C 35-1. 2.2
B 21. 1.3	C 35-1. 2.3
B 21. 1.4	C 35-1. 2.4
B 21. 1.5	C 35-1. 2.5
B 21. 1.6	C 35-1. 2.6
B 21. 1.6.1	C 35-1. 2.6.1
B 21. 1.6.2	C 35-1. 2.6.2
B 21. 1.6.2.1	C 35-1. 2.6.2.1
B 21. 1.6.2.2	C 35-1. 2.6.2.2
B 21. 1.6.2.3	C 35-1. 2.6.2.3
B 21. 1.6.2.4	C 35-1. 2.6.2.4
B 21. 2.1	C 35-1. 3.1
B 21. 2.2	DELETED
B 21. 2.3	C 35-1. 3.3
B 21. 2.4	C 35-1. 3.4
B 21. 2.4.1	C 35-1. 3.4.1
B 21. 2.4.2	C 35-1. 3.4.2
B 21. 2.5	C 35-1. 3.5
B 21. 2.6	C 35-1. 3.6
B 21. 2.7.1	C 35-1. 3.7.1
B 21. 2.7.2	C 35-1. 3.7.2
B 21. 2.7.3	C 35-1. 3.7.3
B 21. 2.8	C 35-1. 3.8
B 21. 2.9	C 35-1. 3.9
B 21. 2.10	C 35-1. 3.10
B 21. 2.11	C 35-1. 3.11
B 21. 2.12	C 35-1. 3.12
B 21. 3	C 35-1. 4
B 22. 1	B – 1 5. 1
B 22. 2	B – 1 5. 4
B 22. 3	B – 1 5. 5

Old Regulation	New Regulation
B 22. 4	B – 1 5. 2
B 22. 5	B – 1 5. 3
B 23.	DELETED
B 23-1. 1	B – 4 19. 1
B 23-1. 2	B – 2 17–1. 2
B 23-1. 3.1	B – 4 19. 3
B 23-1. 3.2	B – 4 19. 4
B 23-2. 1	B – 2 17-1. 2
B 23-2. 2	B – 2 17-1. 3
B 23-2. 3	B – 4 23. 1
B 23-2. 4	B – 4 23. 2
B 23-3. 1	B – 4 25. 1
B 23-3. 2	DELETED
B 23-3. 3	B – 4 25. 2
B 23-3. 4.1	B – 4 25. 3.1
B 23-3. 4.2	B – 4 25. 3.2
B 23-3. 5	B – 4 25. 4
B 24. 1	DELETED
B 24. 2.1	B – 4 21. 1
B 24. 2.2	B – 4 21. 2
B 24. 3.1	B – 4 21. 3
B 24. 3.2	B – 2 16. 1.2
B 25. 5	DELETED
B 25. 6	B – 4 22. 13
B 25. 7	B – 4 21. 4
B – 1 25-1. 1	DELETED
B – 1 25-1. 2	DELETED
B – 1 25-1. 3	DELETED
B – 1 25-2. 1.1	DELETED
B – 1 25-2. 1.2	DELETED
B – 1 25-2. 1.3	DELETED
B – 1 25-2. 2.1	A 2. 1
B – 1 25-2. 2.2	A 2. 2
B – 1 25-2. 2.3	A 2. 3
B – 1 25-2. 2.4	A 2. 4
B – 1 25-2. 3.	A 2. 8
B – 1 25-2. 4	A 2. 9
B – 1 25-2. 5	A 2. 14
B – 1 25-3. 1	DELETED
B – 1 25-3. 2	B – 1 6. 2

Old Regulation	New Regulation
B – 1 25-3. 2.1	B – 1 6. 2.1
B – 1 25-3. 2.2	B – 1 6. 2.2
B – 1 25-4. 1	DELETED
B – 1 25-4. 2	B – 1 7. 1
B – 1 25-4. 3	B – 1 7. 2
B – 1 25-4. 4	DELETED
B – 1 25-4. 5	B – 1 7. 4
B – 1 25-4. 6	B – 1 7. 5
B – 1 25-4. 7	B – 1 7. 6
B – 1 25-4. 8	B – 1 7. 7
B – 1 25-4. 9	DELETED
B – 1 25-5. 1	B – 1 7-1. 1
B – 1 25-5. 1.1	B – 1 7-1. 1.1
B – 1 25-5. 1.1.1	B – 1 7-1. 1.1.3
B – 1 25-5. 1.1.2	B – 1 7-1. 1.1.2
B – 1 25-5. 1.1.3	B – 1 7-1. 1.1.1
B – 1 25-5. 1.1.4	DELETED
B – 1 25-5. 1.1.5	DELETED
B – 1 25-5. 2	DELETED
B – 1 25-5. 2.1	DELETED
B – 1 25-5. 2.2	DELETED
B – 1 25-5. 3	DELETED
B – 1 25-5. 3.1	DELETED
B – 1 25-5. 3.2	DELETED
B – 1 25-6. 1	DELETED
B – 1 25-6. 1.1	DELETED
B – 1 25-6. 1.2	DELETED
B – 1 25-6. 1.3	DELETED
B – 1 25-6. 2	DELETED
B – 1 25-6. 3	DELETED
B – 1 25-6. 3.1	DELETED
B – 1 25-6. 3.2	DELETED
B – 1 25-6. 3.3	DELETED
B – 1 25-7	B – 1 7-3. 1
B – 1 25-8. 1	B – 1 5-1. 1
B – 1 25-8. 1.1	B – 1 5-1. 2.1
B – 1 25-8. 1.2	B – 1 5-1. 2.2
B – 1 25-8. 1.3	B – 1 5-1. 2.3
B – 1 25-8. 2	B – 4 19. 1
B – 1 25-8. 3	DELETED

Old Regulation	New Regulation
B – 1 25-9. 1	B – 2 13-1. 1
B – 1 25-9. 2	B – 2 13-1. 2
B – 1 25-9. 3	B – 2 13-1. 3
B – 1 25-9. 4	B – 2 13-1. 4
B – 1 25-9. 5	B – 2 13-1. 5
B – 1 25-10. 1	B – 2 15-1. 1
B – 1 25-10. 2	B – 2 15-1. 2
B – 1 25-10. 3	B – 2 15-1. 3
B – 1 25-10. 4	B – 4 24. 2
B – 1 25-10. 5	B – 2 15-1. 4

New Regulation	Old Regulation
A 1. 1.1	A 1. 1.1
A 1. 1.2	A 1. 1.2
A 1. 1.2.1	A 1. 1.2.1
A 1. 1.2.2	A 1. 1.2.2
A 1. 1.3	A 1. 1.3
A 1. 1.3.1	A 1. 1.3.1
A 1. 1.3.2	A 1. 1.3.2
A 1. 1.3.3	A 1. 1.3.3
A 1. 2	A 1. 2
A 1. 3	A 1. 3.1
A 1. 4	A 1. 4
A 1. 5	A 1. 5
A 1. 5.1	A 1. 5.1
A 1. 5.2	A 1. 5.2
A 2. 1	B – 1 25-2. 2.1
A 2. 2	B – 1 25-2. 2.2
A 2. 3	B – 1 25-2. 2.3
A 2. 4	B – 1 25-2. 2.4
A 2. 5	A 2. 2
A 2. 6	NEW
A 2. 7	NEW
A 2. 8	A 2. 3
A 2. 8.	B – 1 25-2. 3
A 2. 9	A 2. 4
A 2. 9.	B – 1 25-2. 4
A 2. 10	NEW
A 2. 11	NEW
A 2. 12	NEW
A 2. 13	NEW
A 2. 14	A 2. 7
A 2. 14	B – 1 25-2. 5
A 2. 15	A 2. 8
A 2. 16	A 2. 11
A 2. 17	NEW
A 2. 18	NEW
A 2. 19	A 2. 5
A 2. 20	A 3. 21
A 2. 21	A 3. 22
A 2. 22	A 2. 12
A 2. 23	A 2. 13

New Regulation	Old Regulation
A 2. 24	A 2. 14
A 2. 25	NEW
A 2. 26	NEW
A 3. 1	A 3. 1
A 3. 2	A 3. 2
A 3. 3.1	A 3. 3.1
A 3. 3.2	A 3. 3.2
A 3. 3.3	A 3. 3.3
A 3. 4	A 3. 4
A 3. 5	A 3. 5
A 3. 6	A 3. 6
A 3. 7	A 3. 7
A 3. 8	A 3. 8
A 3. 9	A 3. 9
A 3. 10	A 3. 10
A 3. 11	A 3. 11
A 3. 12	A 3. 12
A 3. 13	A 3. 13
A 3. 14	A 3. 14
A 3. 15	A 3. 15
A 3. 16	A 3. 16
A 3. 17	A 3. 17
A 3. 17.1	A 3. 17.1
A 3. 17.2	A 3. 17.2
A 3. 17.3	A 3. 17.3
A 3. 18	A 3. 18
A 3. 19	A 3. 19
A 3. 19.1	A 3. 19.1
A 3. 19.2	A 3. 19.2
A 3. 20	A 3. 20
A 3. 20.1	A 3. 20.1
A 3. 20.2	A 3. 20.2
B 4. 1	NEW
B 4. 2	NEW
B 4. 3	B 6. 1
B 4. 4	NEW
B – 1 5. 1	B 22. 1
B – 1 5. 2	B 22. 4
B – 1 5. 3	B 22. 5
B – 1 5. 4	B 22. 2

New Regulation	Old Regulation
B – 1 5. 5	B 22. 3
B – 1 5. 6	B 8. 7.3
B – 1 5-1. 1	B – 1 25-8. 1
B – 1 5-1. 2.1	B – 1 25-8. 2.1
B – 1 5-1. 2.2	B – 1 25-8. 2.2
B – 1 5-1. 2.3	B – 1 25-8. 2.3
B – 1 5-1. 3	NEW
B – 1 5-1. 4	NEW
B – 1 5-1. 5	NEW
B – 1 6. 1	NEW
B – 1 6. 2	B – 1 25-3. 2
B – 1 6. 2.1	B – 1 25-3. 2.1
B – 1 6. 2.2	B – 1 25-3. 2.2
B – 1 6. 2.3	NEW
B – 1 6. 2.4	NEW
B – 1 7. 1	B – 1 25-4. 2
B – 1 7. 2	B – 1 25-4. 3
B – 1 7. 3	NEW
B – 1 7. 4	B – 1 25-4. 5
B – 1 7. 5	B – 1 25-4. 6
B – 1 7. 6	B – 1 25-4. 7 + 9
B – 1 7. 7	B – 1 25-4. 8
B – 1 7-1. 1	B – 1 25-5. 1
B – 1 7-1. 1.1	B – 1 25-5. 1.1
B – 1 7-1. 1.1.1	B – 1 25-5. 1.1.3
B – 1 7-1. 1.1.2	B – 1 25-5. 1.1.2
B – 1 7-1. 1.1.3	B – 1 25-5. 1.1.1
B – 1 7-1. 1.2	NEW
B – 1 7-1. 1.2.1	NEW
B – 1 7-1. 1.2.2	NEW
B – 1 7-1. 1.2.3	NEW
B – 1 7-2. 1	B – 1 25-6. 1
B – 1 7-2. 1.1	NEW
B – 1 7-2. 2	NEW
B – 1 7-2. 3	NEW
B – 1 7-2. 4	NEW
B – 1 7-2. 4.1	NEW
B – 1 7-2. 4.1.1	NEW
B – 1 7-2. 4.1.2	NEW
B – 1 7-2. 4.1.3	NEW

New Regulation	Old Regulation
B – 1 7-2. 4.1.3.1	NEW
B – 1 7-2. 4.1.3.2	NEW
B – 1 7-2. 4.1.3.3	NEW
B – 1 7-2. 4.1.3.4	NEW
B – 1 7-2. 4.1.3.5	NEW
B – 1 7-2. 5	NEW
B – 1 7-2. 5.1	NEW
B – 1 7-2. 5.2	NEW
B – 1 7-2. 5.2.1	NEW
B – 1 7-2. 5.2.2	NEW
B – 1 7-2. 5.3	NEW
B – 1 7-2. 5.3.1	NEW
B – 1 7-2. 5.3.2	NEW
B – 1 7-2. 5.3.3	NEW
B – 1 7-2. 5.4	NEW
B – 1 7-2. 5.5	NEW
B – 1 7-2. 6	NEW
B – 1 7-2. 6.1	NEW
B – 1 7-2. 6.1.1	NEW
B – 1 7-2. 6.2	NEW
B – 1 7-3. 1	B – 1 25-7.
B – 1 7-3. 2	B – 1 25-7.
B – 1 7-3. 3	B – 1 25-7.
B – 1 8. 1	NEW
B – 1 8. 2	NEW
B – 1 8. 3	NEW
B – 1 8. 3.1	NEW
B – 1 8. 3.2	NEW
B – 1 8. 3.3	NEW
B – 1 8. 3.4	NEW
B – 1 8. 3.5	NEW
B – 2 9. 1	B 12. 1
B – 2 9. 2	B 12. 2, 12-1.2
B – 2 9. 3	B 12. 3, 12-1.3
B – 2 9. 4	B 12. 4, 12-1.4
B – 2 9. 5	B 12. 5
B – 2 9. 6	NEW
B – 2 9. 7	NEW
B – 2 9. 8	NEW
B – 2 9. 8.1	NEW

New Regulation	Old Regulation
B – 2 9. 8.2	NEW
B – 2 9. 8.3	NEW
B – 2 10. 1	B 14. 2.1
B – 2 10. 2	B 14. 2.2
B – 2 11. 1	B 14. 3
B – 2 11. 2	B 14. 4
B – 2 11. 3	B 14. 5
B – 2 11. 3	B 11. 4
B – 2 11. 4	B 14. 6
B – 2 11. 4	B 11. 4
B – 2 12. 1	B 10. 1
B – 2 12. 1	B 11. 2.
B – 2 12. 2	B 10. 2
B – 2 12. 2.1	B 10. 2.1
B – 2 12. 2.1	B 11. 3.1
B – 2 12. 2.2	B 10. 2.2
B – 2 12. 2.2	B 11. 3.2
B – 2 12. 2.3	B 10. 2.3
B – 2 12. 2.3	B 11. 3.3
B – 2 12. 3	B 11. 4
B – 2 12. 4	B 11. 4
B – 2 12. 5.1	B 15. 3.2
B – 2 12. 5.2	B 15. 3.3
B – 2 12. 6	B 10. 3 + 4
B – 2 12. 6	B 11. 5
B – 2 12. 7	B 11. 6
B – 2 12. 8	B 11. 7
B – 2 12. 9	B 10. 7
B – 2 12. 9	B 11. 8
B – 2 12. 10	B 10. 8
B – 2 12. 10	B 11. 9
B – 2 13. 1	B 15. 1
B – 2 13. 2.1	B 15. 2.1
B – 2 13. 2.2	B 15. 2.2
B – 2 13. 2.3	B 15. 2.3
B – 2 13. 3	B 15. 3.1
B – 2 13. 3	B 15. 3.1.2
B – 2 13. 4	B 15. 5
B – 2 13. 5.1	B 15. 6.1
B – 2 13. 5.2	B 15. 6.2

New Regulation	Old Regulation
B – 2 13. 5.3	B 15. 6.3
B – 2 13. 6	B 15. 6.4
B – 2 13. 7.1	B 15. 7.1
B – 2 13. 7.1.1	B 15. 7.1.1
B – 2 13. 7.1.2	B 15. 7.1.2
B – 2 13. 7.1.2.1	B 15. 7.1.2.1
B – 2 13. 7.1.2.2	B 15. 7.1.2.2
B – 2 13. 7.1.3	B 15. 7.1.3
B – 2 13. 7.1.4	B 15. 7.1.4
B – 2 13. 7.1.5	B 15. 7.1.5
B – 2 13. 7.1.6	B 15. 7.1.6
B – 2 13. 7.1.7	B 15. 7.1.7
B – 2 13. 7.2	B 15. 7.2
B – 2 13. 7.3	B 15. 7.3
B – 2 13. 7.3.1	B 15. 7.3.1
B – 2 13. 7.3.2	B 15. 7.3.2
B – 2 13. 7.3.3	B 15. 7.3.3
B – 2 13. 7.4	B 15. 7.4
B – 2 13. 7.5	B 15. 7.5
B – 2 13. 7.6	B 15. 7.6
B – 2 13. 7.7	B 15. 7.7
B – 2 13. 7.8	B 15. 7.8
B – 2 13. 8.1	B 15. 8.1
B – 2 13. 8.2	B 15. 8.2
B – 2 13. 8.3	B 15. 8.3
B – 2 13. 9.1	B 15. 10.1
B – 2 13. 9.2	B 15. 10.2
B – 2 13. 10	B 15. 11
B – 2 13. 11.1	B 15. 12.1
B – 2 13. 11.2	B 15. 12.2
B – 2 13. 11.3	B 15. 12.3
B – 2 13-1. 1	B 25-9. 1
B – 2 13-1. 2	B 25-9. 2
B – 2 13-1. 3	B 25-9. 3
B – 2 13-1. 4	B 25-9. 4
B – 2 13-1. 5	B 25-9. 5
B – 2 14. 1	B 16. 1
B – 2 14. 2	B 16. 2
B – 2 14. 3	NEW
B – 2 15. 1	B 17. 1

New Regulation	Old Regulation
B – 2 15. 2	B 17. 2
B – 2 15. 3.1	B 17. 3.1
B – 2 15. 3.2	B 17. 3.2
B – 2 15. 4	B 17. 4
B – 2 15. 5.1	B 17. 6.1
B – 2 15. 5.2	B 17. 6.2
B – 2 15. 6	B 17. 7
B – 2 15. 7	B 17. 8
B – 2 15. 8.1	B 17. 9.1
B – 2 15. 8.2.1	B 17. 9.2.1
B – 2 15. 8.2.2	B 17. 9.2.2
B – 2 15. 8.3	B 17. 9.3
B – 2 15. 8.4	NEW
B – 2 15. 8.5	B 17. 9.4
B – 2 15. 9	B 17. 8.5
B – 2 15. 10.1	B 17. 11.1
B – 2 15. 10.2	B 17. 11.2
B – 2 15-1. 1	B -1 25-10. 1
B – 2 15-1. 2	B -1 25-10. 2
B – 2 15-1. 3	B -1 25-10. 3
B – 2 15-1. 4	B -1 25-10. 5
B – 2 16. 1.1	B 18. 1.1
B – 2 16. 1.2	B 24. 3.2
B – 2 16. 1.3	B 18. 1.2
B – 2 16. 2	B 18. 2
B – 2 16-1. 1	B 19. 1
B – 2 16-1. 2	B 19. 2
B – 2 16-1. 3	B 19. 3
B – 2 16-1. 4	B 19. 5
B – 2 17. 1	B 20. 1
B – 2 17. 2	B 20. 2
B – 2 17. 3	B 20. 3
B – 2 17. 4	B 20. 4
B – 2 17. 5	B 20. 5
B – 2 17-1. 1.1	B 20-2. 1.1
B – 2 17-1. 1.2	B 20-2. 1.2
B – 2 17-1. 1.3	B 20-2. 1.3
B – 2 17-1. 2	B 23-2. 1
B – 2 17-1. 3	B 23-2. 2
B – 3 18. 1	B 13. 1

New Regulation	Old Regulation
B – 3 18. 2	B 13. 2
B – 3 18. 3	B 13. 3
B – 3 18. 4	B 13. 4
B – 3 18. 5	B 13. 5
B – 3 18. 6	B 13. 6
B – 3 18. 7	B 13. 7
B – 4 19. 1	B 23-1. 1
B – 4 19. 1	B -1 25-8. 1.2
B – 4 19. 2	NEW
B – 4 19. 3	B 23-1. 3.1
B – 4 19. 4	B 23-1. 3.2
B – 4 19. 5	NEW
B – 4 20. 1	B 8. 7.4
B – 4 20. 2	B 9. 1
B – 4 20. 3	B 9. 2
B – 4 21. 1	B 24. 2.1
B – 4 21. 2	B 24. 2.2
B – 4 21. 3	B 24. 3.1
B – 4 21. 4	B 25. 7
B – 4 22. 1	B 15. 9.1
B – 4 22. 2	NEW
B – 4 22. 3	B 15. 9.2
B – 4 22. 4	B 15. 9.3
B – 4 22. 5	B 15. 11
B – 4 22. 6	B 15. 10.2
B – 4 22. 6	B-1 25-9. 4
B – 4 22. 7	B 17. 10.1
B – 4 22. 8	B 20-1. 2
B – 4 22. 8.1	B 20-1. 2.1
B – 4 22. 8.2	B 20-1. 2.2
B – 4 22. 8.3	B 20-1. 2.3
B – 4 22. 8.4	B 20-1. 2.4
B – 4 22. 9	B 20-1. 2
B – 4 22. 10	B 20-1. 3
B – 4 22. 11	B 20-1. 4
B – 4 22. 12	B 20-1. 5
B – 4 22. 13	B 25. 2
B – 4 22. 14	B 17. 3.3.1
B – 4 22. 14.1	B 17. 3.3.2
B – 4 22. 14.2	B 17. 3.3.3

New Regulation	Old Regulation
B – 4 22. 15	B 17. 5
B – 4 22. 16	B 17. 6.3
B – 4 22. 17	B 17. 11.2
B – 4 23. 1	B 23-2. 3
B – 4 23. 2	B 23-2. 4
B – 4 23. 3	B 20-2. 2.1
B – 4 23. 4	B 20-2. 1.5
B – 4 23. 5	B 20-2. 1.6
B – 4 23. 6	B 20-2. 2.3
B – 4 23. 7	B 20-4. 1
B – 4 23. 8	B 20-4. 2
B – 4 23. 9	B 20-3.
B – 4 24. 1	B -1 25-10. 3
B – 4 24. 2	B -1 25-10. 4
B – 4 24. 3	B -1 25-9. 4
B – 4 24. 4	B -1 25-9. 3
B – 4 25. 1	B 23-3. 1
B – 4 25. 2	B 23-3. 3
B – 4 25. 3.1	B 23-3. 4.1
B – 4 25. 3.2	B 23-3. 4.2
B – 4 25. 4	B 23-3. 4
C 35-1. 1	NEW
C 35-1. 2	NEW
C 35-1. 2.1	B 21. 1.1
C 35-1. 2.2	B 21. 1.2
C 35-1. 2.3	B 21. 1.3
C 35-1. 2.4	B 21. 1.4
C 35-1. 2.5	B 21. 1.5
C 35-1. 2.6	B 21. 1.6
C 35-1. 2.6.1	B 21. 1.6.1
C 35-1. 2.6.2	B 21. 1.6.2
C 35-1. 2.6.2.1	B 21. 1.6.2.1
C 35-1. 2.6.2.2	B 21. 1.6.2.2
C 35-1. 2.6.2.3	B 21. 1.6.2.3
C 35-1. 2.6.2.4	B 21. 1.6.2.4
C 35-1. 3.1	B 21. 2.1
C 35-1. 3.2	NEW
C 35-1. 3.3	B 21. 2.3
C 35-1. 3.4	B 21. 2.4
C 35-1. 3.4.1	B 21. 2.4.1

New Regulation	Old Regulation
C 35-1. 3.4.2	B 21. 2.4.2
C 35-1. 3.5	B 21. 2.5
C 35-1. 3.6	B 21. 2.6
C 35-1. 3.7.1	B 21. 2.7.1
C 35-1. 3.7.2	B 21. 2.7.2
C 35-1. 3.7.3	B 21. 2.7.3
C 35-1. 3.8	B 21. 2.8
C 35-1. 3.9	B 21. 2.9
C 35-1. 3.10	B 21. 2.10
C 35-1. 3.11	B 21. 2.11
C 35-1. 3.12	B 21. 2.12
C 35-1. 4	B 21. 3

Bibliography

The bibliography table lists all relevant printed publications of IMO instruments, available from the IMO publication sales service.

For further enquiries please contact:

International Maritime Organization
4 Albert Embankment
London SE1 7SR
United Kingdom

Phone: +44(0)20-7735 76 11
Fax: +44(0)20-7587 32 41

E-mail (general enquiries): info@imo.org
E-mail (publications) publications-sales@imo.org
Website: www.imo.org

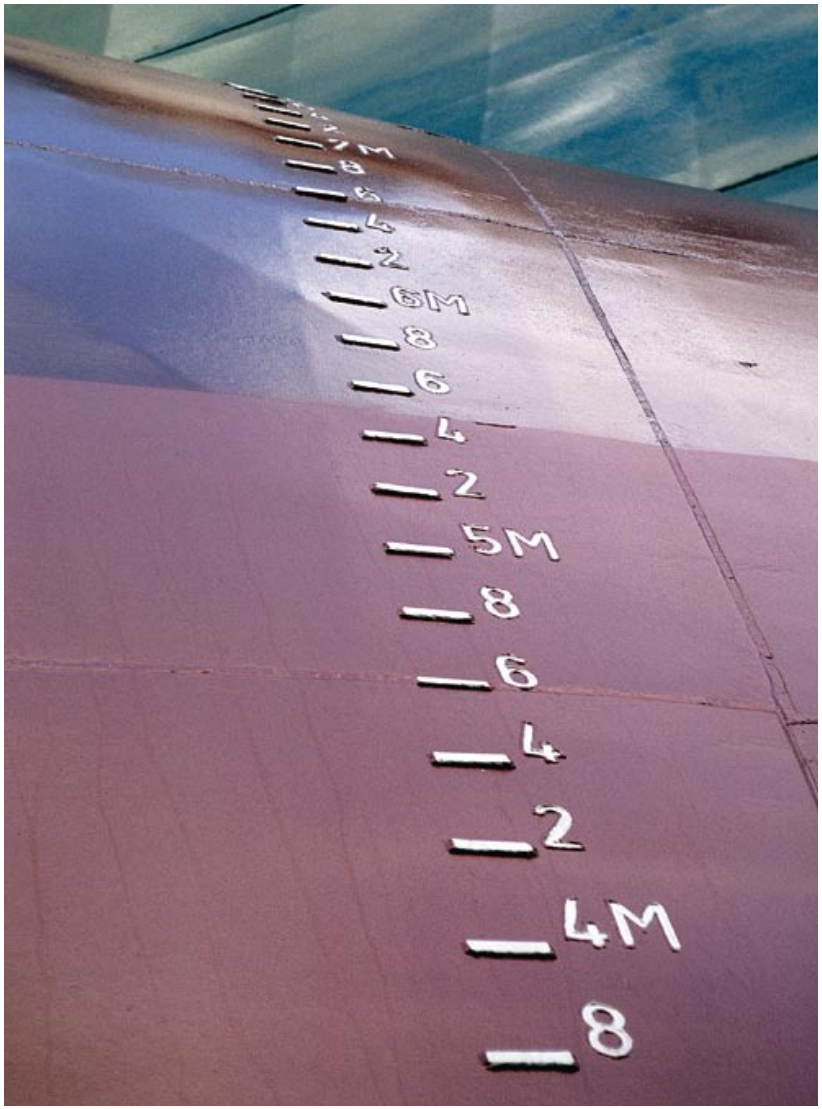
Instrument	Publication	IMO Sales Number
Conventions		
SOLAS 74	International Convention for the Safety of Life at Sea 2004 (consolidated) edition, incorporating all amendments in effect from 1 July 2004 2003-2005 amendments, containing all SOLAS amendments adopted in June 2003, May 2004, December 2004 and May 2005 2006 amendments, containing all SOLAS amendments adopted in May and December 2006	ID110E I172E I173E
MARPOL 73/78	International Convention for the Prevention of Pollution from Ships 2006 (consolidated) edition, incorporating all amendments up to the March 2006 amendments and containing the text of revised Annexes I and II	IC520E
Load Line 66	International Convention on Load Lines 2005 edition	IB701E
TC 69	International Convention on Tonnage Measurement of Ships 1970 (initial) edition	I713E
COLREG 72	Convention on the International Regulations for Preventing Collisions at Sea 2003 (consolidated) edition, incorporating amendments adopted up to November 2001	IB904E
STCW	International Convention on Seafarers' Training, Certification and Watchkeeping 2001 edition, including amendments 1 to 4	IB938E
Intervention Convention, 1969	International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties 1977 edition, containing also the 1973 Intervention Protocol	I402E
AFS 2001	International Convention on the Control of Harmful Anti-Fouling Systems on Ships 2005 edition	IA680E
BWM 2004	Ballast Water Convention 2004 (initial) edition	I620M
Codes		
BC Code	Code of Safe Practice for Solid Bulk Cargoes 2005 edition	ID260E
BCH Code	Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk 2005 edition, incorporating amendments adopted by the MSC and the MEPC up to October 2000	IB772E
BLU Code	Code of Practice for the Safe Loading and Unloading of Bulk Carriers 1998 edition	I266E
CSS Code	Code of Safe Practice for Cargo Stowage and Securing 2003 edition	IA292E
Diving Systems Code	Code of Safety for Diving Systems, 1995 1997 edition	IA808E
FSS Code	International Code for Fire Safety Systems 2007 edition	IA155E
FTP Code	International Code for Application of Fire Test Procedures 1998 (initial) edition	IB844E
GC Code	Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk 1983 edition	I782E
Grain Code	International Code for the Safe Carriage of Grain in Bulk 1991 (initial) edition	I240E

Instrument	Publication	IMO Sales Number
HSC Code (1994)	International Code of Safety for High-Speed Craft 1995 (initial) edition	I187E
HSC Code (2000)	International Code of Safety for High-Speed Craft 2008 edition	IA185E
IBC Code	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk 2007 edition	IC100E
IGC Code	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk 1993 edition, incorporating amendments adopted by the MSC in December 1992, supplement containing amendments adopted in May 1994 and December 1996 is included	I104E
IMDG Code	International Maritime Dangerous Goods Code 2008 edition, incorporating amendment 34-08 2008 supplement, including INF Code (as amended)	IG200E IG210E
Intact Stability Code	2002 (consolidated) edition, consists of the text of resolution A.749(18), as amended by MSC.75(69)	IA874E
ISM Code	International Safety Management Code 2002 (consolidated) edition, incorporating amendments up to November 2001	IA117E
ISPS Code	International Ship and Port Facility Security Code 2003 (initial) edition	I116E
LSA Code	International Life-Saving Appliance Code 2003 edition, containing resolutions MSC.48(66) and MSC.81(70)	IC982E
MODU Code	Code for the Construction and Equipment of Mobile Offshore Drilling Units 2001 (consolidated) edition	IA811E
SPS Code	Code of Safety for Special Purpose Ships 2008 edition	IA820E
STCW Code	Seafarers' Training, Certification and Watchkeeping Code 2001 edition, including amendments 1 to 4	IB938E
Timber Code	Code of Safe Practice for Ships Carrying Timber Deck Cargoes 1991 (initial) edition	I275E
Other Instruments		
SOLAS Resolutions	Resolutions of the 1997 SOLAS Conference Relating to Bulk Carrier Safety 1999 edition, containing conference resolutions 2 to 9	I160E
ESP Guidelines	Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers 2008 (consolidated) edition, contains resolution A.744(18), incorporating all amendments up to May 2008	IA265E
IAMSAR Manual	International Aeronautical and Maritime Search and Rescue Manual 2008 edition	IF960E, IC961E, IF962F (volumes I, II, III respectively)
Guidelines Emergency Plans	Guidelines for the Development of Ship-Board Marine Pollution Emergency Plans 2001 edition	IA586E

Interpretations and Clarifications

The table of interpretations and clarifications lists non-mandatory instruments, guidelines and interpretations which have been introduced or amended since 1 January 2005.

Such guidance to administrations may be made mandatory by the national legislation of individual flag states.



No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
1	2005-01-01			N			N				Bulk carriers only if GT/GRT >= 20,000	Regulation SOLAS II-1/3-6 as amended by MSC.151(78) and the related technical provisions for means of access for inspections (MSC.158(78)) may be applied from 2005-01-01, i.e. one year in advance of their official entry into force date.	SOLAS 1974	II-1 (1981)/3-6		MSC/Circ.1107
2	2005-01-01	E	E	E	E	E	E	E	E	E	GT/GRT >= 400	New interpretation of the applicability of the revised "Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships" for existing ships.	Resolution	MEPC.60(33) Pollution Prevention Equipment, 1.3.1.1+.2		MEPC/Circ.420
3	2005-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships on which pollution prevention equipment for machinery space bilges is to be installed >= 2005-01-01	The new "Harmonized implementation of the revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships during the type-approval process" provides guidance for the uniform application of Res. MEPC.107(49).	Resolution	MEPC.107(49) Pollution Prevention Equipment		MEPC.1/ Circ.643
4	2005-04-05			E							Delivery date < 1996-07-06, TDW >= 5,000 t, category 2 and category 3 oil tankers	New "Guidelines for port state control officers whilst checking compliance with the condition assessment scheme (CAS)" provide guidance on applicability and compliance date of CAS.	CAS	Complete		MEPC/Circ.479
5	2005-05-13			N/E	N/E	N/E					Keel-laying date >= 2002-07-01	New interpretation on SOLAS II-2/4.5.3.3, safety devices in venting systems	SOLAS 1974	II-2 (2000)/4.5.3.3		MSC/Circ.1169
6	2005-05-13	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	New interpretation on SOLAS II-2/9.7.1.1, ventilation systems	SOLAS 1974	II-2 (2000)/9.7.1.1		MSC/Circ.1169
7	2005-05-13	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the "Revised recommendation on testing of life-saving appliances" (MSC.81(70)), later followed by further amendments adopted with MSC.226(82).	Resolution	MSC.81(70) Revised Testing of LSA	May-05	MSC.200(80)
8	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, Engine cert. power: At least one > 130 kW, Engine type: diesel	New "Guidelines for on-board NOx verification procedure – Direct measurement and monitoring method"	MARPOL 73/78	VI/13	Jul-03	MEPC.103(49)
9	2005-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 400	The flag state administration may establish appropriate measures in order to ensure that the requirements for the prevention of air pollution of MARPOL VI are complied with also by small ships.	MARPOL 73/78	VI/5.2	Oct-97	MP/ CONF.3/34, Annex
10	2005-05-20	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidance on training for fast rescue boats launch and recovery teams and boat crew	STCW Code	A/VI/2		MSC/Circ.1161
11	2005-05-20	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidance on keeping an engineering watch amended by additional subtitle "Engine-Room Resource Management"	STCW Code	B/VIII/2.3-2	May-05	STCW.6/Circ.7
12	2005-05-20										Wing-In-Ground (WIG) crafts	New "General principles and recommendations for knowledge, skills and training for officers on wing-in-ground (WIG) craft operating in both displacement and ground effect modes".	Circular	MSC/Circ.1054 WIG Craft		MSC/Circ.1162
13	2005-05-23	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Including High-speed crafts	New guidance on the message priority and the testing of ship security alert systems	SOLAS 1974	XI-2/13.1.3		MSC/Circ.1155
14	2005-05-23	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Including High-speed crafts	New guidance on the access of public authorities, emergency response services and pilots onboard ships to which SOLAS XI-2 and the ISPS Code apply	SOLAS 1974	XI-2/Complete Chapter		MSC/Circ.1156
15	2005-05-23	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines on training and certification for company security officers	ISPS Code	A/11		MSC/Circ.1154

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
16	2005-05-23	N/E									Ships carrying more than 100 passengers but not a medical doctor, operating where the response time for a medical intervention from ashore is longer than 30 minutes	Ships should be equipped with the Emergency Medical Kit/bag (EMK) as specified with MSC/Circ.1042.	SAR 1979	1, paragraph 1.3.3		MSC/Circ.1172
17	2005-05-24						N				Keel-laying date >= 2006-07-01, freeboard length < 150 m	New guidelines on the provision of stability-related information for bulk carriers	SOLAS 1974	XII/11.3		MSC/Circ.1159
18	2005-05-25			N			N				Bulk carriers only if GT/GRT >= 20,000	New interpretations to SOLAS II-1/3-6 (means of access): 1. The application of the requirements on oil tankers is restricted to ships having integral tanks for the carriage of oil in bulk. 2. Acceptance criteria for alternative means of access 3. Procedures for inspection of the means of access by the crew or inspectors 4. Double-side skin spaces of bulk carriers may have access from a topside tank or a double bottom tank. 5. For cargo oil tanks of less than 35 m length without a swash bulkhead only one access hatch is required. 6. Content of the ship structure access manual 7. Identification of critical structural areas 8. Shape of horizontal and vertical access openings	SOLAS 1974	II-1 (1981)/3-6		MSC/Circ.1176
19	2005-05-25			N			N				Contract date >= 2005-05-25 Bulk carriers only if GT/GRT >= 20,000	New interpretation on the "Technical provisions for means of access for inspections".	SOLAS 1974	II-1 (1981)/3-6		MSC/Circ.1176
20	2005-05-25	N/E	N/E				N/E	N/E	N/E	N/E	Keel-laying date >= 1992-02-01	New interpretations on design and operation of doors in watertight bulkheads	SOLAS 1974	II-1 (1981)/15		MSC/Circ.1176
21	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1986-07-01	New interpretation of term "dead ship condition"	SOLAS 1974	II-1 (1981)/26.4		MSC/Circ.1176
22	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Contract date >= 1998-07-01	New interpretation on service tank arrangements, introducing a 2-tank arrangement considered equivalent to the prescribed 3-tank arrangement. For a later amendment refer to MSC.1/Circ. 1197.	SOLAS 1974	II-1 (1981)/26.11		MSC/Circ.1176
23	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1986-07-01	New interpretation of essential services in the context of electrical installations according to SOLAS II-1/40	SOLAS 1974	II-1 (1981)/40		MSC/Circ.1176
24	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1986-07-01	New interpretation of provisions for main source of electrical power according to SOLAS II-1/4, especially on shaft-driven generators and bus bars.	SOLAS 1974	II-1 (1981)/41.1.2, 1.3 and 4		MSC/Circ.1176
25	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	New interpretation of additional provisions for electrical power supply according to SOLAS II-1/41.5	SOLAS 1974	II-1 (1981)/41.5		MSC/Circ.1176
26	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	New interpretation of the requirement of SOLAS II-1/43.3.4 to restore propulsion within 30 minutes after blackout.	SOLAS 1974	II-1 (1981)/43.3.4		MSC/Circ.1176
27	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New interpretation on SOLAS II-1/44 (starting arrangements for emergency generating sets).	SOLAS 1974	II-1 (1981)/44		MSC/Circ.1176
28	2005-05-25						N/E				Keel-laying date < 2006-07-01, Length oa. >= 150 m, Double-side skin construction, carrying solid bulk cargoes, having density of >= 1,000 kg/m³ and above	A cargo hold needs only to be considered flooded if it is not protected by a double-side skin space meeting the specified dimension, when applying damage stability requirements of SOLAS XII/4.2 or structural strength requirements of SOLAS XII/5.2	SOLAS 1974	XII/4.2 and 5.2		MSC/Circ.1178
29	2005-05-25						N/E					New interpretation of provisions for water level detectors according to SOLAS XII/12	SOLAS 1974	XII/12		MSC/Circ.1176

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
30	2005-05-25						N/E					New interpretation of provisions for pumping systems according to SOLAS XII/13	SOLAS 1974	XII/13		MSC/Circ.1176
31	2005-05-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New interpretations on design and operation of doors in watertight bulkheads	SOLAS 1974	II-1 (1981)/25-9		MSC/Circ.1176
32	2005-05-25										High-speed craft, keel-laying date >= 2002-07-01	New interpretation of the term "dead craft condition", from which the machinery shall be able to be brought into operation without external aid	HSC Code 2000	9.1.5		MSC/Circ.1177
33	2005-05-27	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised consolidated format for reporting alleged inadequacies of port reception facilities by the master. Superseded by MEPC/Circ. 468/rev.1 as from 2007-07-13.	MARPOL 73/78	I (1973)/12, II/7, IV/10, V/7, VI/17		MEPC/Circ.469
34	2005-06-01	N/E	N/E								Keel-laying date >= 1986-07-01	New "Functional Requirements and Performance Standards for the Assessment of Evacuation Guidance Systems"	SOLAS 1974	II-2 (2000)/13.3.2		MSC/Circ.1167
35	2005-06-01	N/E	N/E								Keel-laying date >= 1986-07-01	Interim guidelines for the testing, approval and maintenance of evacuation guidance systems used as an alternative to low-location lighting systems	SOLAS 1974	II-2 (2000)/ 13.3.2.5.1		MSC/Circ.1168
36	2005-06-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	The amendments to SOLAS II-2/15.3 and II-2/15.4 on arrangements for lubricating oil and other flammable oils are not applicable to existing ships constructed before 1998-07-01. II-2/15.3 and II-2/15.4 in terms of compliance with II-2/15.2.10 and II-2/15.2.11 are only applicable to ships constructed on or after 1998-07-01.	SOLAS 1974	II-2 (1981)/15.3 + .4		MSC/Circ.1170
37	2005-06-27										Passenger High-speed craft, keel-laying date >= 2002-07-01,	New "Guidelines for a simplified evacuation analysis for High Speed Passenger Craft" (replacing MSC/Circ.1001)	HSC Code 2000	4.8		MSC/Circ.1166
38	2005-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Corrections to the COLREG.2/Circ.55 on the following traffic separation schemes: • In the approaches to the Cape Fear river, • In Puget Sound and its approaches in Haro Strait, Boundary Pass and in the Strait of Georgia, • Off Cape Roca (amended scheme); • Off Cape S. Vicente	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.55/Corr.1
39	2005-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes and associated routeing measures: • In the approaches to the Cape Fear river (new scheme); • Off Mina Al-Ahmadi (new scheme); • In Puget Sound and its approaches in Haro Strait, Boundary Pass and in the Strait of Georgia (amended scheme); • In the approaches to Chesapeake Bay (amended scheme); • Off Cape Roca (amended scheme); • Off Cape S. Vicente" (amended scheme); and • In the approaches to Puerto San Martin (amended scheme).	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.55
40	2005-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amended existing traffic separation scheme "In the Singapore Strait", application postponed to 2005-07-01 with COLREG.2/Circ.54/Add.2	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.54
41	2005-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Routeing measures implemented for: • The area to be avoided and a no anchoring area in the West Cameron area of the Gulf of Mexico; • The deep-water route in the southern approach to Chesapeake Bay; • The area to be avoided in the region of the Berlengas Islands.	SOLAS 1974	V (2000)/10		SN/Circ.240
42	2005-07-01 (fitted on board)										High-speed craft with GT/GRT < 150	Revised performance standards for radar reflectors, replacing A.384(X)	HSC Code 2000	13.13	May-04	MSC.164(78)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
43	2005-07-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines for port state control under MARPOL VI (Air pollution)	MARPOL 73/78	VI/10	Jul-05	MEPC.129(53)
44	2005-07-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines for on-board exhaust gas-SOx cleaning systems	MARPOL 73/78	VI/14(4)(b)	Jul-05	MEPC.130(53)
45	2005-07-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Extension of the Great Barrier Reef PSSA by the Torres Strait	Resolution	A.927(22) Designation of Special Areas	Jul-05	MEPC.133(53)
46	2005-07-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Designation of the Canary Islands as PSSA	Resolution	A.927(22) Designation of Special Areas	Jul-05	MEPC.134(53)
47	2005-07-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Designation of the Galapagos Archipelago as PSSA	Resolution	A.927(22) Designation of Special Areas	Jul-05	MEPC.135(53)
48	2005-07-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Designation of the Baltic Sea as PSSA	Resolution	A.927(22) Designation of Special Areas	Jul-05	MEPC.136(53)
49	2005-07-23	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	The survey guidelines under the HSSC (A.948(23)) are amended to address MARPOL VI requirements, including the introduction of a new section 3 "Guidelines for Surveyors for International Air Pollution Prevention Certificate and the NOx Technical Code".	Resolution	A.948(23) Revised HSSC	Jul-05	MEPC.128(53)
50	2005-07-25	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships to be broken up	Shipowners are urged to arrange for a "gas-free-for-hot-work" certification in connection with the delivery of a ship to a recycling facility	Resolution	A.962(23) Ship Recycling		MEPC/Circ.466
51	2005-07-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Interim guidelines for voluntary ship CO2 emission indexing for use in trials	MARPOL 73/78	VI/Complete Annex		MEPC/Circ.471
52	2005-07-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, at least one diesel engine > 130 kW,	New unified interpretations to MARPOL VI	MARPOL 73/78	VI/Complete Annex		MEPC/Circ.473
53	2005-07-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, at least one diesel engine > 130 kW, installed on or constructed >= 2000-01-01 or undergoing a major conversion >= 2000-01-01	New unified interpretations to the NOx Technical Code	NOx Technical Code	Complete Code		MEPC/Circ.473
54	2005-08-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Lists of approved pollution prevention equipment (PPE) required by MARPOL 73/78 containing information on manufacturers, types/models and approving governments.	MARPOL 73/78	Annex: I + II + IV + V		MEPC.5/Circ.9
55	2005-09-26	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The "date of completion of the survey and verification on which a certificate is based" should be taken as the date of the last visit on board, on which all items required to be surveyed have been done so, regardless of minor deficiencies or non-conformities found.	SOLAS 1974	I/6		MSC-MEPC.5/ Circ.3
56	2005-09-26	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Recommended conditions for extending the period of validity of a certificate	SOLAS 1974	I/14		MSC-MEPC.5/ Circ.1

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
57	2005-09-26	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Original records/documents should be retained on board ships by port or coastal state authorities. If removed from board in exceptional circumstances (requires replacement by certified copies and a receipt as well as agreement of all parties concerned) the absence of the originals should not be recorded as a deficiency by the port state control.	SOLAS 1974	I/19		MSC-MEPC.4/ Circ.1
58	2005-09-30											Revised harmonised reporting procedures – Reports on marine casualties and incidents required under SOLAS I/21 and MARPOL 73/78, articles 8 and 12	SOLAS 1974	I/21		MSC-MEPC.3/ Circ.1
59	2005-09-30											Revised harmonised reporting procedures – Reports on marine casualties and incidents required under SOLAS I/21 and MARPOL 73/78, articles 8 and 12	MARPOL 1973	Articles 8 and 12		MSC-MEPC.3/ Circ.1
60	2005-10-03	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	The reference to the approved alternative design and arrangements in the appropriate SOLAS certificate is no longer required, according to the corrected "Guidelines on alternative design and arrangements for fire safety".	Circular	MSC.1/Circ.1002 Fire Safety		MSC.1/ Circ.1002/ Corr.1
61	2005-10-06			E	E	E					Delivery date < 1996-07-06, TDW >= 5,000 t, category 2 and category 3 oil tankers at least 15 years of age	The "Guidelines for PSC officers whilst checking compliance with CAS" are corrected to clarify that CAS on oil tankers carrying heavy grade oil is only required when the ship reaches 15 years of age.	Circular	MEPC/Circ.479 Port State Control Officers, 5		MEPC/ Circ.479/Corr.1
62	2005-12-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to sections 3 (definitions), 5 (green passport) and 9 (role of stakeholders) of the IMO guidelines on ship recycling (A.962(23))	Resolution	A.962(23) Ship Recycling	Dec-05	A.980(24)
63	2006-03-27			E	E	E					Delivery date < 1996-07-06, TDW >= 5,000 t, category 2 and category 3 oil tankers at least 15 years of age	New "Guidelines on the Assessment of Residual Fillet Weld between Deck Plating and Longitudinals" provide guidance for minimum requirements on thickness measurements at CAS surveys.	CAS	7.3.3	Mar-06	MEPC.147(54)
64	2006-05-09	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		All IMO member states are urged to strictly apply the provisions of MARPOL VI/18 on bunker delivery note and fuel oil sampling, also to ships flying the flag of non-signatory states on the "no more favourable treatment" principle.	MARPOL 73/78	VI/18		MEPC.1/ Circ.508
65	2006-05-16			N/E	N/E	N/E			N/E		Ships carrying bulk cargo of liquid substances identified in the IBC code as "products"	Revised guidelines for the provisional assessment of liquid substances transported in bulk, superseding MEPC/Circ.265 consequential to the revision of MARPOL II with MEPC.118(52).	MARPOL 73/78	II (2004)/ Complete Annex		MEPC.1/ Circ.512
66	2006-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The exemption certificate acc. to SOLAS II-2/10.7.1.4 issued for ships exempted from a fixed gas fire-extinguishing system in the cargo spaces need not list non-combustible cargoes as indicated in the FTP Code, Annex 2, Paragraph 1. The DoC acc. to SOLAS II-2/19.4 may not permit more cargoes than indicated in the list of cargoes attached to the exemption certificate.	SOLAS 1974	II-2 (2000)/10.7.1.4		MSC.1/ Circ.1203
67	2006-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	The term "Oil fuel unit" is defined to include any equipment used for the preparation and delivery of fuel oil to engines or boilers at a pressure of more than 0.18 N/mm, except oil fuel transfer pumps.	SOLAS 1974	II-2 (2000)/3.34		MSC.1/ Circ.1203
68	2006-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01, Structural fire protection provisions fitted on board ships >= 2006-05-19	The requirements on penetrations and prevention of heat transmission (SOLAS II-2/9.3.1) should also be applied to A-60 insulated exterior boundaries of superstructures and deckhouses.	SOLAS 1974	II-2 (2000)/9.3.1		MSC.1/ Circ.1203

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
69	2006-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Standard IEC 60092-506 should be referred to when dealing with sources of ignition in cargo spaces for carriage of dangerous goods. Pipes having open ends (e.g. bilge pipes) are classified as hazardous areas and enclosed spaces (e.g. pipe tunnels) containing such pipes are considered as extended hazardous areas.	SOLAS 1974	II-2 (2000)/19.3.2		MSC.1/ Circ.1203
70	2006-05-19			N/E	N/E	N/E					Fire protection construction, installation, arrangements and equipment to be installed on board ships >= 2006-05-19	A-class windows in the forward bulkhead of the accommodation block should correspond to a prototype tested with fire against its external side and the bulkhead insulation on the unexposed side.	Resolution	A.754(18) Fire resistance tests		MSC.1/ Circ.1203
71	2006-05-19 (Fire protection arrangements to be installed on board ships on or after that date)			N/E	N/E	N/E					Keel-laying date >= 2002-07-01	The front bulkhead of the deckhouse should be A-60 insulated up to the underside of the deck of the navigation bridge.	SOLAS 1974	II-2 (2000)/9.2.4.2.5		MSC.1/ Circ.1203
72	2006-05-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		GMDSS operators on board ships should receive familiarisation and ship-specific training. Such familiarisation should be verified during flag state inspections or port state control.	SOLAS 1974	IV/16		MSC.1/ Circ.1208
73	2006-05-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to Part B of the STCW Code regarding familiarisation of seafarers with free-fall lifeboats	STCW Code	B/I/14.1	May-06	STCW.6/ Circ.10
74	2006-05-23	N/E	N/E									Interim operational recommendations for passenger ships with cabin balconies with no effective fire detection or suppression system installed.	SOLAS 1974	II-2 (2000)/7		MSC.1/ Circ.1187
75	2006-05-24				N/E						Keel-laying date >= 1986-07-01	Example of an optional shipping document for referring chemical cargoes by the product name as used in the IBC Code.	IBC Code 2004	17/18		BLG.1/Circ.18
76	2006-05-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Interim guidelines for alternative assessment of the weather criterion. See also Explanatory Notes at MSC.1/Circ.1227	IS Code			MSC.1/ Circ.1200
77	2006-05-26	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Early implementation of draft SOLAS III/19.3.3.4 (launching of free-fall lifeboats during abandon ship drills).	SOLAS 1974	III (1996)/19.3.3.4		MSC.1/ Circ.1207
78	2006-05-26			N/E	N/E	N/E					Keel-laying date >= 2002-07-01	Governments are invited to apply the proposed amendment to SOLAS II-2/4.5.2.3 (A-0 class windows are acceptable in certain areas instead of A-60), pending its formal entry into force on 2008-07-01.	SOLAS 1974	II-2 (2000)/4.5.2.3		MSC.1/ Circ.1204
79	2006-05-26	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The measures to prevent accidents with lifeboats, as specified with MSC/Circ.1049, 1093, 1136 and 1137, are updated and combined in the new Circular 1206. The items adressed are related to servicing and maintenance of launching appliances and to on-board drills.	SOLAS 1974	III (1996)/20		MSC.1/ Circ.1206
80	2006-05-30											Guidance on voluntary self-assessment by SOLAS contracting governments and by port facilities (in the implementation of, and the maintenance of compliance with, the requirements of SOLAS/XI-2 and the ISPS Code).	SOLAS 1974	XI-2/4		MSC.1/ Circ.1192
81	2006-05-30	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidance on voluntary self-assessment by administrations (appendix 1) and for ship security (appendix 2) to assist implementation of the requirements on ship security in SOLAS XI-2 and the ISPS Code.	SOLAS 1974	XI-2/9		MSC.1/ Circ.1193
82	2006-05-30										Special-purpose ships	Interim scheme (until 2008-06-30) for the compliance of special-purpose ships with the special measures to enhance maritime security	ISPS Code	Complete Code		MSC.1/ Circ.1189
83	2006-05-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guide for cold water survival"	SOLAS 1974	III (1996)/7.3		MSC.1/ Circ.1185

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
84	2006-05-31						N/E	N/E	N/E	N/E		Interim guidance on compliance of ships carrying dry cargoes in bulk with requirements of SOLAS/II-1, III, IX, XI-1 and XII, stating that the flag state administration may decide which ships are to be treated as "bulk carriers".	SOLAS 1974	XII/1		MSC.1/ Circ.1199
85	2006-05-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines on the provision of external support as an aid to incident containment for SAR authorities and others concerned. Such support, e.g. with fire-fighting personnel or equipment, may assist the ship to remain habitable in case of emergency.	SAR 1979	2.1		MSC.1/ Circ.1183
86	2006-05-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guide to recovery techniques, providing guidance for crew members having to recover people in distress at sea.	SAR 1979	Complete Convention		MSC.1/ Circ.1182
87	2006-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Requirements on carriage of publications on board ships. The listed publications should be up to date and, if for emergency use, always be available in the form of hard copies.	ISM Code	A/11		MSC-MEPC.2/ Circ.2
88	2006-06-01	N/E	N/E									IMO requirements on carriage of publications on board ships. The listed publications should be up to date and, if for emergency use, always be available in the form of hard copies.	ISM Code	A/11		MSC-MEPC.2/ Circ.2
89	2006-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guidelines on the training of SAR service personnel working in major incidents".	SAR 1979	2.2		MSC.1/ Circ.1186
90	2006-06-02						N				Keel-laying date >= 2006-07-01, Freeboard length >= 150 m, ships with double-side skin spaces.	Governments may apply in advance the revised SOLAS II-1/3-2 (Protective coating of ballast tanks...) together with the "Performance standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers" (supposed to enter into force on 2008-07-01, to bulk carriers flying their flag in lieu of SOLAS II-1/3-2 as adopted by resolution MSC.47(66).	SOLAS 1974	II-1 (1981)/3-2		MSC.1/ Circ.1198
91	2006-06-02										High-speed craft, keel laying-date >= 2002-07-01,	New guidelines for the conduct of High-speed craft model tests, by which compliance with stability criteria can be demonstrated to exempt RoRo HSC with a bow loading opening from the requirement for fitting of an inner bow door.	HSC Code 2000	2.2.3.2.2		MSC.1/ Circ.1195
92	2006-06-05	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines on the basic elements of a shipboard occupational health and safety programme	ISM Code	Complete Code		MSC-MEPC.2/ Circ.3
93	2006-06-05	N/E	N/E									Guidelines on the basic elements of a shipboard occupational health and safety programme	ISM Code	Complete Code		MSC-MEPC.2/ Circ.3
94	2006-06-06				N	N					Ships carrying a cargo or part cargo of oil	The interpretation on SOLAS II-1/3-6.3.2 (safe access for survey of tanks) is amended by adding of provisions for rafting.	Circular	MSC/Circ.1176 Unified Interpretations to SOLAS, II-1/3-6.3.2		MSC.1/ Circ.1197
95	2006-06-06	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Examples of application for the most common systems of service tank arrangements.	Circular	MSC/Circ.1176 Unified Interpretations to SOLAS, II-1/26.11		MSC.1/ Circ.1197
96	2006-06-06						N/E					Amended interpretation of performance standards for water level detectors on bulk carriers.	Circular	MSC/Circ.1176 Unified Interpretations to SOLAS, XII/12.1		MSC.1/ Circ.1197

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
97	2006-06-14											Inspection programmes for cargo transport units (CTUs) carrying dangerous goods should be implemented by governments that have not yet done so.	Circular	MSC/Circ.859 Inspection Programmes for CTUs		MSC.1/ Circ.1202
98	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Entry into force of the areas to be avoided in the Galapagos Archipelago; the deep-water route off Gotland Island and the areas to be avoided in the southern Baltic Sea south of the island of Gotland	SOLAS 1974	V (2000)/10		SN.1/Circ.250
99	2006-07-01						N				Keel-laying date >= 2006-07-01, Length oa >= 150 m, ships carrying solid bulk cargoes, having a density of > 1,000 kg/m³	New interpretations on the provisions for protection of cargo holds from loading/ discharge equipment and on failure of hold structural members and panels accord-ing to SOLAS XII/6.5	SOLAS 1974	XII/6.5.1 + 6.5.3		SLS.14/ Circ.250
100	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01, new installations, cargo ships only if GT/GRT >= 3,000	Recommended means for extracting stored data from Voyage Data Recorders (VDRs and S-VDRs) for investigation authorities	SOLAS 1974	V (2000)/20		SN/Circ.246
101	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Establishment of an "Area to be avoided (ATBA)" in the Galapagos Archipelago	Resolution	A.927(22) Designation of Special Areas	Dec-05	A.976(24)
102	2006-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended traffic separation schemes and associated routeing measures in the SW Baltic Sea: • "In Bornholmsgat" (new scheme); • "North of Rügen" (new scheme); • "Off Gotland Island" (amended scheme); • "South of Gedser" (amended scheme)	Resolution	A.927(22) Designation of Special Areas	Dec-05	A.977(24)
103	2006-07-01 (first radio survey after that date)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidance on the provisions of information for identifying ships when transmitting ship security alerts: scope of information and testing of the ship security alert system (SSAS).	SOLAS 1974	XI-2/6		MSC.1/ Circ.1190
104	2006-07-07										Offshore supply vessels fitted with dynamic positioning systems	Guidelines for dynamic positioning system (dp) operator training and availability of an IMCA publication on the "Training and Experience of Key DP Personnel (Issue 1/Rev.1)".	MODU Code 1989	4.12		MSC.1/ Circ.738/Rev.1
105	2006-07-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	Guidance on the COSPAS-SARSAT International 406 MHz Beacon Registration Database introduced.	SOLAS 1974	IV/5-1		MSC.1/ Circ.1210
106	2006-07-18	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form	Notice to the recommendation on the safe use of pesticides in ships (supplemented to the IMDG code) with a view on disposal of fumigant material from ships.	IMDG Code			MSC-MEPC.2/ Circ.1
107	2006-07-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Additional guidance on chart data and the accuracy of positions on charts (SN/Circ.213)	SOLAS 1974	V (2000)/19.2.1.4		SN.1/Circ.255
108	2006-09-12	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Meteorological and oceanographic data buoys: Advice to fishermen and mariners for dealing with moored or drifting buoys.	SOLAS 1974	V (2000)/5		SN.1/Circ.256
109	2006-10-01		N/E								Keel-laying date >= 1986-07-01, ships constructed < 2006-07-01 have to comply with para 4 no later than the date of the first renewal survey after 2006-10-01	The extension of the collision bulkhead within a long forward superstructure in accordance with SOLAS II-1/10.4 may only be formed by a sloping ramp, if ALL PARTS of this ramp are located within the limits specified with SOLAS II-1/10.	SOLAS 1974	II-1 (1981)/10.4		MSC.1/ Circ.1211

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
110	2006-10-13	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships with GT >= 400 or certified to carry more than 15 persons	The new "Recommendation on standards for the rate of discharge of untreated sewage from ships" provides a calculation method for the permissible discharge rate of untreated sewage that has been stored in holding tanks. Such sewage shall not be discharged instantaneously but the discharge is to be undertaken at a moderate rate approved by the administration.	MARPOL 73/78	IV (2000)/11.1	Oct-06	MEPC.157(55)
111	2006-10-27	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New Annex 5 "Survey guidelines under the 2004 BWM Convention" added to the "Revised survey guidelines under the harmonized system of survey and certification (A.948(23))"	Resolution	A.948(23) Revised HSSC		BWM.2/Circ.7
112	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Permanently sealed refrigeration equipment should not be included in the IAPP certificate in the context of "Ozone depleting substances".	MARPOL 73/78	VI/12		MEPC.1/ Circ.540
113	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The 4.5% and 1.5% limits for sulphur content in fuel oil, required under MARPOL VI/16, should be applied even if the IAPP certificate has not yet been issued.	MARPOL 73/78	VI/14		MEPC.1/ Circ.540
114	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Bunker delivery notes, required under MARPOL VI/18(3), should be kept on board even if the IAPP certificate has not yet been issued.	MARPOL 73/78	VI/18		MEPC.1/ Circ.540
115	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The gas outlet temperature of 850 °C, required under MARPOL VI/16(9), should be equally applied to continuous-feed and batch-loaded incinerators.	MARPOL 73/78	VI/16		MEPC.1/ Circ.540
116	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, engine cert. power: at least one > 130 kW, engine type: diesel	Interpretation of the term "within 2% of the maximum torque" in the context of chapter 5.9.6 (test sequence) of the NOx Technical Code	NOx Technical Code	5/9.6		MEPC.1/ Circ.540
117	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, engine cert. power: at least one > 130 kW, engine type: diesel	Interpretations of the terms "the calibration of the analyzers shall be re-checked" and "if the difference between the two calibration results is less than 2%" in the context of chapter 5.9.9 of the NOx Technical Code.	NOx Technical Code	5/9.9		MEPC.1/ Circ.540
118	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, engine cert. power: at least one > 130 kW, engine type: diesel	Interpretations to the NOx Technical Code − Chapter 3.2: Test cycles and weighting factors to be applied in connection with variable-pitch propeller sets.	NOx Technical Code	3/2		MEPC.1/ Circ.540
119	2006-11-24	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2000-01-01, engine cert. power: at least one > 130 kW, engine type: diesel	Interpretations to the NOx Technical Code − Chapter 5.10 − Test report	NOx Technical Code	5/10		MEPC.1/ Circ.540
120	2006-12-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes: • “The Canary Islands” (new scheme); • “In the Strait of Juan de Fuca and its approaches” (amended scheme); • “Off Cabo de Gata” (amended scheme); • “Off Porkkala Lighthouse” (amended scheme); • “In the Strait of Dover and Adjacent Waters” (amended scheme).	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.57
121	2006-12-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Routeing measures other than traffic separation schemes: 1. Area to be avoided around the CS4 buoy in the Dover Strait; and 2. Areas to be avoided by ships transiting the Canary Islands.	SOLAS 1974	V (2000)/10		SN.1/Circ.253

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
122	2006-12-01							N/E			Open-top container ships	"Recommendations concerning tonnage measurement of open-top containerships", replacing TM.5/Circ.4 and section 3 of TM.5/Circ.5.	ITC 1969		Dec-06	MSC.234(82)
123	2006-12-08	N	N	N	N	N	N	N	N	N	Contract date >= 2006-12-08, freeboard length >= 150 m, ships that apply to Common Structural Rules (CSR)	Guidelines for corrosion protection of permanent means of access arrangements (coatings to be applied shall be in accordance with PSPC for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers).	SOLAS 1974	II-1 (2005)/3-2		MSC.1/ Circ.1279
124	2006-12-08	N	N	N	N	N	N	N	N	N	Contract date >= 2006-12-08, freeboard length >= 90 m, ships that apply to Common Structural Rules (CSR)	Guidelines for corrosion protection of permanent means of access arrangements (coatings to be applied shall be in accordance with PSPC for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers).	SOLAS 1974	II-1 (2005)/3-2		MSC.1/ Circ.1279
125	2006-12-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		IALA (International Association of Lighthouse Authorities) recommendation on an emergency wreck marking buoy, designed to provide high visual and radio aid to navigation recognition.	SOLAS 1974	V (2000)/13		SN.1/Circ.259
126	2006-12-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines on annual testing of VDR and S-VDR	SOLAS 1974	V (2000)/20		MSC.1/ Circ.1222
127	2006-12-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Unified interpretation of SOLAS V/19.2.5.1 shipborne navigational equipment and systems to specify conditions for the use of a gyrocompass as “other means” mentioned in SOLAS V/19.2.2.1	SOLAS 1974	V (2000)/19.2.5.1		MSC.1/ Circ.1224
128	2006-12-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships with GT/GRT >= 300, passenger ships with GT/GRT >= 100	Guidance for requesting the IMO ship identification number	SOLAS 1974	XI-1/3		Circular letter No.1886/Rev.3
129	2006-12-11	N/E	N/E		N/E	N/E		N/E	N/E	N/E	Ships which are not subject to the enhanced survey programme ESP	New guidelines for pre-planning of surveys in dry dock, requiring a pre-planning meeting for coordination of the work to be undertaken during the survey.	Resolution	A.948(23) Revised HSSC		MSC.1/ Circ.1223
130	2006-12-12				N							"Voluntary structural guidelines for new ships carrying liquids in bulk containing benzene" introduced, intended to reduce the exposure of seafarers to benzene vapours.	IBC Code 2004	Complete Code		MSC.1/ Circ.1220
131	2006-12-14	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Interim guidance on voluntary self-assessment by companies and company security officers (CSOs) for ship security	SOLAS 1974	XI-2/9		MSC.1/ Circ.1217
132	2006-12-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidance on exchange of medical information between two telemedical assistance services (TMAS) involved in international SAR operations	SAR 1979	Complete Convention		MSC.1/ Circ.1218
133	2007-01-01	N	N	N	N	N	N	N	N	N		Guidance on shipboard towing and mooring equipment, including fittings and supporting hull structures (please regard IACS UI SC212 and UR A2)	SOLAS 1974	II-1 (1981)/3-8		MSC/Circ.1175
134	2007-01-01				N/E						Keel-laying date >= 1986-07-01	List of products that have been omitted from either chapter 17 or 18 of the IBC Code due to missing safety data, pollution data or both.	IBC Code 2004	17/18		MEPC/ Circ.423, MSC/ Circ.1128
135	2007-01-01				N/E						Keel-laying date >= 1986-07-01	Use of the correct product name in offering bulk liquid cargoes for shipment.	IBC Code 2004	17/18		BLG.1/Circ.17
136	2007-01-01				N/E						Keel-laying date >= 1986-07-01	List of products which have been classified or re-classified since the adoption of the amended IBC Code in 2004, corrected by BLG.1/Circ.19/Corr.1	IBC Code 2004	17/18		BLG.1/Circ.19
137	2007-01-01				N/E						Keel-laying date >= 1986-07-01	Correction to the list of products which have been classified or re-classified since the adoption of the amended IBC Code in 2004.	IBC Code 2004	17/18		BLG.1/Circ.19/ Corr.1
138	2007-01-01			N/E							GT/GRT >= 150	The requirements of MARPOL I/38 for reception facilities should also apply to oil residues from the cargo areas of oil tankers.	MARPOL 73/78	I (2004)/38		MEPC.1/ Circ.541

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
139	2007-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Oil tankers if GT/GRT >= 150, all other ships if GT/GRT >= 400	IOPP certificates and supplements issued under the current MARPOL I should be accepted until their expiry date, even after entry into force of the "new" MARPOL I on 1 January 2007.	MARPOL 73/78	I (2004)/ Appendix II		MEPC.1/ Circ.513
140	2007-01-01				N/E							Revised "Tank cleaning additives guidance note and reporting form for the submission of tank cleaning additives data" (supersedes MEPC/Circ.363).	MARPOL 73/78	II (2004)/13.5.2		MEPC.1/ Circ.590
141	2007-01-01										FPSOs and FSUs	New guidelines for the application of the revised MARPOL Annex I requirements to FPSOs and FSUs. For a later amendment refer to Res. MEPC.142(54) as from 2007-08-01.	MARPOL 73/78	I (2004)/ Complete Annex	Jul-05	MEPC.139(53)
142	2007-01-01				E						Keel-laying date < 1986-07-01	The 2006 amendments of the BCH Code should, irrespective of their official entry into force on 1 August 2007, be applied as from 1 January 2007, in line with the entry into force of the revised MARPOL II and the amended IBC Code.	BCH Code	Complete Code	Mar-06	MEPC.145(54)
143	2007-01-01			N/E			N/E					The "Guidelines on the enhanced programme of inspections during the surveys of bulk carriers and oil tankers" are substantially revised.	ESP Guidelines		May-05	MSC.197(80)
144	2007-01-01			N							Contract date >= 2007-01-01	Deletion of Para. 6.3 (probabilities of bottom damages) of Part B of the explanatory notes on the accidental oil outflow performance of MARPOL I/23.5.1.	Resolution	MEPC.122(52) Oil Outflow Performance, B 6.3 / Marpol I/23.5.1	Mar-06	MEPC.146(54)
145	2007-01-01								N/E		Ships carrying vegetable oil as cargo	The "Guidelines for the transport of vegetable oils in deeptanks... in dry cargo ships" have been amended to clarify the conditions for which the guidelines apply.	Resolution	MEPC.120(52) Vegetable Oils	Mar-06	MEPC.148(54)
146	2007-01-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Freeboard length >= 24 m	Additional guidance on approval procedures of stability instruments supporting the safe operation of ships.	IS Code			MSC.1/ Circ.1229
147	2007-01-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Explanatory notes to the interim guidelines for alternative assessment of the weather criterion. See also MSC.1/Circ.1200 as of 2006-04-24.	IS Code 1993			MSC.1/ Circ.1227
148	2007-01-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Freeboard length >= 24 m	Revised guidance to the master for avoiding dangerous situations in adverse weather and sea conditions.	Circular	MSC/Circ.707 Avoiding Dangerous Situations		MSC.1/ Circ.1228
149	2007-02-26	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		"Revised recommendations on the safe transport of dangerous cargoes and related activities in port areas" in alignment with the relevant provisions of the IMDG Code, as amended and with the ISPS Code concerning security provisions are introduced.	Circular	MSC/Circ.675 Safe Transport of Dangerous Cargoes		MSC.1/ Circ.1216
150	2007-04-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		"Revised Guidelines for the prevention and surpression of the smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic" introduced.	Resolution	A.872(20) Prevention of Smuggling of Drugs	Dec-06	MSC.228(82)
151	2007-06-01										Length oa >=24 m and <=100 m, Offshore supply vessels, not carrying more than 12 passengers	Updated provisions on intact and damage stability. The former detailed requirements on intact stability are replaced with a reference to the Intact Stability Code. In the damage assumptions the longitudinal extend of damage is now also addressed.	Resolution	A.469(XII) Offshore Supply Vessels, 2 and 3	Dec-06	MSC.235(82)
152	2007-06-01										Not applicable to vessels carrying more than 12 passengers.	Provisions for radio communications should comply with SOLAS IV.	Resolution	A.469(XII) Offshore Supply Vessels, Part 7	Dec-06	MSC.235(82)
153	2007-06-01										Offshore supply vessels	The "Guidelines for the design and construction of offshore supply vessels" are revised by inclusion of provisions for the carriage of noxious liquid substances.	Resolution	A.469(XII) Offshore Supply Vessels, Part 9	Dec-06	MSC.235(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
154	2007-06-01										Offshore supply vessels fitted with dynamic positioning systems	Vessels should comply with IMO guidelines for dynamic positioning systems (MSC/Circ.645 and MSC/Circ.738/Rev.1).	Resolution	A.469(XII) Offshore Supply Vessels, Part 1.1.4	Dec-06	MSC.235(82)
155	2007-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes and associated routeing measures: . • "Off the coast of Norway from Vardo to Rost" (new scheme); • "In the SUNK area and northern approaches to the Thames estuary" (new scheme); • "Off Neist Point" in the Minches (new scheme); • "In the Strait of Gibraltar" (amended scheme); • "In the approach to Boston, Massachusetts" (amended scheme); • "In the Adriatic Sea" (amended scheme); • "Off Cani Island" and "Off Cape Bon", off the coast of Tunisia (amended scheme); • "Off Botney Ground" (amended scheme).	SOLAS 1974	V (2000)/8		COLREG.2/ Circ.58
156	2007-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes: • "Area to be avoided/Mandatory No Anchoring Area in the approaches to the Gulf of Venice" (new); • "Precautionary Area off the west coast of the North Island of New Zealand"; • "Recommended Routes in the Minches"; • "Deep-Water route west of the Hebrides"; • "Recommendation on navigation around the United Kingdom coast"; and • "Abolition of the area to be avoided around the EC2 Lighted Buoy including the consequential amendment relating to the cancellation of the Recommendations on directions of traffic flow in the English Channel".	SOLAS 1974	V (2000)/8		SN.1/Circ.257
157	2007-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01, existing installations, cargo ships only if GT/GRT >= 3,000	Recommended means for extracting stored data from Voyage Data Recorders (VDRs and S-VDRs) for investigation authorities.	SOLAS 1974	V (2000)/20		SN/Circ.246
158	2007-07-01			N							Keel-laying date >= 2007-07-01	Deletion of para. 6.3 (probabilities of bottom damages) of Part B of the explanatory notes on the accidental oil outflow performance of MARPOL I/23.5.1.	Resolution	MEPC.122(52) Oil Outflow Performance, B 6.3 / Marpol I/23.5.1	Mar-06	MEPC.146(54)
159	2007-07-13	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised consolidated format for reporting alleged inadequacies of port reception facilities by the ship's master.	MARPOL 73/78	I (2004)/38, II/18, IV/12, V/7, VI/17		MEPC.1/ Circ.469/Rev.1
160	2007-07-13	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships operating in Antarctic waters	New "Guidelines for ballast water exchange in the antarctic treaty area"	BWM 2004	Article-13	Jul-07	MEPC.163(56)
161	2007-08-01										FPSOs and FSUs, contract date >= 2007-08-01	The guidelines for the application of the revised MARPOL I to FPSOs and FSUs are amended to reflect the introduction of the new regulation 12A (fuel tank protection). See also MEPC.139(53) as of 2007-01-11.	Resolution	MEPC.139(53) FPSOs and FSUs	Mar-06	MEPC.142(54)
162	2007-08-01										FPSOs and FSUs, delivery date >= 2010-08-01	The guidelines for the application of the revised MARPOL I to FPSOs and FSUs are amended to reflect the introduction of the new regulation 12A (fuel tank protection). See also MEPC.139(53) as of 2007-01-11.	Resolution	MEPC.139(53) FPSOs and FSUs	Mar-06	MEPC.142(54)
163	2007-08-01										FPSOs and FSUs, keel-laying date >= 2008-02-01	The guidelines for the application of the revised MARPOL I to FPSOs and FSUs are amended to reflect the introduction of the new regulation 12A (fuel tank protection). See also MEPC.139(53) as of 2007-01-11.	Resolution	MEPC.139(53) FPSOs and FSUs	Mar-06	MEPC.142(54)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
164	2007-08-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	Voluntary ship reporting system in the sound between Denmark and Sweden (SOUNDREP) requires ships to send a SAILING PLAN and a DANGEROUS GOODS REPORT in the format in compliance with IMO res. A.851(20) by VHF voice transmissions or by updated AIS information to Sound VTS in Malmö, Sweden.	SOLAS 1974	V (2000)/11		SN.1/Circ.262
165	2007-10-05	N	N	N	N	N	N	N	N	N		Unified interpretations of SOLAS II-2/3.6 (definitions), 4.5.1.1 (protection of fuel oil), 4.5.1.2 and 4.5.1.3 (location of paint lockers within the cargo block), 9.7.3.1.2 (fire category of fan rooms serving engine rooms), 10.4.3 (storage of fire-extinguishing media forward the cargo holds) and 20.6.2 (portable fire-fighting appliances in cargo holds loaded with vehicles with fuel in their tanks).	SOLAS 1974	II-2 (2000)/3.6, 4.5.1, 9.7, 10.4 and 20.6		MSC.1/ Circ.1239
166	2007-10-05	N	N	N	N	N	N	N	N	N		Unified interpretation of "Storage of fire-extinguishing media forward the cargo holds".	FSS Code	5.2.1.3.3		MSC.1/ Circ.1240
167	2007-10-05				N							Paint lockers, regardless of their use, should not be located above the cargo area.	IBC Code 2004	3.2.1		MSC.1/ Circ.1241
168	2007-10-12	N/E	N/E				N/E	N/E	N/E	N/E	Cargo ships only if freeboard length >= 80 m	Recommendation on a standard method for evaluating cross-flooding arrangements to ensure uniform treatment of cross-flooding and equalisation arrangements.	SOLAS 1974	II-1 (2005)/ incl B-1 to B-4	Oct-07	MSC.245(83)
169	2007-10-16											Guidances on minimising delays in SAR response to distress alerts by encouraging member states to fulfil their obligations under the SAR Convention and other international instruments.	SAR 1979	Complete Convention		MSC.1/ Circ.1248
170	2007-10-16	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Analysis of misuse of various 'C' codes by Maritime Safety Information (MSI) providers and recommendations of operational guidance for them on promulgating meteorological, navigational and search and rescue (SAR) information as required by the International SafetyNET Manual (2003 edition, Annex 4).	SAR 1979	Complete Convention		COMSAR.1/ Circ.41
171	2007-10-19											New guidance on "Safety margin to protect radar systems" for radio regulatory authorities in member governments' administrations.	SOLAS 1974	V (2000)/19.2.3.2		MSC.1/ Circ.1250
172	2007-10-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines on the application of SOLAS regulation V/15 to INS (Integrated Navigation Systems), IBS (Integrated Bridge Systems) and bridge design.	SOLAS 1974	V (2000)/15		SN.1/Circ.265
173	2007-10-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidance on the qualifications, training and experience necessary for undertaking the role of the designated person.	ISM Code	A/4		MSC-MEPC.7/ Circ.6
174	2007-10-19	N/E	N/E									Guidance on the qualifications, training and experience necessary for undertaking the role of the designated person.	ISM Code	A/4		MSC-MEPC.7/ Circ.6
175	2007-10-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines for the operational implementation of the International Safety Management (ISM) Code by companies.	ISM Code	Complete Code		MSC-MEPC.7/ Circ.5
176	2007-10-19	N/E	N/E									Guidelines for the operational implementation of the International Safety Management (ISM) Code by companies.	ISM Code	Complete Code		MSC-MEPC.7/ Circ.5
177	2007-10-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines on the control of ships in an emergency providing governments, shipmasters, companies, salvors and others engaged in a maritime emergency with a framework of authority within which they will be expected to operate.	SAR 1979	Complete Convention		MSC.1/ Circ.1251
178	2007-10-21											Guidance regarding the "SAFE framework of standards" on security and facilitation of international trade to enhance security throughout international movements of closed cargo transport units (CTUs).	SOLAS 1974	XI-2/ Complete Chapter		MSC-FAL.1/ Circ.1

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
179	2007-10-21	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines on security-related training and familiarisation for shipboard personnel other than ship security officers employed or engaged on a ship.	ISPS Code	A/13.3, B/13.3 and B/13.4		MSC.1/ Circ.1235
180	2007-10-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised performance standards for Electronic Chart Display and Information Systems (ECDIS) on differences between Raster Chart Display System (RCDS) and ECDIS.	SOLAS 1974	V (2000)/19.2.1.4		SN.1/Circ.207/ Rev.1
181	2007-10-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidance on maintenance of Electronic Chart Display and Information System (ECDIS) software.	SOLAS 1974	V (2000)/19.2.1.4		SN.1/Circ.266
182	2007-10-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	Guidelines on annual testing (by a standard method of testing) of the Automatic Identification System (AIS).	Resolution	MSC.74(69) AIS		MSC.1/ Circ.1252
183	2007-10-26											Recommendation on the importance of up-to-date, accurate and user-friendly shipboard technical operating and maintenance manuals.	ISM Code	Complete Code		MSC.1/ Circ.1253
184	2007-10-26	N/E	N/E									Recommendation on the importance of up-to-date, accurate and user-friendly shipboard technical operating and maintenance manuals.	ISM Code	Complete Code		MSC.1/ Circ.1253
185	2007-10-29			E	E	E	E	E	E	E	Ships not yet subject to damage stability requirements, but subject to any modification which affects the level of its subdivision	Interpretation of alterations and modifications of a major character defining the term "existing cargo ships".	SOLAS 1974	II-1 (1981)/1		MSC.1/ Circ.1246
186	2007-10-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Freeboard length >= 100 m	According to the unified interpretation of SOLAS III/31.1.4 at least 2 lifejackets and 2 immersion suits should be provided in the area of life-rafts arranged in accordance with that regulation (distance from the closest survival craft > 100 m). In addition, illumination and means of embarkation should be provided.	SOLAS 1974	III (1996)/31.1.4		MSC.1/ Circ.1243
187	2007-10-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Symbol of infant lifejacket for use in addition to symbols related to life-saving appliances and arrangements (resolution A.760(18)).	Resolution	A.760(18) LSA Symbols		MSC.1/ Circ.1244
188	2007-10-30	N/E	N/E									"Guidelines for (simplified or advanced) evacuation analysis for new and existing passenger ships", superseding the previous "Interim guidelines...", (MSC/Circ.1033).	SOLAS 1974	II-2 (2000)/13		MSC.1/ Circ.1238
189	2007-10-30	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Existing figures 1, 2 and 3 (Appendix B) of the revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump rooms (MSC/Circ.1165) are replaced to clearly show the specified test arrangements.	Circular	MSC.1/Circ.1165 Water-based fire-extinguishing systems		MSC.1/ Circ.1237
190	2007-10-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Draft amendments to SOLAS II-1/35-1(Bilge pumping arrangements) and II-2/20 (Protection of vehicle, special category and ro-ro spaces) aimed at improving the safety against the accumulation of large quantities of water in the case of fire fighting. Detailed construction guidelines for drainage systems are still under development.	SOLAS 1974	II-2 (2000)/20.6.1		MSC.1/ Circ.1234
191	2007-11-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Code of good practice for port state control officers conducting inspections within the framework of the regional memoranda of understanding and agreement of port state control.	Resolution	A.787(19) PSC		MSC-MEPC.4/ Circ.2
192	2007-11-12				N/E						Keel-laying date >= 1986-07-01	Importance of information on viscosity and melting point of chemicals carried in bulk to decide whether a pre-wash will be required following unloading of the cargo.	IBC Code 2004	16.2.6 + .9		MSC-MEPC.2/ Circ.7
193	2007-11-29	N/E	N/E									New "Guidelines on voyage planning for passenger ships operating in remote areas".	SOLAS 1974	V (2000)/34	Nov-07	A.999(25)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
194	2007-12-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Introduction of the Maritime Traffic Information System Ecuador International Traffic (SITRAME). For the mandatory ship reporting system in the Galapagos Particularly Sensitive Sea Area GALREP see also SOLAS V (2000)/11 (by MSC.229(82)). For a later revision refer to SN.1/Circ.267/Corr.1.	SOLAS 1974	V (2000)/10		SN.1/Circ.267
195	2008-01-01											Conditions under which the international LRIT data exchange should be established on an interim basis by the United States.	SOLAS 1974	V (2000)/19-1	Oct-07	MSC.243(83)
196	2008-01-01											Establishment of the international LRIT data exchange on an interim basis, confirming that the international LRIT data exchange will be provided temporarily by the USA at their own expense and that a permanent solution should be found as soon as possible. Revokes resolution MSC.243(83).	SOLAS 1974	V (2000)/19-1	May-08	MSC.264(84)
197	2008-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidance regarding training and certification for ship security officers.	STCW Code	B/VI/5	May-06	STCW.6/Circ.9
198	2008-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form	Amendments to the emergency response procedures for ships carrying dangerous goods.	Circular	MSC.1/Circ.1025 EmS Guide		MSC.1/ Circ.1025/ Add.1
199	2008-01-01 (until entry into force of amendment 34-08 of the IMDG Code)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form.	Guidance on the application of chapter 2.10 (Marine Pollutants) of the IMDG Code (amendment 33-06).	IMDG Code	2.10		DSC.1/Circ.55
200	2008-02-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Announcement of 2008 international ice patrol services in the vicinity of the Grand Banks of Newfoundland.	SOLAS 1974	V (2000)/6		SN.1/Circ.268
201	2008-02-18	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revision of the Maritime Traffic Information System Ecuador International Traffic (SITRAME). For the mandatory ship reporting system in the Galapagos Particularly Sensitive Sea Area GALREP see also SOLAS V (2000)/11 (by MSC.229(82)).	SOLAS 1974	V (2000)/10		SN.1/Circ.267/ Corr.1
202	2008-02-25	N	N	N	N	N	N	N	N	N		Corrigendum to the IMO unified interpretation of SOLAS II-2/9.7.3.1.2 (Fire category of fan rooms serving engine rooms): The relevant requirements with regard to means of closing for downflooding protection are those of the 1966 Load Line Convention rather than those of Cruise Lines International Association (CLIA).	Circular	MSC.1/Circ.1239 - Unified Interpretations to SOLAS		MSC.1/ Circ.1239/ Corr.1
203	2008-04-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New Guidelines for exhaust gas cleaning systems, revoking former guidelines (MEPC.130(53)).	MARPOL 73/78	VI (1997)/14	Apr-08	MEPC.170(57)
204	2008-04-11	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 400, ships engaged in international voyages and certified to carry > 15 persons and intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL IV, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	IV (2000)/12		MEPC.1/ Circ.644
205	2008-04-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Unified interpretation to the reading of sulphur limits in fuel oil and introduction of a verification procedure for MARPOL IV fuel oil samples.	MARPOL 73/78	VI (1997)/14(1) & (4)(a)		MEPC.1/ Circ.614
206	2008-04-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Unified interpretation to the reading of sulphur limits in fuel oil and introduction of a verification procedure for MARPOL IV fuel oil samples.	MARPOL 73/78	VI (1997)/18(6)		MEPC.1/ Circ.614

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
207	2008-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes and associated routeing measures: • "On the approaches to the Polish ports in the Gulf of Gdansk" (new scheme); • "Mandatory route for tankers from North Hinder to the German Bight and vice versa" and to related traffic separation schemes "Off Texel", "Off Vlieland, Vlieland North and Vlieland Junction", "Terschelling-German Bight" and "German Bight western approaches" (amended schemes); • "In the Sound" (amended scheme); and • "In the Approaches to Chedabucto Bay" (amended scheme).	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.59
208	2008-05-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes: • New recommended tracks which would be mandatory as a condition of port entry through the Galapagos area to be avoided to enter the Particularly Sensitive Sea Area (PSSA) (new); • New area to be avoided "Off the Brazilian south-east coast, in the Campos Basin region" (new); • Amendments to the six existing recommended areas to be avoided "In the Region of the North-West Hawaiian Islands" ("The Papahānaumokuākea Marine National Monument"); • Amendments to the existing deep-water route leading to Europoort; • Amendments to the existing area to be avoided "At Maas centre" and "At North Hinder junction Point"; • New recommendations on navigation to the Polish ports through the Gulf of Gdansk traffic area; • Amendments to the recommendations on navigation through the entrances to the Baltic Sea; • New mandatory no anchoring areas on "Sharks Bank and Long Shoal"; • New recommended seasonal area to be avoided "In Roseway Basin, south of Nova Scotia"; • Amendments to the existing deep-water route, and to the area to be avoided including the position of the Foxtrot 3 station "In the Strait of Dover and Adjacent Waters" TSS; • Amendments to the recommendations on navigation through the English Channel and the Dover Strait: and • Amendments to the deep-water route "North-east of Gedser".	SOLAS 1974	V (2000)/10		SN.1/Circ.263
209	2008-05-09	N	N	N	N	N	N	N	N	N	Contract date >= 2008-05-09	Unified interpretation of the "Arrangements for gaseous fuel for domestic purposes".	SOLAS 1974	II-2 (2000)/4.3		MSC.1/ Circ.1276
210	2008-05-09	N	N	N	N	N	N	N	N	N	Contract date >= 2008-05-09	Unified interpretation for the application of "Separation of galley exhaust ducts from spaces" (for determining fire insulation) of the term "pass through", which pertains to the part of the trunk/duct contiguous to the enclosed space.	SOLAS 1974	II-2 (2000)/9.7		MSC.1/ Circ.1276
211	2008-05-09	N	N	N	N	N	N	N	N	N	Contract date >= 2008-05-09	Unified interpretation of "Fixed local application fire-extinguishing systems" where the end nozzles of a single line of nozzles resp. a single nozzle should be postioned. Sketches of acceptable nozzle arrangements are provided.	SOLAS 1974	II-2 (2000)/10.5.6		MSC.1/ Circ.1276

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
212	2008-05-09			N	N	N					Contract date >= 2008-05-09	Unified interpretation for an enclosed pipe trunk situated within the cargo tank deck area. The pipe trunk (inside) shall be protected by a fixed fire extinguishing system acc. to SOLAS II-2/10.9, but is not considered part of the cargo tank deck area, i.e. the external area (above) need not be protected by the fixed deck foam system.	SOLAS 1974	II-2 (2000)/10.8.1		MSC.1/ Circ.1276
213	2008-05-09	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised guidelines for the approval of fixed aerosol fire-extinguishing systems equivalent to fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces (of category A). This circular supersedes MSC/Circ.1007. Such systems should prove that they have the same reliability as fixed gas fire-extinguishing systems approved according to FSS Code, Chapter 5. For a later corrigendum see also MSC.1/Circ.1270.	SOLAS 1974	II-2 (2000)/10.5		MSC.1/ Circ.1270
214	2008-05-09		N/E							N/E		Guidelines for the approval of fixed water-based fire-fighting systems for ro-ro spaces and special category spaces equivalent to that referred to in resolution A.123(V). This circular supersedes MSC/Circ.914.	SOLAS 1974	II-2 (2000)/20		MSC.1/ Circ.1272
215	2008-05-09 (date of test approval)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump rooms (mainly editorial or minor corrections).	Circular	MSC/Circ.1165 - Water-based fire-extinguishing systems	Jun-08	MSC.1/ Circ.1269
216	2008-05-09 (Equivalent sprinkler systems installed before that date.)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS II-2/12 (Res. A.800(19)). Existing type approvals issued to confirm compliance of equivalent sprinkler systems with the revised guidelines (adopted by Res. A.800(19)) should remain valid until 2014-05-09. Existing equivalent sprinkler systems installed before 2008-05-09, based on Res. A.800(19), should be permitted to remain in service as long as they are serviceable. See also MSC.265(84).	Resolution	A.800(19) - Sprinkler Systems	May-08	MSC.265(84)
217	2008-05-09 (Equivalent sprinkler systems installed on or after that date.)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS II-2/12 (Res. A.800(19)). Appendix 2 (fire test procedures for water mist systems in accommodation, public spaces and service areas on passenger ships) is completely replaced. Furthermore, some amendments to the principal requirements in item 3 of the Annex and to Appendix 1 are provided. Existing type approvals issued to confirm compliance of equivalent sprinkler systems with the revised guidelines (adopted by Res. A.800(19)) should remain valid until 2014-05-09. Existing equivalent sprinkler systems installed before 2008-05-09, based on Res. A.800(19), should be permitted to remain in service as long as they are serviceable.	Resolution	A.800(19) - Sprinkler Systems	May-08	MSC.265(84)
218	2008-05-19	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Night-time lookout: Photochromic lenses should not be worn for lookout duties at night (Guidance on blackout requirements on the navigating bridge and the wearing of photochromic lens is included in the forth edition of the ICS Bridge Procedures Guide).	STCW Code	A/VIII/2, Part 3-1, 19		MSC.1/ Circ.1280
219	2008-05-22	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		In order to prevent accidents, it is important to collect information on driftwood and other floating obstacles and to notify ships in the vicinity of such information.	SOLAS 1974	V (2000)/31		MSC.1/ Circ.1261
220	2008-05-22			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New "Guidelines for the installation of a shipborne radar" in order to improve the performance of the radar system.	SOLAS 1974	V (2000)/18		SN.1/Circ.271
221	2008-05-22	N/E	N/E									New "Guidelines for the installation of a shipborne radar" in order to improve the performance of the radar system.	SOLAS 1974	V (2000)/18		SN.1/Circ.271

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
222	2008-05-23											Interim recommendation on conditions for authorization of service providers for lifeboats, launching appliances and on-load release gear stating minimum qualification of service providers and recommending a documented quality system for such service providers.	SOLAS 1974	III (1996)/20		MSC.1/ Circ.1277
223	2008-05-23			N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2006-07-01	New "Guidance on wearing immersion suits in totally enclosed lifeboats" recommends, that in general, immersion suits should not be worn when boarding totally enclosed lifeboats.	SOLAS 1974	III (1996)/32		MSC.1/ Circ.1278
224	2008-05-23 (first safety equipment survey after that date)			E	E	E	E	E	E	E	Keel-laying date >=1998-07-01 and <2006-07-01	New "Guidance on wearing immersion suits in totally enclosed lifeboats" recommends, that in general, immersion suits should not be worn when boarding totally enclosed lifeboats.	SOLAS 1974	III (1996)/32		MSC.1/ Circ.1278
225	2008-05-27	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Recommendation on the safe use of pesticides in ships applicable to the fumigation of cargo holds. Supersedes MSC/Circ.612, as amended by MSC/Circ.689 and MSC/Circ.746 with regard to the fumigation of cargo holds.	SOLAS 1974	VI/4		MSC.1/ Circ.1264
226	2008-05-30	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2008-05-09	Unified interpretation of the FTP Code with pre-conditions for individual assessing and accepting of a fire door with larger dimensions than usually.	FTP Code	Annex 1/3		MSC.1/ Circ.1273
227	2008-06-03	N/E	N/E									Design guidelines for the evaluation of fire risk and simplified risk assessment method for external areas on passenger ships.	SOLAS 1974	II-2 (2000)		MSC.1/ Circ.1274
228	2008-06-04											Decreasing availability of halons for marine uses.	MARPOL 73/78	VI (1997)/ Complete Annex		MSC-MEPC.1/ Circ.3
229	2008-06-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 2002-07-01	Amendments to the "Revised guidelines for the approval of equivalent fixed gas fire-extinguishing systems, as referred to in SOLAS 74, for machinery spaces and cargo pump-rooms" (MSC/Circ.848) reflect the restructuring of SOLAS II-2 and the introduction of the FSS Code. In addition, paras 6, 10, 11 and 14 are modified to refine the provisions for the limitation of the adverse effects of exposure to gaseous fire extinguishing agents and to refine the requirements for placing agent containers within a protected space.	Circular	MSC/Circ.848 - Gas fire-extinguishing systems	Jun-08	MSC.1/ Circ.1267
230	2008-06-05	N/E	N/E									New "Guidance to search and rescue services in relation to requesting and receiving LRIT information".	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1258
231	2008-06-05			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New "Guidance to search and rescue services in relation to requesting and receiving LRIT information".	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1258
232	2008-06-09	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Recommendation on the safe use of pesticides in ships applicable to the fumigation of cargo transport units. This circular supersedes MSC/Circ.612 as amended by MSC/Circ.689 and MSC/Circ.746.	SOLAS 1974	VI/4		MSC.1/ Circ.1265
233	2008-06-09	N/E	N/E				N/E	N/E	N/E	N/E		Revised recommendation on safety of personnel during container securing operations. This circular supersedes MSC/Circ.886.	CSS Code			MSC.1/ Circ.1263

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
234	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes and associated routeing measures: • "Maas North-West" forming part of the routeing system "In the Approaches to Hook of Holland and at North Hinder" (new scheme); • "Off the southwest coast of Iceland" (new scheme); • "In the Approaches to Hook of Holland and at North Hinder" (amended scheme); and • "In the Strait of Dover and Adjacent Waters" (amended scheme).	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.59
235	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New routeing measures other than traffic separation schemes including amendments to existing routeing measures other than traffic separation schemes: • New two-way route "Off the southwest coast of Iceland" and • New areas to be avoided "Off the south, southwest and west coast of Iceland".	SOLAS 1974	V (2000)/10		SN.1/Circ.263
236	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Recommendation on performance standards for the presentation of navigation-related information on shipborne navigational displays.	SOLAS 1974	V (2000)/18	Dec-04	MSC.191(79)
237	2008-07-01			N			N				Contract date >= 2008-07-01	Performance standard for protective coatings for void spaces on bulk carriers and oil tankers, introducing requirements on quality, approval, inspection and verification of the coating system. For a mandatory similar performance standard for protective coatings of dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (mandatory under SOLAS II-1/3-2) refer to Res. MSC.215(82) and MSC.216(82).	SOLAS 1974	II-1 (2005)/3-2	Oct-07	MSC.244(83)
238	2008-07-01	N	N	N	N	N	N	N	N	N	Keel-laying date >= 2009-01-01	Guidelines for corrosion protection of permanent means of access arrangements (coatings to be applied shall be in accordance with PSPC for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers). See also MSC.215(82) and MSC.244(83).	SOLAS 1974	II-1 (2005)/3-2		MSC.1/ Circ.1279
239	2008-07-01	N	N	N	N	N	N	N	N	N	Delivery date >= 2012-07-01	Guidelines for corrosion protection of permanent means of access arrangements (coatings to be applied shall be in accordance with PSPC for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers). See also MSC.215(82) and MSC.244(83).	SOLAS 1974	II-1 (2005)/3-2		MSC.1/ Circ.1279
240	2008-07-01	N	N	N	N	N	N	N	N	N	Contract date >= 2008-07-01	Guidelines for corrosion protection of permanent means of access arrangements (coatings to be applied shall be in accordance with PSPC for dedicated seawater ballast tanks of all types of ships and double-side skin spaces of bulk carriers). See also MSC.215(82) and MSC.244(83).	SOLAS 1974	II-1 (2005)/3-2		MSC.1/ Circ.1279
241	2008-07-01	N/E	N/E								Keel-laying date >= 2002-07-01	Guidelines for the approval of fixed fire detection and fire alarm systems for cabin balconies.	SOLAS 1974	II-2 (2000)/7.10		MSC.1/ Circ.1242
242	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	Inflatable life-saving appliances should be serviced by an approved service station at intervals not exceeding 12 months.	DSC Code	8.7	Dec-06	MSC.224(82)
243	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	Each marine evacuation system (MES) should be deployed from the craft on a rotational basis at intervals not exceeding six years.	DSC Code	8.8	Dec-06	MSC.224(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
244	2008-07-01										Keel-laying date < 1996-01-01, No. of passengers >12 and <= 450, Dynamically supported craft	New installations containing asbestos should be prohibited except for 1. vanes of compressors or pumps 2. watertight joints and linings for high temperature or pressure 3. insulation used for temperatures above 1000 °C.	DSC Code	1.1.5	Dec-06	MSC.224(82)
245	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	New requirements for periodic servicing of launching appliances for life-saving appliances on Dynamically Supported Craft (DSCs).	DSC Code	8.2.9	Dec-06	MSC.224(82)
246	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	Navigation equipment should be to the satisfaction of the flag state administration. The administration should determine to what extent navigational equipment is required on craft below 150 GT.	DSC Code	13.2.2	Dec-06	MSC.224(82)
247	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	Craft should be provided with an AIS (Automatic Identification System).	DSC Code	13.10	Dec-06	MSC.224(82)
248	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	Craft should be provided with a VDR (Voyage Data Recorder).	DSC Code	13.11	Dec-06	MSC.224(82)
249	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	Craft should be provided with an ECDIS (Electronic Chart Display and Information System). If being provided with back-up arrangements this system may be accepted as meeting the requirement to carry nautical charts.	DSC Code	13.12	Dec-06	MSC.224(82)
250	2008-07-01										Keel-laying date < 1996-01-01, no. of passengers >12 and <= 450, Dynamically supported craft	New provisions for approval of novel life-saving appliances on Dynamically Supported Craft (DSCs).	DSC Code	8.9	Dec-06	MSC.224(82)
251	2008-07-01					N/E						Amendments to bring the Gas Carrier Code in line with amended SOLAS requirements.	GC Code	XI/11.1.5	Dec-06	MSC.225(82)
252	2008-07-01					N/E						Two new chemicals added to the allowable cargo list. Dimethyl ether and carbon dioxide.	GC Code	XIX	Dec-06	MSC.225(82)
253	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Delay in implementation of amendments to the existing deep-water route and to the area to be avoided including the position of the Foxtrot 3 station "In the Strait of Dover and Adjacent Waters" TSS from 2008-05-01 to 2008-07-01.	Circular	SN.1/Circ.263		SN.1/Circ.263/ Add.1
254	2008-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New testing procedures and requirements for children's life jackets	Resolution	MSC.81(70) Revised Testing of LSA, 2.10.1.1	Dec-06	MSC.226(82)
255	2008-07-01 (Installed on or after that date)	N/E	N/E									Guidelines for the approval of fixed pressure water-spraying and water-based fire-extinguishing systems for cabin balconies.	SOLAS 1974	II-2 (2000)/10.6.1.3		MSC.1/ Circ.1268
256	2008-08-29	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Correction to MSC.1/Circ.1270. In Appendix 1 the figures 1, 2 and 3 are inserted after section 5 (test report).	Circular	MSC.1/Circ.1270 - Fixed aerosol fire-extinguishing systems		MSC.1/ Circ.1270/ Corr.1
257	2008-10-10	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guidance on near-miss reporting" encouraging reporting of near-misses so that remedial measures can be taken to avoid recurrences.	ISM Code	A/9		MSC-MEPC.7/ Circ.7

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
258	2008-10-10											New “Information Reporting on type approved Ballast Water Management Systems” to inform the IMO of new approved BWMS. See also Res. MEPC.174(58) “Guidelines for approval of Ballast Water Management Systems (G8)” and Res. MEPC.169(57) “Procedure for approval of Ballast Water Management Systems that make use of active substances (G9)”.	BWM 2004	D-3	Oct-08	MEPC.175(58)
259	2008-10-15	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Correction to Res. MSC.265(84) − Amendments to the revised guidelines for approval of sprinkler systems equivalent to that referred to in SOLAS II-2/12. The date in paragraph 1-1.2 is changed from 2008-05-09 to 2009-07-01, resulting in the expiry of existing type approvals on 2015-07-01.	Resolution	A.800(19) Sprinkler Systems		MSC 84/24/ Add.2/Corr.1
260	2008-11-04	N/E	N/E		N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships not carrying a cargo or part cargo of oil in bulk.	New "Interim guidance on the use of the oil record book concerning voluntary declaration of quantities retained on board in oily bilge water holding tanks and heating of oil residue (sludge)", detailing where in the Oil Record Book (ORB), Part I certain entries should be made.	MARPOL 73/78	I (2004)/17		MEPC.1/ Circ.640
261	2008-11-04				N/E	N/E					GT/GRT >= 150, ships carrying a cargo or part cargo of oil in bulk.	New "Interim guidance on the use of the oil record book concerning voluntary declaration of quantities retained on board in oily bilge water holding tanks and heating of oil residue (sludge)", detailing where in the Oil Record Book (ORB), Part I certain entries should be made.	MARPOL 73/78	I (2004)/17		MEPC.1/ Circ.640
262	2008-11-04			N/E							GT/GRT >= 150	New "Interim guidance on the use of the oil record book concerning voluntary declaration of quantities retained on board in oily bilge water holding tanks and heating of oil residue (sludge)", detailing where in the Oil Record Book (ORB), Part I certain entries should be made.	MARPOL 73/78	I (2004)/17		MEPC.1/ Circ.640
263	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL I, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	I (2004)/38		MEPC.1/ Circ.644
264	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships delivering wastes to reception facilities.	New “Standard format for the waste delivery receipt following a ship’s use of port reception facilities”, stating the wastes concerning MARPOL I, which were delivered.	MARPOL 73/78	I (2004)/38	Nov-08	MEPC.1/ Circ.645
265	2008-11-04				N/E						Ships intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL II, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	II (2004)/18		MEPC.1/ Circ.644
266	2008-11-04			N/E		N/E			N/E		Ships carrying NLS in bulk and intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL II, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	II (2004)/18		MEPC.1/ Circ.644
267	2008-11-04				N/E						Ships delivering wastes to reception facilities.	New “Standard format for the waste delivery receipt following a ship’s use of port reception facilities”, stating the wastes concerning MARPOL II, which were delivered.	MARPOL 73/78	II (2004)/18	Nov-08	MEPC.1/ Circ.645
268	2008-11-04			N/E		N/E			N/E		Ships carrying NLS in bulk and delivering wastes to reception facilities.	New “Standard format for the waste delivery receipt following a ship’s use of port reception facilities”, stating the wastes concerning MARPOL II, which were delivered.	MARPOL 73/78	II (2004)/18	Nov-08	MEPC.1/ Circ.645

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
269	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships engaged in international voyages and intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL IV, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	IV (2000)/12		MEPC.1/ Circ.644
270	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, ships engaged in international voyages and ships delivering sewage (wastes) to reception facilities.	New “Standard format for the waste delivery receipt following a ship’s use of port reception facilities”, stating the wastes concerning MARPOL IV, which were delivered.	MARPOL 73/78	IV (2000)/12	Nov-08	MEPC.1/ Circ.645
271	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT < 400, ships engaged in international voyages and certified to carry more than 15 persons and delivering sewage (wastes) to reception facilities.	New "Standard format for the waste delivery receipt following a ship's use of port reception facilities", stating the wastes concerning MARPOL Annex IV, which were delivered.	MARPOL 73/78	IV (2000)/12	Nov-08	MEPC.1/ Circ.645
272	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL V, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	V/7		MEPC.1/ Circ.644
273	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships delivering wastes to reception facilities.	New “Standard format for the waste delivery receipt following a ship’s use of port reception facilities”, stating the wastes concerning MARPOL V – Garbage were delivered. The form should be retained on board the vessel along with the appropriate Garbage record book.	MARPOL 73/78	V/7	Nov-08	MEPC.1/ Circ.645
274	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships intending to deliver wastes to reception facilities.	New “Standard format for the advance notification form for waste delivery to port reception facilities”, stating the wastes concerning MARPOL VI, which are intended to be delivered. This form allows easier communication between vessels and port waste handling facilities.	MARPOL 73/78	VI (1997)/17		MEPC.1/ Circ.644
275	2008-11-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships delivering wastes to reception facilities.	New “Standard format for the waste delivery receipt following a ship’s use of port reception facilities”, stating the wastes concerning MARPOL VI - related were delivered.	MARPOL 73/78	VI (1997)/17	Nov-08	MEPC.1/ Circ.645
276	2008-11-12	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400	“2008 Revsied Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an Integrated Bilge Water Treatment System (IBTS)”. Supersedes and replaces MEPC.1/Circ.511.	MARPOL 73/78	I (2004)/14		MEPC.1/ Circ.642
277	2008-11-17	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Temporary arrangement until 2010-07-01.	Administrations are invited to consider applying the principles in regulation 18.2 (fuel oil availability and quality) of revised MARPOL VI, where ships are not in compliance with the standards for compliant fuels set out in the current MARPOL VI (1997 Protocol).	MARPOL 73/78	VI (2008)/18.2		MEPC.1/ Circ.637
278	2008-11-17	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Engine cert. power: at least one > 130 kW, engine type: diesel, temporary arrangement until 2010-07-01	Each engine, which will become subject to the to the tightened NOx limitations of revised MARPOL VI/13.4 upon its entry into force, should be certified in accordance with the requirements of the NOx Technical Code 2008 with a “Statement of Compliance”.	NOx Technical Code 2008	Complete Code		MEPC.1/ Circ.638

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
279	2008-12-04											The International Mobile Satellite Organization (IMSO) is appointed as the LRIT Co-ordinator. All LRIT Data Centres and the International LRIT Data Exchange should cooperate with that organization when performing its functions and discharging its duties and also discharge their financial obligations in a direct manner with the LRIT Coordinator in accordance with the agreed arrangements.	SOLAS 1974	V (2000)/19-1	Dec-08	MSC.275(85)
280	2008-12-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the general provisions on ships' routeing (resolution A.527(14), as amended).	Resolution	A.572(14) Ships' Routeing	Dec-08	MSC.280(85)
281	2008-12-04	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The revised recommendation on testing of life-saving appliances is updated, mainly to reflect the increase in the assumed average weight of ships' crew members (82.5 kg instead of 75 kg).	Resolution	MSC.81(70) Revised Testing of LSA	Dec-08	MSC.274(85)
282	2008-12-05	N	N	N	N	N	N	N	N	N		The 2008 IS Code may be applied in advance of its official entry into force date (2010-07-01). For new “Explanatory notes to the Intact Stability Code on Intact Stability, 2008” see MSC.1/Circ.1281.	IS Code 2008	Part A+ B		MSC.1/ Circ.1292
283	2008-12-08			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New "Transitional arrangements and measures for accelerating the completion of the establishment of the LRIT system" to apply during the period between 2008-12-31 and 2009-06-30.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1299
284	2008-12-08	N/E	N/E									New "Transitional arrangements and measures for accelerating the completion of the establishment of the LRIT system" to apply during the period between 2008-12-31 and 2009-06-30.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1299
285	2008-12-08			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New “Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information” revokes MSC.1/Circ.1257.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1296
286	2008-12-08	N/E	N/E									New “Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information” revokes MSC.1/Circ.1257.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1296
287	2008-12-08			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New “Guidance to search and rescue services in relation to requesting and receiving LRIT information” revokes MSC.1/Circ.1258.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1297
288	2008-12-08	N/E	N/E									New “Guidance to search and rescue services in relation to requesting and receiving LRIT information” revokes MSC.1/Circ.1258.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1297
289	2008-12-08			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New “Guidance on the implementation of the LRIT system” revokes MSC.1/Circ.1256.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1298
290	2008-12-08	N/E	N/E									New “Guidance on the implementation of the LRIT system” revokes MSC.1/Circ.1256.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1298
291	2008-12-09	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New “Explanatory notes to the Intact Stability Code on Intact Stability, 2008” to deliver to the user of the 2008 IS Code information on the history, background and method of elaboration of the present stability criteria, as set out in part A of that Code.	IS Code 2008	Complete Code		MSC.1/ Circ.1281
292	2008-12-10	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guidelines for application of the modular concept to performance standards" for use when drafting new or revised performance standards for systems and equipment enhancing the safety of ship operation.	SOLAS 1974	V (2000)/18		SN.1/Circ.274
293	2008-12-10	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Amendments to the "Guidelines for the installation of a shipborne automatic identification system (AIS)", reflecting the changed pollutant categories of NLS (Noxious Liquid Substances) as adopted with resolution MEPC.118(52) (X,Y,Z and OS instead of A, B, C and D).	Circular	SN/Circ.227 - AIS		SN.1/Circ.227/ Corr.1

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
294	2008-12-11			N/E	N/E	N/E						New "Unified interpretation of SOLAS II-1/3-1 (Application)" on the conversions of single-hull tankers to double-hull tankers.	SOLAS 1974	II-1 (2005)/1.3		MSC.1/ Circ.1284
295	2008-12-11						N/E	N/E	N/E	N/E	Freeboard length < 85 m, ships fitted with non-davit launched liferafts	According to the new "Unified interpretation of SOLAS III/16.1" (Survival craft launching and recovery arrangements) ships should be provided with an embarkation ladder at both sides.	SOLAS 1974	III (1996)/16.1		MSC.1/ Circ.1285
296	2008-12-11			N/E	N/E	N/E						New "Unified interpretation of SOLAS II-1/3-6" concerning the applicability of the regulation to single-hull tankers being converted to double hull tankers and the term "substantial new structures".	SOLAS 1974	II-1 (2005)/3-6		MSC.1/ Circ.1284
297	2008-12-16	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Unified interpretation of the application of regulations governed by the building contract date, the keel-laying date and the delivery date ..." to provide guidance in cases of optionally contracted ships and missed deadlines for keel-laying or delivery.	SOLAS 1974	I/1		MSC-MEPC.5/ Circ.4
298	2008-12-16	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Unified interpretation of the application of regulations governed by the building contract date, the keel-laying date and the delivery date ..." to provide guidance in cases of optionally contracted ships and missed deadlines for keel-laying or delivery.	MARPOL 1973			MSC-MEPC.5/ Circ.4
299	2008-12-18	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised harmonised reporting procedures on marine casualties and incidents, superseding MSC-MEPC.3/Circ.1.	SOLAS 1974	I/21		MSC-MEPC.3/ Circ.3
300	2008-12-18	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised harmonised reporting procedures on marine casualties and incidents, superseding MSC-MEPC.3/Circ.1.	MARPOL 1973	Articles 8 & 12		MSC-MEPC.3/ Circ.3
301	2008-12-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300, existing ships only if operating within sea areas A1, A2 or A3	Interim technical specifications for the LRIT data exchange, data centre, communication within the LRIT system network, protocols for testing and guidance on setting up and maintaining the data distribution plan	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1219
302	2008-12-31	N/E	N/E									Performance standards and functional requirements for the long range identification and tracking (LRIT) of ships, required to be fitted with SOLAS V/19-1. For a later amendment refer to MSC.252(83).	SOLAS 1974	V (2000)/19-1	May-06	MSC.210(81)
303	2008-12-31			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300, including Cargo HSC.	Revised performance standards and functional requirements for the long-range identification and tracking of ships to update previous versions. Revokes resolution MSC.210(81) amended by MSC.254(83).	SOLAS 1974	V (2000)/19-1	May-08	MSC.263(84)
304	2008-12-31	N/E	N/E									Revised performance standards and functional requirements for the long-range identification and tracking of ships to update previous versions. Revokes resolution MSC.210(81) amended by MSC.254(83).	SOLAS 1974	V (2000)/19-1	May-08	MSC.263(84)
305	2008-12-31	N/E	N/E									New "Guidance on the implementation of the LRIT system" enabling governments to implement the system and to ensure the timely compliance of the ships entitled to fly their flag with the obligation to transmit LRIT information.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1256
306	2008-12-31			N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 300	New "Guidance on the implementation of the LRIT system" enabling governments to implement the system and to ensure the timely compliance of the ships entitled to fly their flag with the obligation to transmit LRIT information.	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1256

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
307	2008-12-31	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		The "Performance standards and functional requirements for the long-range identification and tracking of ships (LRIT)" are amended to allow reduced frequency of information transmission from ships undergoing repairs or being laid up. Further amendments address procedures for data processing by the LRIT data centre and in the international data exchange.	Resolution	MSC.210(81) LRIT	Oct-07	MSC.254(83)
308	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1998-07-01	Guidelines on alternative design and arrangements for SOLAS III (life-saving appliances)	SOLAS 1974	III (1996)/38		MSC.1/ Circ.1212
309	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 100, Companies or owners managing such ships	Implementation of IMO unique company and registered owner identification number scheme	SOLAS 1974	XI-1/3-1		Circular letter No.2554/Rev.1
310	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Keel-laying date >= 1986-07-01	Guidelines on alternative design and arrangements for SOLAS II-1, parts C, D, E (machinery and electrical installations)	SOLAS 1974	II-1 (1981)/55		MSC.1/ Circ.1212
311	2009-01-01	N	N				N	N	N	N		Interim explanatory notes to SOLAS II-1 subdivision and damage stability regulations	SOLAS 1974	II-1 (2005)		MSC.1/ Circ.1226
312	2009-01-01		N							N		The extension of the collision bulkhead within a long forward superstructure should be arranged such as to preclude the possibility of being damaged in case of damage to, or detachment of, any part of the bow ramp.	SOLAS 1974	II-1 (2005)/12.6		MSC.1/ Circ.1211
313	2009-01-01	N	N				N	N	N	N	Cargo ships only if freeboard length > 80 m	Guidelines for damage control plans and information to the master. These guidelines are intended as advice on the preparation of damage control plans and to set a minimum level for the presentation of damage stability information for use on board passenger and cargo ships.	SOLAS 1974	II-1 (2005)/19		MSC.1/ Circ.1245
314	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Explanatory notes to the (probabilistic) subdivision and damage stability regulations of SOLAS chapter II-1, as adopted by resolution MSC.216(82).	SOLAS 1974	II-1 (2005)/ incl. B-1 to B-4	Dec-08	MSC.281(85)
315	2009-01-01	N	N	N	N	N	N	N	N	N		The unified interpretation provides guidance on the number and arrangement of portable fire extinguishers on board ships as required by SOLAS regulations II-2/10.3, II-2/10.5.1.2, II-2/10.5.2.2, II-2/10.5.3.2.2, II-2/10.5.4, II-2/18.5.1.1, II-2/18.5.1.2, II-2/19.3.7 and II-2/20.6.2.1 and chapter 4 of the International Code for Fire Safety Systems (FSS Code).	SOLAS 1974	II-2 (2000)/10		MSC.1/ Circ.1275
316	2009-01-01						N					Clarification of the term "Bulk Carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with SOLAS XII/1.1 and chapter II-1.	SOLAS 1974	XII/1.1 and II-1, III, IX, XI-I	Dec-08	MSC.277(85)
317	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form	Information on the IMDG Code amendments 34-08 (marine pollutants provisions), expected to enter into force on a voluntary basis from 1 January 2009 and mandatory from 1 January 2010.	IMDG Code			DSC.1/Circ.54
318	2009-01-01				N/E							Provisional categorisation of liquid substances (NLS carried in bulk) – replacing all previously issued circulars under this title.	MARPOL 73/78	II (2004)/6.3		MEPC.2/ Circ.14
319	2009-01-01			N/E		N/E			N/E		Ships certified to carry NLS in bulk.	Provisional categorisation of liquid substances (NLS carried in bulk) – replacing all previously issued circulars under this title.	MARPOL 73/78	II (2004)/6.3		MEPC.2/ Circ.14
320	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guidelines for risk assessment under regulation A-4 of the BWM convention (G7)" provide guidance for administrations granting exemptions in accordance with reg.A-4 of the BWM Convention.	BWM 2004	A-4, G7	Jul-07	MEPC.162(56)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
321	2009-01-01										Length oa <= 50 m, ships used primarily for SAR and with ballast water capacity < 8m	New guidelines for Ballast Water Management equivalent compliance (G3) provide guidance to administrations determining compliance with reg. A-5 of the BWM Convention.	BWM 2004	A-5, G3	Jul-05	MEPC.123(53)
322	2009-01-01										Pleasure crafts used solely for recreation or competition	New guidelines for Ballast Water Management equivalent compliance (G3) provide guidance to administrations determining compliance with reg. A-5 of the BWM Convention.	BWM 2004	A-5, G3	Jul-05	MEPC.123(53)
323	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines for Ballast Water Management and the development of Ballast Water Management plans (G4) provide guidance for authorities, ship masters and operators for minimising the risk of introducing harmful organisms and pathogens from ballast water while protecting ships' safety.	BWM 2004	B-1, G4	Jul-05	MEPC.127(53)
324	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines on designation of areas for ballast water Exchange (G14) provide guidance to port states designating sea areas where ships may conduct ballast water exchange.	BWM 2004	B-4.2, G14	Oct-06	MEPC.151(55)
325	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guidelines for additional measures regarding ballast water management including emergency situations (G13)" provide guidance for administrations introducing measures in accordance with reg. C-1 of the BWM Convention.	BWM 2004	C-1, G13	Jul-07	MEPC.161(56)
326	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New “Guidance document on arrangements for responding to emergency situations involving ballast water operations”. See also Res. MEPC.161(56) - Guidelines for additional measures regarding ballast water management including emergency situations (G13). To a party of the BWM Convention it is providing guidance for use in emergency/epidemic situations, when specific and rapid measures need to be taken to prevent major threats and damages from the transfer of harmful aquatic organisms and pathogens through ballast water.	BWM 2004	C-1, G13		BWM.2/Circ.17
327	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidance note for the harmonised implementation of the "Guidelines for Approval of Ballast Water Management Systems (G8)" allows combination of single type approved units to multiple units with an accordingly increased treatment rated capacity.	BWM 2004	D-2		BWM.2/Circ.8
328	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines for sediment reception facilities (G1) provide guidance for the design and operation of reception facilities in accordance with reg. B-5 of the BWM Convention.	BWM 2004	Article-5, G1	Oct-06	MEPC.152(55)
329	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "Guidelines for Ballast Water Sampling (G2)" providing general recommendations for ballast water sampling by port state control authorities. Sampling and analysis for determining compliance of water treated by approved ballast water treatment systems is recommended to occur as near to the point of discharge as practicable and during ballast water discharge whenever possible. It is also recommended that samples be taken via sounding/air pipes or manholes using pumps or that they be taken from the ballast discharge line.	BWM 2004	Article-9/1(c)	Oct-08	MEPC.173(58)
330	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships that discharge ballast water to a reception facility.	New guidelines for ballast water reception facilities (G5) provide guidance for the design and operation of reception facilities in accordance with reg. B-3.6 of the BWM Convention.	BWM 2004	B-3.6, G5	Oct-06	MEPC.153(55)
331	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Guidelines for ballast water exchange (G6) provide general guidance on the development of ship-specific procedures for conducting ballast water exchange.	BWM 2004	B-4, G6	Jul-05	MEPC.124(53)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
332	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines on design and construction to facilitate sediment control on ships (G12) provide guidance to ship designers, shipbuilders, owners and operators developing ship structures and equipment for compliance with reg. 5.2 of the BWM convention.	BWM 2004	B-5.2, G12	Oct-06	MEPC.150(55)
333	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines for ballast water exchange design and construction standards (G11) outlines recommendations for design and construction of ships to assist compliance with the ballast water exchange standard (D1).	BWM 2004	D-1, G11	Oct-06	MEPC.149(55)
334	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised "Guidelines for approval of Ballast Water Management Systems (G8)" providing guidance primarily for administrations but also for manufacturers and ship owners. Revokes MEPC.125(53). The guidelines contain recommendations regarding the design, installation, performance, testing environmental acceptability and approval of ballast water management systems (BWMS). Under certain conditions a documented evaluation of environmental toxicity has to be carried out during type approval process. These toxicity tests of the treated water should be conducted in accordance with the applicable revised procedure for approval of BWMS that make use of active substances (G9) in MEPC.169(57).	BWM 2004	D-2, G8	Oct-08	MEPC.174(58)
335	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New guidelines for approval of Ballast Water Management systems (G8) provide guidance primarily for administrations but also for manufacturers and shipowners.	BWM 2004	D-2, G8	Jul-05	MEPC.125(53)
336	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New "List of ballast water management systems that make use of Active Substances which received Basic and Final Approvals" supersedes BWM.2/Circ.11. See also Res. MEPC.169(57) - Procedure for approval of ballast water management systems that make use of Active Substances (G9).	BWM 2004	D-3, G9		BWM.2/Circ.16
337	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New procedure for approval of Ballast Water Management systems that make use of active substances (G9) describes the approval of systems in accordance with reg. D-3 of the BWM Convention.	BWM 2004	D-3, G9	Jul-05	MEPC.126(53)
338	2009-01-01	N	N	N	N	N	N	N	N	N		New guidelines for approval and oversight of prototype ballast water treatment technology programmes (G10) provide guidance mainly for administrations approving programmes but also for manufacturers and shipowners undertaking development activities in ballast water treatment.	BWM 2004	D-4, G10	Mar-06	MEPC.140(54)
339	2009-01-01	N	N	N	N	N	N	N	N	N		"Not under command" (NUC) all-round red lights may be used as part of "Restricted Ability to Manoeuvre" (RAM) lights provided the distances required by COLREG are complied with and the all-round white light may be switched on independently from the red lights. For a later correction see MSC.1/Circ.1260/Corr.1.	COLREG 1972	27(b)(i)		MSC.1/ Circ.1260
340	2009-01-01	N	N	N	N	N	N	N	N	N		The term "Near the side" (as used for the horizontal positioning and spacing of navigation lights) means a distance of not more than 10% of the breadth of the vessel inboard from the side, but a maximum of 1 (one) metre.	COLREG 1972	Annex I, section 3(b)		MSC.1/ Circ.1260
341	2009-01-01	N	N	N	N	N	N	N	N	N		For the horizontal sectors of navigation lights, a screening of all-round lights up to 180 degrees may be accepted.	COLREG 1972	Annex I, section 9(b)		MSC.1/ Circ.1260
342	2009-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships fitted with Galileo receiver	Performance standards for shipborne Galileo receiver equipment	Resolution	A.815(19) WWRNS	Dec-06	MSC.233(82)

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
343	2009-01-01 (equipment installed onboard)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		"Performance standards for navigation lights, navigation light controllers and associated equipment".	COLREG 1972		Oct-07	MSC.253(83)
344	2009-06-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes and associated routeing measures: "In the approaches to the Port of Thessaloniki" (new scheme) and "In the approach to Boston, Massachusetts" (amended scheme).	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.60
345	2009-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New and amended existing traffic separation schemes and associated routeing measures: "In Liverpool Bay" (new scheme), "Off Land's End, between Seven Stones and Longships" (amended scheme), "In the approaches to the River Humber" (amended scheme) and "At Hatter Barn" (amended scheme).	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.60
346	2009-07-01	N	N	N	N	N	N	N	N	N	Contract date >= 2009-07-01	Guidelines for the approval of high-expansion foam systems using inside air for the protection of machinery spaces (according to SOLAS II-2/10.4.1.1) and cargo pump-rooms (according to SOLAS II-2/10.9.1.2). Fixed high-expansion foam fire-extinguishing sytems using inside air should demonstrate by test that they have the capability of extinguishing a variety of fires, which may occur in a ship's engine room. Systems complying with these guidelines are not subject to the criteria stated in chapter 6 of the FSS Code.	SOLAS 1974	II-2 (2000)/10.4.1.1 & .9.1.2		MSC.1/ Circ.1271
347	2009-07-01 (first radio survey after that date)	E	E	E	E	E	E	E	E	E	Keel-laying date < 2008-12-31, GT/GRT >= 300, ships whilst operating solely in sea areas A4	Interim technical specifications for the LRIT data exchange, data centre, communication within the LRIT system network, protocols for testing and guidance on setting up and maintaining the data distribution plan	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1219
348	2009-12-31			E	E	E	E	E	E	E	Keel-laying date < 1994-07-18, GT/GRT < 500, ships retaining old GRT measurement according to A.494(XII)	New "Guidance in relation to certain types of ships which are required to transmit LRIT information on exemptions and equivalents and on certain operational matters".	SOLAS 1974	V (2000)/19-1		MSC.1/ Circ.1295
349	2010-01-01	N/E	N/E	N	N	N	N	N	N	N		New "Guidelines for owners/operators on preparing emergency towing procedures".	SOLAS 1974	II-1 (2005)/3-4		MSC.1/ Circ.1255
350	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New traffic separation scheme and associated routeing measures: "The land Sea".	SOLAS 1974	V (2000)/10		COLREG.2/ Circ.60
351	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	GT/GRT >= 400, or certified to carry > 15 persons, ships engaged in international voyages	Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants, updating the previous recommendation MEPC.2(VI).	MARPOL 73/78	IV (2000)/9.1.1	Oct-06	MEPC.159(55)
352	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form	Amendments to the revised emergency response procedures for ships carrying dangerous goods (EmS Guide) to bring them in line with the IMDG Code, amended by Amendment 34-08, which will enter into force 2010-01-01, but may be applied in whole or in part voluntarily from 2009-01-01.	Circular	MSC/Circ.1025 - EmS Guide, Index		MSC.1/ Circ.1262
353	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Ships carrying dangerous goods in packaged form.	Corrigendum to the information on the amendments to the marine pollutant provisions (which will enter into force through amendment 34-08 to the IMDG Code on a voluntary basis from 2009-01-01 and mandatory from 2010-01-01. Replacement of the classification flowchart in paragraph 2.9.3.3.1 in the appendix of DSC.1/Circ.54.	Circular	DSC.1/Circ.54 - IMDG Code	Jun-08	DSC.1/Circ.54/ Corr.1
354	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revision of the "Promulgation of maritime safety information" to reflect developments since the adoption of the original version (Resolution A.705(17) in 1991.	Resolution	A.705(17) - MSI		MSC.1/ Circ.1287

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

No.	Application Date	Passenger Vessel	Ro-Ro Passenger	Oil Tanker	Chemical Tanker	Gas Carrier	Bulk Carrier	Container Vessel	General Cargo Vessel	Ro-Ro Cargo Vessel	Restrictions	Subject/Extract Interpretations and Clarifications	Instrument	Chapter or Annex/ Regulation	Amendment	Source
355	2010-01-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revision of the "World-wide navigational warning service" (Resolution A.706(16).	Resolution	A.706(17) - WWNWS		MSC.1/ Circ.1288
356	2010-01-01			N							Delivery date >= 2010-01-01	Deletion of para. 6.3 (probabilities of bottom damages) of Part B of the explanatory notes on the accidental oil outflow performance of MARPOL I/23.5.1.	Resolution	MEPC.122(52) Oil Outflow Performance, B 6.3 / Marpol I/23.5.1	Mar-06	MEPC.146(54)
357	2010-01-01 (exp)						N/E				Ships with double-side skin construction.	New part B on survey guidelines for double side skin bulk carriers concerning survey planning meeting and safety meetings.	ESP Guidelines	Part B, 5.6	May-08	MSC.261(84)
358	2010-01-01 (installed on or after)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Performance standards for "Survival craft AIS search and rescue transmitters (AIS-SART)", intended for transmission of messages indicating the position and other safety information of a unit in distress in search and rescue operations.	SOLAS 1974	III (1996)/62.2	Oct-07	MSC.246(83)
359	2010-01-01 (installed on or after)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Survival craft radar transponders (SART) may also use circular polarisation for transmission and reception.	Resolution	A.802(19) Survival Craft Radar Transponders	Oct-07	MSC.247(83)
360	2010-06-10 (date of test approval)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		"Revised guidelines for the approval of equivalent water-based fire-extinguishing systems for machinery spaces and cargo pump-rooms" expiry of test approvals already conducted in accordance with the previous guidelines, MSC/Circ.668 as amended by MSC/Circ.728.	SOLAS 1974	II-2 (2000)/10		MSC/Circ.1165
361	2010-07-01	N	N								No of Passengers >= 36	New “Guidelines for flooding detection systems on passenger ships” specifying details of systems as required with SOLAS II-1/22-1 to allow, in the case of flooding, to assess the actual flooding situation and support the decision-making process.	SOLAS 1974	II-1 (2005)/22-1		MSC.1/ Circ.1291
362	2010-07-01								N		Ships which occasionally carry dry cargoes in bulk	Clarification of the term "Bulk Carrier" and guidance for application of regulations in SOLAS to ships which occasionally carry dry cargoes in bulk and are not determined as bulk carriers in accordance with SOLAS XII/1.1 and chapter II-1.	SOLAS 1974	XII/1.1 and II-1, III, IX, XI-I	Dec-08	MSC.277(85)
363	2010-07-01	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		New “International Code on Intact Stability, 2008 (2008 IS Code)”, Part B - Recommendations for certain types of ships and additional guidelines. For new “Explanatory notes to the Intact Stability Code on Intact Stability, 2008” see MSC.1/Circ.1281.	IS Code 2008	Part B	Dec-08	MSC.267(85)
364	2010-07-01 (exp)	N	N								Freeboard length >= 120 m or having at least three main fire zones.	Performance standards for the systems and services to remain operational on passenger ships for safe return to port and orderly evacuation and abandonment after a casualty.	SOLAS 1974	II-2 (2000)/21		MSC.1/ Circ.1214
365	2010-07-01 (exp)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	Cargo ships only if GT/GRT >= 300	Performance standards and functional requirements for the long-range identification and tracking (LRIT) of ships, required to be fitted with SOLAS V/19-1	SOLAS 1974	V (2000)/22	May-06	MSC.210(81)
366	2011-01-01 (installation of systems on board)	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E	N/E		Revised "Performance standards for integrated navigation systems (INS)", intended to enhance the safety of navigation by providing integrated and augmented functions to avoid geographic, traffic and environmental hazards.	SOLAS 1974	V (2000)/15	Oct-07	MSC.252(83)
367	2012-01-01			E	E	E	E	E	E	E	Keel-laying date < 2010-01-01	New "Guidelines for owners/operators on preparing emergency towing procedures".	SOLAS 1974	II-1 (2005)/3-4		MSC.1/ Circ.1255
368	2012-07-01 (exp)	N	N	N	N	N	N	N	N	N	Delivery date >= 2012-07-01, ships with contract date < 2008-07-01 and keel-laying < 2009-01-01	Interpretation of SOLAS II-1/3-2 (protective coatings of dedicated seawater ballast tanks...) concerning the term “unforeseen delay in delivery of ships” addressing the treatment of ships where the scheduled delivery date is delayed beyond 1 July 2012 due to unforeseen circumstances beyond the control of the builder and the owner.	SOLAS 1974	II-1 (2005)/3-2		MSC.1/ Circ.1247

Technical requirements Operational requirements Operational & Technical requirements N = New ships E = Existing ships

A	**A**	Assembly
	AFS	International Convention on the Control of Harmful Anti-fouling systems on Ships, 2001
	AIS	Automatic Identification System
	ARPA	Automatic Radar Plotting Aid
	ATBA	Area to Be Avoided
B	**BC Code**	Code of Safe Practice for Solid Bulk Cargoes
	BCH Code	Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
	BLU Code	Code of Practice for the Safe Loading and Unloading of Bulk Carriers
	BNWAS	Bridge Navigational Watch Alarm System
C	**CAPs**	Central Alerting Posts
	CAS	Condition Assessment Scheme
	Circ.	Circular
	CNUC	Nuclear Cargo Ship (Form for Record of Equipment)
	COLREG	International Regulations for Preventing Collisions at Sea
	COMSAR	Radio Communication and Search and Rescue
	CSM	Cargo Securing Manual
	CSO	Company Security Officer
	CSR	Continuous Synopsis Record
	CSS Code	Code of Safe Practice for Cargo Stowage and Securing
	CTU	Cargo Transport Unit
D	**DGPS**	Differential Global Positioning System
	DGLONASS	Differential Global Navigation Satellite System
	DOC	Document of Compliance
	DSC	Digital Selective Calling
	DSC Code	Code of Safety for Dynamically Supported Craft
E	**ECDIS**	Electronic Chart Display and Information System
	EMK	Emergency Medical Kit/bag
	EmS	Emergency Procedures for Ships Carrying Dangerous Goods
	EPIRB	Emergency Position-indicating Radio Beacon
	ESP	Enhanced Survey Programme
F	**FAL**	IMO Sub-committee on Facilitation
	FSS Code	Fire Safety Systems Code
	FTP Code	Fire Test Procedures Code
	FWLAFFS	Fixed Water-based Local Application Fire Fighting Systems
G	**GC Code**	Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
	GL	Germanischer Lloyd
	GLONASS	Global Navigation Satellite System Operated by the Government of the Russian Federation
	GMDSS	Global Maritime Distress and Safety System
	GNSS	Global Navigation Satellite System
	GPS	Global Positioning System
H	**HCFC**	Hydro-Chlorofluorocarbon
	HGO	Heavy Grade Oil
	HSC Code	International Code of Safety for High-Speed Craft
	HSSC	Harmonized System of Survey and Certification
I	**IACS**	International Association of Classification Societies
	IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
	IAMSAR	International Aeronautical and Maritime Search and Rescue Manual
	IBC Code	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
	IBS	Integrated Bridge System
	IEC	International Electrotechnical Commission
	IGC Code	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
	ILLC	International Convention on Load Lines
	ILO	International Labour Organization
	IMDG Code	International Maritime Dangerous Goods Code
	IMO	International Maritime Organization
	INF Code	International Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in Flasks on Board Ships
	INMARSAT	International Maritime Satellite Organization
	INS	Integrated Navigation Systems
	IOPP	International Oil Pollution Prevention Certificate
	ISM Code	International Safety Management Code
	ISO	International Organization for Standardization
	ISPS Code	International Ship and Port Facility Security Code
L	**LRIT**	Long-Range Identification and Tracking
	LSA	Life-Saving Appliances
	LSA Code	International Life-Saving Appliances Code
M	**MARPOL**	International Convention for the Prevention of Pollution from Ships
	MAS	Maritime Assistance Service

	MEPC	Marine Environment Protection Committee
	MFAG	Medical First Aid Guide
	MLC	Maritime Labour Convention
	MODU Code	Code for the Construction and Equipment of Mobile Offshore Drilling Units
	MRCC	Maritime Rescue Coordination Centre
	MSDS	Material Safety Data Sheets
	MSC	Maritime Safety Committee
N	**NAV**	IMO Sub-committee on Safety of Navigation
	NAVTEX	Direct-printing Telegraphy System for Transmission of Warnings and Urgent Information to Ships
	NBDP	Narrow Band Direct Printing
	NLS	Noxious Liquid Substances
	NOx	Nitrogen Oxides
O	**ODMAC**	Oil Discharge Monitoring and Control System and Oil Filtering Equipment
	OPRC-HNS	Oil Pollution Response Cooperation – Hazardous and Noxious Substances
P	**PMA**	Permanent Means of Access
	PNUC	Nuclear Passenger Ship (Form for Record of Equipment)
	PPE	Pollution Prevention Equipment
	PSC	Port State Control
	PSPC	Performance Standard for Protective Coatings
R	**Ro-Ro**	Roll-on Roll-off
	Res.	Resolution
	RMSSP	Recognized Mobile Satellite Service Provider
S	**S-VDR**	Simplified Voyage Data Recorder
	SAR	Search and Rescue
	SAR Convention	International Convention on Maritime Search and Rescue
	SCBA	Self-contained Breathing Apparatus
	SMC	Safety Management Certificate
	SMCP	Standard Marine Communication Phrase
	SMPEP	Shipboard Marine Pollution Emergency Plan
	SOHSP	Shipboard Occupational Health and Safety Programme
	SOLAS	International Convention for the Safety of Life at Sea
	SOPEP	Shipboard Oil Pollution Emergency Plan
	SOx	Sulphur Oxides
	SPS Code	Code of Safety for Special Purpose Ships
	SSAS	Ship Security Alert System
	STCW	International Convention on Standards for Training, Certification and Watchkeeping for Seafarers
	STCW Code	Seafarers' Training, Certification and Watchkeeping Code
	STCW-F	International Convention on Standards for Training, Certification and Watchkeeping for Fishing Vessel Personnel
T	**THD**	Transmitting Heading Device
	TMAS	Telemedical Assistance Services
	TMHD	Transmitting Magnetic Heading Device
	TMSA	Tanker Management and Self-Assessment
	TP	Thermal Protective
V	**VDR**	Voyage Data Recorder
	VHF	Very High Frequency
	VOC	Volatile Organic Compounds
	VOS	Voluntary Observing Ship
	VTS	Vessel Traffic Service
W	**WIG Craft**	Wing-In-Ground Craft
	WMO	World Maritime Organization

Authorization of GL by Flag States

Germanischer Lloyd is authorized to carry out statutory functions by the governments of the countries listed on the following pages. These authorizations include attendance to matters stipulated by the most important conventions concerning ship safety and marine environmental protection, which are supplemented to a varying degree by national safety regulations.

For direct communication with administrations in exceptional cases (e.g. application for exemptions) contact addresses of administrations have been added.

Contact address of responsible administrative body
For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption).
The common procedure designates GL to establish and maintain contact with the administrations.

Country	Certificate																		Postal	Phone/Fax	E-mail/Home page
	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)			
Algeria		●	●	●	▲+	▲+	▲+	●		●	●	●	●	●	●	●	●	○+	○	Ministere des Transports Direction de la Marine Marchande 1, chemin Ibn Badis El Mouiz (ex Poirson) Alger, Algeria	P: +213 21 92 32 50 F: +213 21 92 10 39	rezal@minister-transportsgov.dz
Antigua and Barbuda	●+	●	●	●	●	●+		●	●+	●	●	●	●	●	●	●	●	●+	●	Department of Marine Services and Merchant Shipping Antigua and Barbuda W.I. Am Patentbusch 4 26125 Oldenburg, Germany	P: +49 441 93959 0 F: +49 441 93959 29	info@antiguamarine.com Marsec-OP@antiguamarine.com (SMC, DOC) www.antiguamarine.com
Aruba (Netherlands)	○+	▲+		▲+	▲+	▲*+	▲+		▲+	▲+	▲+		▲	▲	▲	▲				Shipping Inspectorate of Aruba L.G. Smith Boulevard 94 Aruba, Aruba	P: +297 58 3-5192 P: +297 58 3-2562 F: +297 58 35221	
Australia	●	●+	●+	●+	●+	●+	●+	●				●	●	●	●	●	●	●+	●	Australian Maritime Safety Authority (AMSA) PO Box 2181, 25 Constitution Avenue ACT 2601 Canberra City, Australia	P: +61 2 6279 5921 P: +61 2 6279 5000 F: +61 2 6279 5922	andy.hogan@amsa.gov.au www.amsa.gov.au
Austria		●	●	●	●	●	●	●	●+	●	●	●	●	●	●	●	●	○+	○	Bundesministerium für Verkehr Innovation und Technologie BMVIT BMVIT - IV/W1 (Recht) PO Box 3000, Radetzkystrasse 2 1030 Vienna, Austria	P: +43 1 711 62-0 / -65 5901 F: +43 1 711 62 5999 / -5799	info@bmvit.gv.at (General) w1@bmvit.gv.at (Legal matter) andreas.linhart@bmvit.gv.at (ISPS) www.bmvit.gov.at
Bahamas	●+	●	●	●	●	●+	●+	●	●+	●	●	●	●	●	●+	●+	○	●+	●+	The Bahamas Maritime Authority 120 Old Broad Street EC2N AR London, Great Britain	P: +44 20 7562 1300 P: +44 7977 471 220 (Emergency only) F: +44 20 7614 0650 (Registrat.) F: +44 20 7614 0680 (Technical)	tech@bahamasmaritime.com www.bahamasmaritime.com
Bahrain		●	●	●	●	●	●	●		●	●	●	●	●	●	●		○+	○	Ministry of Finance and National Economy Customs and Ports Affairs Directorate General of Ports PO Box 453 Manama, Bahrain	P: +973 17 719222 F: +973 17 729709	
Bangladesh		●	●	●				▲*+	●	●	●	●			●		●	●+	●	Director General, Department of Shipping 141 – 143, Motijheel C/A, 8th Floor 1000 Dhaka, Bangladesh	P: +880 2 9555128 F: +880 2 7168363	dosdgdbd@bttb.net.bd
Barbados		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●+	●	Barbados Maritime Ship's Registry Barbados High Commission 1 Great Russell Street WC1B 3ND London, Great Britain	P: +44 20 7636 5739 F: +44 20 7636 5745	registry@barbadosmaritime.com www.barbadosmaritime.com

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Belgium		●+	▲+	●+	▲+	▲+		●+	▲+	▲+	▲		●+	▲+	▲+	●+	●+	●+	●+	Federal Public Service Mobility and Transport Maritime Transport City Atrium, Vooruitgangstraat 56 1210 Brussels, Belgium	P: +32 2 277 35 26 F: +32 2 277 40 51	walter.mille@mobilit.fgov.be www.mobilit.fgov.be
Belize	○+	●	●	●	●	●+	●+	●	●	●	●	●	●	●	●	●	●	●+	●	International Merchant Marine Registry of Belize "IMMARBE" PO Box 1765 Marina Towers, Suite 204 Newtown Barracks Belize City, Belize C.A.	P: +501 223-5026 / -5031 / -5047 F: +501 223-5048 / -5070 / -5087	immarbe@btl.net www.immarbe.com
Benin		●	●	●	●	●	●	●				●	●	●	●	●				Direction de la Marine Marchande PO Box 1234 Cotonou, Benin	P: +229 31-4669 / -5845 F: +229 31 3642	
Bermuda		●+	●+	●+						▲+	▲+				▲*+	●	●	●+	●	Bermuda Government Department of Maritime Administration PO Box HM 1628 Hamilton HM GX, Bermuda	P: +1 441 295 7251 F: +1 441 295 3718 F: +1 441 296 5713	maradros@gov.bm www.bermudashipping.bm
Bolivia		●	●	●	●	●	●	●		●	●	●	●	●	●	●				Registro Internacional Boliviano de Buques (RIBB) Calle Mercado No. 1046; Edificio SAENZ Primer Piso La Paz, Bolivia	P: +591 2 240-7718 / -7732 F: +591 2 240 7730	bolivia@ribb.gov.bo www.ribb.gov.bo
Brazil		●+	●+	●+	●+	●+	●+		●+	●	●	●+	●+	●+	●+	●+	●+		○+	DPC – Diretoria de Portos e Costas Rua Teofilo Otoni, 4 20090 – 070 Rio de Janeiro – RJ, Brazil	P: +55 21 2104 5403 F: +55 21 2104 5202	secom@dpc.mar.mil.br www.dpc.mar.mil.br
British Virgin Islands		●	●															●+	▲	Virgin Islands Shipping Registry (VISR) Ministry of Communications & Works Sebastian's Building Administration DriveRoad Town VG 1110 Tortola, British Virgin Islands	P: +1 284 468 -2902 /-2903 P: +1 284 468 9646 (After office) F: +1 284 468 2913	vishipping@gov.vg bsallah@gov.vg (Capt Baboucar Salla) pnawaratne@gov.vg (Capt Pat Nawaratne) www.vishipping.gov.vg
Brunei Darussalam		●	●	●	●	●*+	●	●				●	●	●	●	●				Marine Department; Ministry of Communications Bandar Seri Begawan 2053 Brunei, Brunei Darussalam	P: +673 2 7713 / -47 to -56 F: +673 2 7713 57	bma@marad.bg www.marad.bg
Bulgaria		▲		▲	▲	▲	▲	▲	▲				▲	▲	▲	▲	▲		▲	Ministry of Transport and Communications Maritime Administration 9 Dyakon Ignatiy Street 1000 Sofia, Bulgaria	P: +359 2 930 0910 F: +359 2 930 0920	reg@isrocam.com tech@isrocam.com www.isrocam.com

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
	Certificate																			**Postal**	**Phone/Fax**	**E-mail/Home page**
Cambodia		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	International Ship Registry of Cambodia (I.S.R.O.C.) Bando Building, #36, 4-Ga, Jungang-Dong, Jung-Gu 600 – B15 Busan, Republic of Korea	P: +82 51 469 8689 F: +82 51 465 9698	reg@isrocam.com tech@isrocam.com www.isrocam.com
Cameroon		●	○	●	●	●	●	●				●	●	●	○	○				Ministry of Transport Direction de la Marine Marchande PO Box 416 Douala, Cameroon		marinesafety@tc.gc.ca www.tc.gc.ca
Canada		●+	▲+	●+	●+			●+		●+	●+		●+		●+	●+	○	○+	○	Transport Canada; Safety & Security Marine Safety Directorate Tower C; Place de Ville; 11th Floor 330 Sparks Street K1A ON8 Ottawa, Ontario, Canada	P: +1 613 991 0610 F: +1 613 990 1032	marinesafety@tc.gc.ca www.tc.gc.ca
Cape Verde		●	●	●	●	●	●	●				●	●	●	●	●	●	○+		Ministério Do Turismo, Transportes e Mar Direccao – Geral de Marinha e Portos PO Box Caixa Postal No. 7 S. Vicente, Cabo Verde	P: +238 324342 F: +238 324343	dgmp@milton.cvtelekom
Cayman Islands		●+	●+	●+	▲	▲+		▲		▲+	▲+	●	●	●	●+	●	●	●+	●	Cayman Islands Shipping Registry (MACI) PO Box 2256 3rd Floor, Kirk House; 22 Albert Panton Street George Town, Grand Cayman, Cayman Islands British West Indies	P: +1 345 949 8831 F: +1 345 949 8849	cisrky@cishipping.com (General) survey@cishipping.com (Surveys) cisruk@cishipping.com (Survey reports) www.cishipping.com
Colombia		●	●	●	●	●	●	●		●	●	●			●	●				Direccion General Maritima Y Portuaria Calle 41 # 4620 – CAN Bogota, Colombia	P: +57 1 22 20-499 / -301 P: +57 1 2214221 F: +57 1 2222636	
Comoros		●	●	●	●	●	●	●	▲	●	●	●	●	●	●	●	●	○+	○	Maritime Administration Commissioner for Maritime Affairs PO Box 22061 Sharjah, United Arab Emirates	P: +971 6 742 8120 F: +971 6 744 1270	depcomrg@emirates.net.ae
Congo (Dem. Rep. of the)		●		●+	●+	●+	●+	●				●	●+	●+						Ministère des Transports et Communications Directeur de la Marine et des Voies Navigables PO Box 7597 2905 N. R. C. Kinshasa Gombe Democratic Republic of the Congo	P: +243 24 602-3 /-7 P: +243 25 735 P: +243 26 642	
Cook Islands	●	●	●	●	●	●+	●+	●	▲	▲	▲	●	●	●	●	●	○	●+	●	Maritime Cook Islands PO Box 882 Avarua, Rarotonga, Cook Islands	P: +682 23 848 F: +682 23 846	info@maritimecookislands.com (General) garth@maritimecookislands.com (Director) www.maritimecookislands.com

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Costa Rica		○+	○+	○+	○+	○+	○+	○+				○+	○+	○+	○	○+				Ministerio de Obras Publicas y Transportes Direccion General de Transporte Maritimo PO Box 10176 San José, Costa Rica	P: +506 330-703 /-605 F: +506 336510	
Cote d' Ivoire		●	●	●	●	●	●	●				●	●	●						Ministère de la Marine Direction de la Navigation et des Affaires Maritimes Nationales PO Box B.P.V. 67 Abidjan, République de Cote d´ Ivoire		
Cuba		●	●	●	●	●	●	●				●	●	●	●	●				Dirección de Seguridad e Inspección Maritima Ministerio del Transporte Ave. Independencia e/ Tulipan y Lombillo 4to. Piso, Plaza 10400 Ciudad Habana, Cuba	P: +53 7 881-6607 / -9498 F: +53 7 881 1514	dsim@mitrans.transnet.cu www.transporte.cu/segmar
Cyprus	●	●	●+	●	●+	●+	●+	●	●+	●+	●+	●	●	●	●	●	●	●+	●	Ministry of Communications and Works Department of Merchant Shipping PO Box 56193, 3305 Lemesos Kylinis Street, Mesa Geitonia 4007 Lemesos, Cyprus	P: +357 25 848 100 F: +357 25 848 200	maritimeadmin@dms.mcw.gov.cy www.shipping.gov.cy
Czech Republic		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Ministry of Transport Navigation Department PO Box 9, Nábrezí Ludvíka Svobody 12/1222 110 15 Praha 1, Czech Rebublic	P: +420 225 131 343 F: +420 225 131 110	posta@mdcr.cz (General) vit.simonovsky@mdcr.cz (Director) evzen.vydra@mdcr.cz (Maritme division) www.mdcr.cz
Denmark		●+	●+	●+	●+	●+		●	●+	●+	●+	●	●	●	●+	●+	●+	●+	●+	The Danish Maritime Authority PO Box 2605, 38 C, Vermundsgade 2100 Copenhagen 0, Denmark	P: +45 3917 4400 F: +45 3917 4401	css@dma.dk cfs@dma.dk www.dma.dk
Djibouti		●	○	●	●	●	●	●				●	●	●	●	●				Ministère du Port et des Affairs Maritimes Director of Maritime Affairs PO Box 59 Djibouti, République de Djibouti	P: +253 35 34 75 F: +253 35 15 38	
Dominica		●	●	●	●	●+	●+	●	▲	●	●	●	●	●	●	●	○	○+	○	Dominica Maritime Registry Inc. (DMRI) 32 Washington Street 02719 Fairhaven, MA, USA	P: +1 508 992 7170 F: +1 508 992 7120	registration@dominica-registry.com www.dominica-registry.com
Ecuador		▲*+		▲*+	▲*+	▲*+	▲*+	▲*+					▲*+	▲*+						Ecuadorian Maritime Authority PO Box 7412, Elizalde 101 y Malecon – Tercer Piso Guayaquil, Ecuador	P: +593 4 2320-400 / -324 P: +593 9 402 9523 F: +593 4 324246	xmancheno@armadaecuador.com www.seprom.armada.mil.ec

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Egypt		●							▲+	▲+	▲+				▲+	▲+	▲+	▲+	▲+	Egyptian Authority for Maritime Safety PO Box 21513 ALEX – RA Bab Gomruk No.1 – Ras el Tin – Alexandria, Egypt	P: +20 3 480-0037 / -2325 F: +20 3 48 75633	
Eritrea		●	●	●	●	●	●	●		●	●	●	●	●	○	○				Department of Maritime Transport Massawa, Eritrea	P: +291 1 55 23 46 P: +291 1 55 21 57	
Estonia	●+	●	●	●	●	●+	●	●	▲+			●	●	●	●	●	●	●+	●	Estonian Maritime Administration Valge 4 11413 Tallinn, Estonia	P: +372 620 5500 F: +372 620 5506	eva@vta.ee www.vta.ee
Ethiopia		●	●	●	●	●	●	●				●	●	●	○	○+		○+	○	Transport Authority Rail and Water Transport Regulatory Department PO Box 2504 Addis Ababa, Ethiopia	F: +251 011 551 07 15	
Faroe Islands		●	●	●+	●	●+		●	●	●+	●+	●	●	●	●	●	●	○+	○	Skipaeftirlitið;Faroese Maritime Authority Ministry of Fishery and Maritime Affairs PO Box 26 370 Midvagur, Faroe Islands	P: +298 355-600 / -607 F: +298 355 601	fma@fma.fo (General) olio@fma.fo (Director)
Fiji		●	●	●	●	●	●	●	●	●	●	●	●	●	○	○	○	○+	○	Fiji Islands Maritime Safety Administration PO Box 326, Motibhai Building, Amra St. Walu Bay Suva, Fiji Islands	P: +679 331 5266 F: +679 330 3251	fimsa@connect.com.fj www.fiji.gov.fj
Finland		▲+		▲+	▲*+		▲+						▲+	▲+	▲+	▲+	▲+	●+	▲+	Finnish Maritime Administration Maritime Safety Department PO Box 171, 00181, Porkkalankatu 5 00180 Helsinki, Finland	P: +358 204-481 / -4840 P: +358 40 7384247 (After office) F: +358 204 48 4500 (Safety) F: +358 204 48 4355 (General)	kirjaamo@fma.fi (General) surveyor@fma.fi (Survey reports) firstname.surname@fma.fi www.fma.fi
France	▲+	●+		▲+	▲+		▲+		▲+				▲+	▲+	▲+	▲+	▲+	▲+	▲+	Ministère de l'Equipement, des Transports et du Logement; Direction des Affaires Maritimes et des Gens de Mer; Bureau du controle des navires et des effectifs – SM/2 3, Place de Fontenoy 75700 Paris 07 SP, France	P: +33 1 44 49 86 41 (Head Dept.) P: +33 1 44 49 86 43 (Secretary) F: +33 1 44 49 86 40	pierre.mitton@equipement.gouv.fr www.mer.gouv.fr
Georgia		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Georgia Maritime Transport Administration H.Q.4, Shavaheti Str. 6017 Batumi, Georgia	P: +995 222 739-25 / -26 F: +995 222 739 29	mtag@maradgeorgia.org
Germany		▲		▲+	▲+	▲+	▲+	▲	▲+	▲+	▲+		▲+	▲+	▲	▲+	▲	▲+	▲	See-Berufsgenossenschaft PO Box 11 04 89; 20404 Hamburg Reimerstwiete 2 20457 Hamburg, Germany	P: +49 40 36 137 0 P: +49 40 36 137 225 (Surveys) F: +49 40 36 137 770 F: +49 40 36 137 204 (Safety)	schiffssicherheit@see-bg.de posteingang.schiffssicherheit@see-bg horst.domnick@bsh.de www.see-bg.de www.bsh.de (BSH)

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
	Certificate																			**Postal**	**Phone/Fax**	**E-mail/Home page**
Ghana		●		●	●	●	●	●				●	●	●	●	●				Division of Shipping and Navigation Ministry of Roads and Transport PO Box M38 Accra, Ghana	P: +233 21 66-3506 / -5421 / -5611 F: +233 21 667114	
Gibraltar		●	●+	●	●	●+	▲+	●	▲+	▲+	▲+	●	●	●	●	●	●	●+	●	Gibraltar Maritime Administration Watergate House; 2/8 Casemates Square Gibraltar, Gibraltar	P: +350 46862 P: +350 50424 P: +350 5693 9000 F: +350 4777 0	maritadmin@gibtelecom.net marinesurveyor@gibtelecom.net www.gibmaritime.com
Greece	●	●+	●+	●	●+	●+	●+	●	●	●+	●+	●	●	●	●	●	●	●+	●+	Ministry of Mercantile Marine Divison for Inspection/Survey (MSI) 1 K. Palaiologou Street 18535 Piraeus, Greece	P: +30 210 419 1800 F: +30 210 413 7997	
Haiti		●		●	●	●	●								○					Service Maritime et de Navigation d'Haiti (SEMANAH) PO Box 1563, Boulevard la Saline Port-au-Prince, Haiti	P: +509 1 22-6336 / -8858 / -7048	
Honduras		●	●	●	●	●	●	●		●	●	●	●	●	●	●				Direccion General de la Marina Mercante – Republica de Honduras Boulevard Los Próceres Edificio Atala No. 2930 2 Cuadras arriba de la Embajada Americana Tegucigalpa, M.D.C., Honduras	P: +504 236-0721 / -1987 /-8880 P: +504 221 3033 F: +504 236 8866	info@marinamercante.hn www.marinamercante.hn
Hong Kong, China		●+	●+	●+	●	●+		●	●	●+	●+	●	●	●	●	●	●	●+	●	Hong Kong Marine Department PO Box 4155 24th Floor; Harbour Building; 38 Pier Road Hong Kong, Hong Kong Spec. Adm. Region of the Rep. of China	P: +852 2852-4510 /-3001 P: +852 9188 7611 F: +852 2545 0556 F: +852 2544 9241	ssb@mardep.gov.hk (Safety Dept.) www.mardep.gov.hk
Hungary		●	●	●	●	●	●						●	●	●	●				Ministry of Economy and Transport Maritime and Inland Waterways Transport Department PO Box Pf 111 Budapest 1880 Budapest, Hungary	P: +36 1 336 7883 F: +36 1 336 7907	valkar@gkm.hu
Iceland		●		●	●	●+		●		●+	●+	●	●	●	●	●	○	○+	○	The Icelandic Maritime Administration PO Box 120, Vesturvör 2 202 Kopavogur, Iceland	P: +354 560 0000 F: +354 560 0060	sigling@sigling.is www.sigling.is
India		▲*+		●*+	▲*	▲*												○*+	▲*	Government of India Ministry of Shipping Directorate General of Shipping "Jahaz Bhavan" Walchand Hirachand Marg. 400001 Mumbai, India	P: +91 22 26136 -51 to -54 F: +91 22 2613655	dgship@dgshipping.com www.dgshipping.com

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Contact address of responsible administrative body
For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption).
The common procedure designates GL to establish and maintain contact with the administrations.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																					
Indonesia		●	●												●	●		○+	○+	Departement Perhubungan Direktorat Jenderal Perhubungan Laut (Ship Control and Inspections) Jl. Medan Merdeka Barat No. 8 10110 Jakarta, Indonesia	P: +62 21 3811 308 P: +62 21 3813 269 F: +62 21 3811 786 F: +62 21 3845 430	direkturkapel@yahoo.com
Iran		●	●	●	●	●+	●+	●	●+	▲+	●	●	●	●	●	●		○+	○	Ministry of Roads and Transportation Ports and Shipping Organization (PSO) of Islamic Republic of Iran PO Box 158754574 PSO Bldg., South Didar St. Shahid Haghani Highway, Vanak Square Tehran, Islamic Republic of Iran	P: +98 21 849 31 F: +98 21 88 65 1191-2	pso@ir-pso.com
Ireland		●+		▲+	▲+	▲+		●	●	●+	●+				●	●	●			Department of Transport Transport House, Kildare Street Dublin 2, Ireland	P: +353 1 670 7444 F: +353 1 670 9633	info@transport.ie mso@dcmnr.gov.ie (Survey reports) www.transport.ie
Isle of Man		●+	●+	●+	●+	●+	▲+	●+	▲+	▲+	▲+	●+	●+	●+	●+	●+	●+	●+	●+	Isle of Man Ship Registry Peregrine House, Peel Road Douglas, Isle of Man, IM1 5EH British Isles	P: +44 1624 688 500 P: +44 7624 493 467 F: +44 1624 688 501	shipping@gov.im (General) marine.survey@gov.im (Day-to-Day) registry.marine@gov.im
Israel		●	●	●												●	○	○+	○	Ministry of Transport Administration of Shipping and Ports 15-A PAL-YAM ST. 31999 Haifa, Israel	P: +972 4 8632007 F: +972 4 8632118	techni@mot.gov.il
Italy		●+		●*+	▲+		▲+	●+		▲*+	▲+		●	●	●	●	●	●	●+	Comando Generale del Corpo delle Capitanerie di Porto - 6° Reparto - Sicurezza della Navigazione Stazione Marittima – Ponte dei Mille 16100 Genova, Italy	P: +39 010 2412797 F: +39 010 2478245	sicnavge@libero.it
Jamaica		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●+	●	The Maritime Authority of Jamaica 4th Floor, Dyoll Building, 40 Knutsford Boulevard Kingston 5, Jamaica, W.I.	P: +1 876 929 2201 P: +1 876 754-7260 / -7265 F: +1 876 754 7256	registrar@jamaicaships.com maj@jamaicaships.com www.jamaicaships.com
Jordan		●	●	●	●	●	●	●				●	●	●						Ministry of Transport, Jordan Maritime Authority PO Box 171, 77110 Aqaba, Jordan	P: +962 3 201 5858 F: +962 3 203 1553	jma@go.com.jo www.jma.gov.jo
Kenya		●																		Ministry of Transport and Communication PO Box 52 692, Transcom House, Ngong Road Nairobi, Kenya	P: +254 2 729200	
Kiribati	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●+	●	Ministry of Communications, Transport & Tourism Development PO Box 487 Betio, Tarawa, Republic of Kiribati	P: +658 26-003 / -468 F: +686 26 193	dom@mict.gov.ki

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Kuwait		●	●	●	▲+										●	●	●	●+	●	Registrar of Shipping, Marine Affairs Department Ministry of Communications PO Box 318 11111 Safat, State of Kuwait	P: +965 4818701 P: +965 4844102 F: +965 4814372 F: +965 4844831	
Latvia	●	●	●	●	●	●+	●+	●	▲+	●	●	●	●	●	●	●	●	●+	●	Maritime Administration of Latvia Maritime Safety Inspectorate Trijadibas Iela 5 1048 Riga, Latvia	P: +371 7 062-166 / -167 P: +371 29 464 704 F: +371 7 860-082 /-083	arturs.oss@lja.bkc.lv www.jurasadministracija.lv/eng/maritime_safety_department
Lebanon		●		●+	●+	●+	●+			●+	●+	●+								Ministry of Public Works and Transportation Directorate General of Land and Maritime Transport George Picot Street – Storco Building / 3rd Floor Beirut, Lebanon	P: +961 1 371-644 to -646 P: +961 3 312 385 (Mobile) F: +961 1 371 647	ministry@transportation.gov.lb
Liberia	●	●	●+	●	●	●+	●+	●	●	●+	●+	●+	●	●	●	●	●+	●+	●	Liberian International Ship and Corporate Registry LISCR 8619 Westwood Center Drive, Suite 300 22182 Vienna, Virginia, USA	P: +1 703 790 3434 F: +1 703 790 5655	info@liscr.com tdupree@liscr.com registrations@liscr.com www.liscr.com
Libyan Arab Jamahiriya		●		●	●	●	●	●				●	●	●						Libyan Maritime Transport & Ports Administration PO Box 81890, Janzour Tripoli, Lybia	P: +218 21 4891415 F: +218 21 4893436	
Lithuania	●+	●	●+	●	●	●+	▲+	●	●+	●+	●+	●	●	●	●	●	●	●+	●	Lithuanian Maritime Safety Administration J. Janonio Str. 24 92251 Klaipeda, Lithuania	P: +370 46 469602 F: +370 46 469600	msa@msa.lt www.msa.lt
Luxembourg	●	●	●	●	●	●+	●	●	●+	●+	●+	●	●	●	●	●	●	●+	●	Ministry of Economy and Foreign Trade Commissariat aux Affaires Maritimes 19 - 21, Boulevard Roya 2449 Luxembourg, Luxembourg	P: +352 478-4453 /-4451 F: +352 299 140	cam@cam.etat.lu www.cam.etat.lu
Macedonia		○	○	○	○	○	○	○	○	○	○	○		○	○	○	○	○+	○	Republic of Macedonia Ministry of Transport and Communication Port Administration OHRID OHRID – Macedonia	F: +389 46 260451	kapetanija@mtc.gov.mk
Madagascar		●	○	●	●	●	●	●				●	●	●	●	●				Ministère des Transports et de la Meteorologie et du Tourisme Direction de la Marina Marchande PO Box 581 Antananarivo, Madagascar	P: +261 2 24604 F: +261 2 24001	

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Malaysia		●	●	●	●	●		●	●+		●	●	●	●	●	●	○+	○+	○+	Jabatan Laut Semenanjung Malaysia Ibu Pejabat Laut PO Box 12, 42007 Peti Surat 12 42007 Pelabuhan Klang, Selangor Darul Ehsan, Malaysia	P: +60 3 3 346 7777 P: +60 3 3 167 0530 P: +60 3 3 169 5100 F: +60 3 3168 4454 F: +60 3 3168 5289	kpgr@marine.gov.my www.marine.gov.my
Maldives		●	●	●	●	●	●	●				●	●	●	●	●				Ministry of Transport and Civil Aviation Huravee Building, Ameeru Ahmed Magu (20-05) Malé, Republic of Maldives	P: +960 323 99-1 to -3 F: +960 323 994	mintrans@transcom.gov.mv
Malta		●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●	●+	●+	●+	●+	○+	○+	○+	Malta Maritime Authority Merchant Shipping Directorate Maritime House, Lascaris Wharf Valletta VLT 01, Malta	P: +356 21 250-360 /-352 P: +356 99 494 318 (T. Manager) F: +356 21 241 460	mership@mma.gov.mt www.mma.gov.mt
Marshall Islands	●	●+	●+	●	●+	●+	●+	●	●	●+	●+	●+	●	●	●+	●+	●	●+	●+	Maritime and Corporate Administrators of the Republic of the Marshall Islands International Registries, Inc. 11495 Commerce Park Drive 20191-1507 Reston, Virginia, USA	P: +1 703 620 4880 P: +1 703 476 3762 (PSC) F: +1 703 476 8522	maritime@register-iri.com (General) dutyofficer@register-iri.com (PSC) jenright@register-iri.com (Registration) www.register-iri.com
Mauritius		●	●	●	●	●	●		●			●			●	●	●	○+	○	Ministry of Public Infrastructure, Land Transport and Shipping Land Transport & Shipping Division 4th Floor; New Government Centre Port Louis, Mauritius	P: +230 201 2115 P: +230 240 7016 F: +230 201-3387 /-3417 F: +230 216 1612	pseebaluck@mail.gov.mu gmallet@mail.gov.mu http://www.gov.mu/portal/site/mpisite
Mexico										●+	●+									Direccion General de Marina Mercante Nuevo Leon No. 210; Col. Hipodromo Condesa 06100, D.F. Mexico City, Mexico	P: +52 55 57239-300 / -400 F: +52 55 50631 135	
Moldova		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Ministry of Transport and Communication Department Water Transport str. Bucuriei 12 a 2004 Kishinev, Moldova	P: +373 22 741219 P: +373 567 190 82 (mobile) P: +373 794 222 69 (mobile) (After office) F: +373 22 225090	naval@mtc.gov.md
Morocco		●	●						▲	▲+	▲+	●	●	●		●	●	○+	○	Ministère de L'Equipement, Et du Transport Departement du Transport Direction de la Marine Marchande Boulevard Félix Houphoued Boigny Casablanca, Morocco	P: +212 22 2760-10 / -70 F: +212 22 2733 40	admarine@iam.net.ma

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Mozambique		●		●	●	●	●	●				●	●	●						Ministry of Transport and Communications PO Box C.Postal – 276 Av. Martires de Inhaminga No. 336 Maputo, Mozambique	F: +258 42007 F: +258 424472	
Myanmar		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○	○+	○	Ministry of Transport Department of Marine Administration PO Box 194 Dawbon Dockyard Road, Dawbon Township Yangon, Union of Myanmar	P: +95 1 5560-37 / -38 F: +95 1 5560 47	myanmarine@mptmail.net.mm
Netherlands	●+	●+	●+	●+	▲+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	Ministerie van Verkeer en Waterstaat Inspectie Verkeer en Waterstaat Divisie Scheepvaart IVW-DS Netherlands Shipping Inspectorate PO Box 8634, s'Gravenweg 665 3009 AP Rotterdam, the Netherlands	P: +31 10 266 85 00 P: +31 10 266 86 50 (PSC) F: +31 10 202 3424	nsi@ivw.nl www.ivw.nl
Netherlands Antilles	○+	▲+		▲+	▲+	▲*+	▲+		▲+	▲+	▲+		▲	▲	▲	▲				Directorate of Shipping and Maritime Affairs Seru Mahuma Z/N Willemstad Curacao, Netherlands Antilles	P: +599 9 839 3700 P: +599 9 528 2601 (Emergency) F: +599 9 868 9964	expertise@dsmz.org www.dsmz.org
New Zealand		●	●	●+	▲	●+	●	●		●+	●+	●	●	●	●	●	○+			Maritime Safety Authority of New Zealand Kia Maanu Kia Ora PO Box 27006, 8th Floor, gen-I Tower 109 Featherston Street Wellington, New Zealand	P: +64 4 473 0111 F: +64 4 494 1263	msa@msa.govt.nz www.msa.govt.nz
Nigeria		●*	●	●*	●*	●*	●*	●*				●*	●*	●*	●*	●*				Nigerian Maritime Administration and Safety Agency 4, Burma Road, Apapa Lagos, Nigeria	P: +234 1 545-2843 /-0885	info@nimasa.gov.ng www.nimasa.gov.ng
Norway	●+	●+		▲*+	▲+	●+			●+	●+	●+				●+		●+	●+	●+	Norwegian Maritime Directorate (NOR – Norwegian Ordinary Ship Register) PO Box 2222; 5509 Haugesund Smedasundet 50 A, 5528 Haugesund, Norway	P: +47 52 74 50 00 P: +47 22 45 45 00 (Emergency) F: +47 52 74 50 01	postmottak@sjofartsdir.no www.sjofartsdir.no
Norway (NIS)	●+	●+	●+	●+	●+	●+	●	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	Norwegian Maritime Directorate PO Box 2222; 5509 Haugesund Smedasundet 50 A 5528 Haugesund, Norway	P: +47 52 74 50 00 P: +47 22 45 45 00 (Emergency) F: +47 52 74 50 01	postmottak@sjofartsdir.no www.sjofartsdir.no

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Contact address of responsible administrative body
For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption).
The common procedure designates GL to establish and maintain contact with the administrations.

Country	Certificate																		Postal	Phone/Fax	E-mail/Home page
	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)			
Oman		●	●	●	●	●	●					●	●	●						Department of Navigation and Maritime Affairs Ministry of Communications PO Box 684 Muscat, Sultanate of Oman	P: +968 702233 F: +968 701409	
Pakistan		●	●	●					●						●	●	●			Ministry of Communications (Ports and Shipping Wing) Mercantile Marine Department 223-E. I. Lines, Sommerset House Raja Ghazanfar Ali Khan Road 4 Karachi, Pakistan	P: +92 21 52-1656 /-8314 F: +92 21 521331	
Panama	▲	●	●+	●	●	●+	●+	●	▲+	●	●	●	●	●	●+	●	●	●+	●	Panama Maritime Authority Panama Segumar Office PO Box 00533, Balboa Pan Canal Build. 4th Floor, Office 404 Omar Torrijos Ave. Albrook, Panama City Ancon 0843 Panama City, Panama	P: +507 501 53 -48 (General) P: +507 501 53 -55 / -50 / -57 / -60 (Admin.) F: +507 501 53-63 / -64	jortega@segumar.com (General) fullterm@segumar.com (ISM etc.) authorizations@segumar.com (Any) www.segumar.com www.amp.gob.pa
Papua New Guinea		●	●	●	●	●	●	●	●	●	●	●			●	●	●	○+	○	National Maritime Safety Authority PO Box 668 Pacific MMI Insurance Building Port Moresby, National Capital District Papua New Guinea	P: +675 321 1244 F: +675 321 0873	nmsa@nmsa.gov.pg www.nmsa.gov.pg
Philippines		●	●	●	●	●*+	●	●	●+	●	●	●	●	●	●	●				Department of Transportation and Communications Maritime Industry Authority – MARINA – Trida Bldg., Along Taft Ave. corner T.M. Kalaw St. 1000 Ermita Manila, Philippines	P: +63 2 971 0918 (Admin.) P: +63 2 468 9715 (OIC) F: +63 2 523 9078 (Admin.) F: +63 2 525 7890 (OIC)	
Poland	●	●	●	●			●	●				●	●	●	●	●	●	●+	●	Ministry of Infrastructure Maritime Safety Department Chalubinskiego 4/6 00928 Warszawa, Poland	P: +48 22 630 1579 F: +48 22 630 15 63 F: +48 22 630 1497 (Secretariat)	wzdanowicz@mi.gov.pl www.mi.gov.pl
Portugal		●+		●+				●+				●	●+	●+		●+				IPTM – Instituto Portuario dos Transportes Maritimos Edificio Vasco da Gama Rua General Gomes Araujo 1399 – 005 Lisbon, Portugal	P: +351 21 391 4500 F: +351 21 391 4600	imarpor@mail.telepac.pt www.imarpor.pt
Portugal (MAR)		●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●+	●	●+	●	International Shipping Register of Madeira (MAR) PO Box 494, Rua do Bom Jesus, No. 9 – 1B 9050 – 028 Funchal - Madeira, Portugal	P: +351 291 201930 F: +351 291 223121 F: +351 291 201933	mar@gov-madeira.pt

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Qatar		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Customs & Ports General Authority Department of Maritime Affairs & Transport PO Box 313 Doha, Qatar	P: +974 445 74 57 P: +974 441 46 26 F: +974 441 4864	maritimecpga@qatar.net.qa
Romania	●	●	●	●	●	●	●	●	▲	▲+	▲+	●	●	●	●	●				Romanian Naval Authority Incinta Port Constanta No.1 8700 Constanta, Romania	P: +40 2 41 602229 F: +40 2 41 601996	rna@rna.ro
Russian Federation		●+	●+	●+	●+	●+	●+	●+		●+	●+	●+	●+	●+	●+	●+	●+			Ministry of Transport of the Russian Federation ul. Rozhdestvenka Street 1, Building 1 109012 Moscow, Russia	P: +7 495 626-1423 / -1328 (General) P: +7 495 626 1024 (Technical) F: +7 495 626 1609 (General) F: +7 495 626 1323 (Technical)	klyavinAY@mintrans.ru (General) zborovskyoa@morflot.ru (Technical)
Saint Kitts and Nevis	●	●	●	●	●	●+	●+	●	●	●	●	●	●	●	●	●	●	●+	●	St. Kitts and Nevis International Ship Registry West Wing, York House 48-50, Western Road Romford, RM1 3LP, United Kingdom	P: +44 1708 380400 P: +44 784 3260423 (After office) F: +44 1708 380401	mail@stkittsnevisregistry.net www.stkittsnevisregistry.net
Saint Vincent and the Grenadines		●+	●	●	●	●+	●+	●	▲	●	▲	●	●	●	●	●	●	○+	○	St. Vincent and the Grenadines Maritime Administration 8, Ave Frontenex 1207 Geneva, Switzerland	P: +41 22 707 6300 (General) P: +41 79 447 9676 (After office) F: +41 22 707 6350 (General) F: +41 22 707 6349 (Technical, Security)	geneva@svg-marad.com (General) qualtech@svg-marad.com technical@svg-marad.com www.svg-marad.com
Samoa		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●			Government of Samoa Ministry of Works, Transport and Infrastructure PO Box 1607 Private Bag Apia, Samoa	P: +685 23 700 P: +685 21 611 F: +685 21 927 F: +685 21 990 (Secretary's Off.)	Mow-Enquiries@mow.gov.ws
Saudi Arabia		●	●	●+	●	●	●	●	●	●	●	●	●	●	●	●	●	●+	●	The Deputyship of Transport Ministry of Communications Marine Department 11178 Riyadh, Saudi Arabia		
Serbia		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Register of Shipping - Yugoregister Narodnih heroja 30/II, 11070 Novi Beograd, Serbia	P: +381 11 260 70 80 F: +381 11 319 2041	juregbgd@EUnet.yu
Seychelles		●		●	●	●	●	●	●	●	●	●	●	●	●	●		○+	○	Department of Transport Seychelles Maritime Safety Administration PO Box 912 Victoria, Mahe-Seychelles	P: +248 22 4866 (General) P: +248 22 4411 (Rescue, Pollution) F: +248 22-4829 / -6063 F: +248 72 2706	smsa@smsa.sc (General) dg@smsa.sc (Director general) www.smsa.sc

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
	Certificate																			**Postal**	**Phone/Fax**	**E-mail/Home page**
Sierra Leone	●	●	●	●	●	●	●	●	●	●	●	●	●	●						Maritime Registrar Sierra Leone International Ship Registry 1010 Common Street Suite 2533 70112 New Orleans, Louisiana, USA	P: +1 505 636 1387 F: +1 505 636 1388	lesliemezzich@sierraleoneship.com registrar@sierraleoneship.com www.sierraleoneship.com
Singapore		●	●	●	●+	●+	●+	●	●+	●	●	●	●	●	●	●	●	●+	●+	Maritime and Port Authority of Singapore Shipping Division; Ship Safety Department PO Box 313; 911141 460 Alexandra Road; 21st Storey PSA Building 119963 Singapore, Singapore	P: +65 6375-6222 / -6227 P: +65 6375 6217 (After office) F: +65 6375 6231	shipping@mpa.gov.sg marine@mpa.gov.sg www.mpa.gov.sg
Slovakia		●	●	●	●	●+	●	●	●	●	●	●	●	●	●	●	●	○+	○	Ministry of Transport, Posts and Telecomunications Maritime Office, Water Transport Department Namestie Slobody 6 81005 Bratislava, Slovak Republic	P: +421 2 5949 4346 F: +421 2 5244 2013	jaroslav.coplak@telecom.gov.sk
Slovenia		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●+	●	Slovenian Maritime Administration Ukmarjev trg 2 6000 Koper, Slovenia	P: +386 5 6632 100 P: +386 1 478 8500 F: +386 5 6632 102 F: +386 1 478 8230	ursp.box@gov.si www.mzp.gov.si/en/
Somalia		●	○	○	○	○	○	○				○	○	○						Somalian Port Authority PO Box 935 Mogadishu, Somalia		
South Africa		●		●											▲*					South African Maritime Safety Authority (SAMSA) PO Box 13186 0028 Hatfield, South Africa	P: +27 12 388 2800 P: +27 12 342 3049 F: +27 12 388 2801 F: +27 12 342 3160	www.samsa.org.za
Spain		▲+		▲+	▲+	▲+	▲+	▲+	▲+	▲+	▲+		▲+	▲+	▲+	▲+	▲+	▲+	▲+	Ministerio de Fomento Direccion General de la Marina Mercante Subdireccion General de Inspeccion Maritima Ruiz de Alarcon, 1 28071 Madrid, Spain	P: +34 91 597 92-57 / -37 F: +34 91 597 90 03	ecmiranda@mfom.es (General) msorribas@mfom.es mmmoreno@mfom.es (Survey reports)
Sri Lanka		●	●	●	●+	●+	●	●	●			●	●	●	●	●	●			Ministry of Port and Aviation Merchant Shipping Division 43/89, Bristol Paradise Building, York Street Colombo 1, Sri Lanka	P: +94 124 35 127 P: +94 124 41 293 F: +94 124 41 429 F: +94 124 35 160	dmsmos@sltnet.lk
Suriname		●	○	●	●	●	●	●		●	●	●	●	●	●	●	●	○+	○	Mr E. Fritz Jim (Port Captain) Cornelis Jongbawstraat 2 Paramaribo, Suriname	F: +597 472940	
Sweden	●	●		●+			▲+						●+	●+	●+	●+	●	●+	●	Swedish Maritime Safety Inspectorate Östra Promenaden 7 60178 Norrköping, Sweden	P: +46 11 19 1000 F: +46 11 23 9934	inspektion@sjofartsverket.se

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	Postal	Phone/Fax	E-mail/Home page
	Certificate																			**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
Switzerland		●	●	●	●	●	●	●				●	●	●	●	●	●	○+	○	Schweizerisches Seeschifffahrtsamt Swiss Maritime Navigation Office Postfach, Nauenstrasse 49 4002 Basel, Switzerland	P: +41 61 270 91-20 / -21 / -24 F: +41 61 270 9129	lukas.roth@eda.admin.ch
Thailand		●	●	●											●					Marine Department 1278 Yotha Road, Talardnoi, Samphanthawong District 10100 Bangkok, Thailand	P: +662 236-6678 / -2620 P: +662 233 1311 F: +662 236-7248 / -6678	
Togo		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Ministère du Commerce et des Transports Directeur des Affairs Maritimes Lomé, Republique Togolaise		
Tonga		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Ministry of Marine and Ports PO Box 397, Vune Road Nuku´alofa, Tonga	P: +676 26-233 / -235 P: +676 22 555 F: +676 26 234	marine@kalianet.to register@kalianet.to
Trinidad and Tobago		●	●	●	●	●	●	●		●+	●+	●	●	●	●	●	●			Government of the Republic of Trinidad and Tobago Ministry of Transport, Maritime Services Division PO Box 493 Ansa House; 2nd Floor Corner Queen and Henry Streets Port of Spain, Trinidad and Tobago	P: +1868 625 3858 (Director) P: +1868 625 3804 (Shipping) F: +1868 624 5884	msdmowt@tstt.net.tt
Tunisia		●	●	▲					▲	▲	▲	●	●	●	●	●				Ministère du Transport Office de la Marine Marchande et des Ports Batiment Administratif 2060 la Goulette, Republique Tunisienne	P: +216 71 735 300 F: +216 71 738 812	www.dir.flotte@ommp.nat.tn
Turkey		●	▲+					●		●	●	●	●	●	●	●	○	○+	○	T.C. Basbakanlik Denizcilik Mustesarligi Istanbul Bölge Müdürlügü Meclis-i Mebusan Cad. No. 151 80104 Findikli – Istanbul, Turkey	P: +90 212 249 21-97 / -98 F: +90 212 293 42 97	
Tuvalu	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●+	●	Tuvalu Ship Registry Singapore Operations Office 10 Anson Road # 25-16, International Plaza 079903 Singapore, Singapore	P: +65 6224 2345 F: +65 6227 2345	info@tvship.com www.tvship.com
Ukraine		●	●	●	●	●	●	●		●	●	●	●	●	●	●		○+	○	Ministry of Transport and Communication of Ukraine State Department of Maritime and Inland Water Transport 14 prospekt Peremogy 01135 Kyiv-135, Ukraine	P: +38 461 51 86 F: +38 461 51 89	office@morrichflot.gov.ua

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Country	AFS Anti Fouling	Int. Load Line	Int. Tonnage	Cargo Ship Safety Construction	Cargo Ship Safety Equipment	Cargo Ship Safety Radio	Passenger Ship Safety	Dangerous Goods	Int. Ship Security (ISPS)	DOC (ISM)	SMC (ISM)	DOA (Carriage Bulk Grain)	Int. Certificate of Fitness Chemicals (IBC)	Int Certificate of Fitness Gas (IGC)	Int. Oil Pollution Prevention	Int. Pollution Prevention Noxious Liquid Subst (NLS)	Int. Sewage Pollution Prevention	Engine Int. Air Pollution Prevention	Int. Air Pollution Prevention (Ship)	**Contact address of responsible administrative body** For enhanced communication between shipowners and administrations in exceptional cases (e.g. application for exemption). The common procedure designates GL to establish and maintain contact with the administrations.		
	Certificate																			**Postal**	**Phone/Fax**	**E-mail/Home page**
United Arab Emirates		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	○+	○	Marine Affairs Department Ministry of Communications PO Box 900 Abu Dhabi, United Arab Emirates	P: +971 2 418 2222 F: +971 2 449 1500	marine@moc.uae.gov.ae
United Kingdom		●+	●+	●+	●+	●+	▲+	●+				●+	●+	●+	●+	●+	●+	●+	●+	Maritime and Coastguard Agency (MCA) Bay 2/20, Spring Place, 105 Commercial Road Southampton SO15 1EG, United Kingdom	P: +44 23 8032 9100 (Head of Op.) P: +44 (0) 870 600 6505 (24-h info) F: +44 23 8032 9418 (Head of Op.) F: +44 23 8032 9531	infoline@mcga.gov.uk helen.kuhn@mcga.gov.uk (Ships in service) www.mcga.gov.uk
United States		●	●+	●+	●+			●		●+	●+				●					U.S. Department of Homeland Security United States Coast Guard 2100 Second Street S.W. 20593 – 0001 Washington D.C., USA	P: +1 281 877 6523 F: +1 281 877 6797	john.j.hannon2@uscg.mil hqs-pf-g-pcvaudits@uscg.mil www.uscg.mil/default.asp
Vanuatu	●	●	●	●	●	●+	●	●	●	●	●	●	●	●	●	●	●	●+	●	Vanuatu Maritime Services Limited Suite 1200 – 18, 42 Broadway, 12 th Floor N.Y. 10004 New York, USA.	P: +1 212 425 9600 F: +1 212 425 9652	email@vanuatuships.com www.vanuatuships.com
Yemen		●	●	●	●	●	●	●		●	●	●	●	●	○	○	○+			Ministry of Transport Public Corporation for Maritime Affairs PO Box 19395 Sana'a, Yemen	P: +967 419914 P: +967 414412 F: +967 414645	

● Survey / audit and issue of certificate by GL.
▲ Survey / audit for issue of certificate by the flag state administration and/or servicing of them (e.g. mandatory periodical surveys).
○ Survey / audit and issue of certificate by GL. The country has not yet ratified the respective convention.

* Beyond territorial waters of the flag state only.
\+ Certain procedural requirements apply.

Germanischer Lloyd Aktiengesellschaft

Head Office

Vorsetzen 35, 20459 Hamburg, Germany

Phone: +49 40 36149-0 · Fax: +49 40 36149-200

headoffice@gl-group.com

24-hour fleet in service hotline

+49 40 36149-1111

www.gl-group.com

0E077 · 2009-03-01