



CONVENTION AMENDMENT MATRIX – APPLICABLE TO TANKERS (OIL / GAS / CHEMICAL)

MARCH 2021



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Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements for Tankers (Oil, Gas and Chem) in 2021 Onwards

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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	Reg Status <u>Operational or Hardware</u> <u>Mandatory or Guidance</u>		<u>SOLAS (S)</u> <u>MARPOL (M)</u> <u>Load Line (L)</u> <u>BWM (B)</u> <u>MODU Code (MC)</u> <u>Ship Recycling (SR)</u> <u>Anti-Fouling (AFS)</u> <u>Safe Container (CSC)</u> <u>Fish Vessel Conv (FV)</u> <u>STCW Convention</u>	Ship Type	Size Parameter						<u>Application to Age (All, New or Retroactive)</u>	Compliance Date				Age of Ship <u>(Keel Lay, Delivery, or Contract)</u>					Overview of Regulation				
							No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year			day	month	year	(refer to actual regulation for details)				
1	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2028	D	on after	1	1	2028	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.				
2	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	1	2027	D	on after	1	1	2027	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.				
3	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	4	2026	D	on after	1	4	2026	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.				
4	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	7	2024	KL	on after	1	7	2024	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.				
5	SOLAS II-1 IGF Code	MSC.458(101)	H	M	S	All Ships					≥ 500		N		1	1	2024	C	on after	1	1	2024	Amendents to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.				
6	SOLAS II-1 IGF Code	MSC.458(101)	H	M	S	All Ships					≥ 500		N		1	1	2024	KL	on after	1	7	2024	Amendents to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.				
7	SOLAS II-1 IGF Code	MSC.458(101)	H	M	S	All Ships					≥ 500		N		1	1	2024	D	on after	1	1	2028	Amendents to the IGF Code cover the following: 1) Conditions for permitting higher loading limits of cargo tanks, where cargo tank insulation and location make the probability for the tank contents to be heated up due to an external fire very small; 2) Protection requirements for gaseous fuel pipes passing through enclosed spaces; 3) Requirements for explosion relief systems on exhaust systems of piston-type external combustion engines; and 4) Crediting the use of fuel storage hold spaces as a cofferdam for type C tanks that are not located directly above category A machinery spaces or other rooms with high fire risk.				
8	SOLAS III LSA Code	MSC.459(101)	H	M	S	All					≥500		A	INS	1	1	2024	KL	on after	1	1	1900	An amendment to 4.4.8.1 of the LSA Code clarifies that buoyant oars need not be provided as lifeboat equipment for free-fall lifeboats and for those lifeboats which have two independent propulsion systems (two separate engines, shaft lines, fuel tanks, piping systems and any other associated ancillaries). An amendments to paragraph 6.1.1.3 of the LSA Cod permits, on cargo ships, the dedicated rescue boat to be manually launched (in lieu of being fitted with stored mechanical power) provided its mass does not exceed 700 kg in fully equipped condition without the crew and that a means is arranged to bring and hold the craft against the ship's side so that persons can embark safely.				



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

	Regulation	Reference Document - <u>Hyperlink if Underlined</u>	Reg Status <u>Operational or Hardware</u> <u>Mandatory or Guidance</u>		<u>SOLAS (S)</u> <u>MARPOL (M)</u> <u>Load Line (L)</u> <u>BWM (B)</u> <u>MODU Code (MC)</u> <u>Ship Recycling (SR)</u> <u>Anti-Fouling (AFS)</u> <u>Safe Container (CSC)</u> <u>Fish Vessel Conv (FV)</u> <u>STCW Convention</u>	Ship Type	Size Parameter						<u>Application to Age (All, New or Retroactive)</u>	Compliance Date				Age of Ship <u>(Keel Lay, Delivery, or Contract)</u>				Overview of Regulation				
							No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year			day	month	year	(refer to actual regulation for details)			
9	SOLAS II-1 / 3-8 Mooring/Towing Inspection and Maintenance	MSC.474(102)	H	M	S	All Ships					≥ 500		A		1	1	2024	KL	on after	1	1	1900	To complement the revised SOLAS II-1/Regulation 3-8 (resolution MSC.474(102)), mooring equipment and lines on ships will be subject to inspection by the Company based on criteria of the new MSC.1/Circ.1620 "Guidelines for inspection and maintence of mooring equipment including lines". An onboard maintenance plan or equivalent maintenance management system should be established by the Company based on the manufacturer's recommendations. Records of inspection, maintenance and replacement of mooring lines should be retained on board for a period not less than the completion date of the next annual survey			
10	SOLAS II-1 / 3-8 Mooring and Towing Equipment Design	MSC.474(102)	H	M	S	All Ships					≥ 500		N		1	1	2024	C	on after	1	1	2024	Amendments to SOLAS II-1/3-8 require that the design and arrangement of mooring and towing equipment used during the normal operation of the ship shall meet the requirements of the flag Administration or its recognized organization (class society). Fittings and equipment are to be clearly marked with any limitations associated with its safe operation. The mooring arrangement and equipment, including lines, on ships ≥ 3,000 gt shall be designed and selected based on MSC.1/Circ.1619.			
11	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.			
12	SOLAS II-1 Watertight and weathertight integrity	MSC.474(102)	H	M	S	All					≥ 500		N		1	1	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/15 specify watertight and structural integrity of cargo ports and other similar openings (e.g. gangway and fueling ports) in the side of ships below the bulkhead or freeboard deck.			
13	SOLAS II-1 IGF Code	MSC.475(102)	H	M	S	All Ships					≥ 500		N		1	1	2024	KL	on after	1	1	2024	The IGF Code amendments remove the need for tank cofferdams to be provided with a suitable pressure relief system; require fuel preparation rooms containing pumps, compressors or other potential ignition sources shall be provided with a fixed fire-extinguishing system under SOLAS II-2/10.4.1.1 and extend the cross-weld tensile strength to materials such as aluminum alloys			
14	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	10	2022	K	on after	1	10	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.			
15	BWM E-1 Commissioning Test of BWMS	MEPC.325(75)	H	M	B	All					≥ 400		A	FS	1	6	2022	KL	on after	1	1	1900	The BWM Convention has been amended to require that upon installation of a BWMS, a commissioning test is carried out (as part of either an Initial Survey or Additional Survey) in order to validate the installation of any ballast water management system by demonstrating that its mechanical, physical, chemical and biological processes are working properly. The commissioning test is to take into account BWM.2/Circ.70/Rev.1 "2020 Guidance for the Commissioning Testing of Ballast Water Management Systems".			
16	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	H	M	M	GasLng				≥15000			N		1	4	2022	C	on after	1	4	2022	MARPOL Annex VI has been amended to accelerate the Phase 3 reduction factor (which is applied to the Required EEDI) by 3 years from 2025 to 2022.			
17	SOLAS V Appendix Details of navigational systems and equipment	MSC.456(101)	O	M	S	All Ships					≥ 500		R	P	1	1	2024	KL	on after	1	1	1900	Minor amendments to the Record of Equipment which supplements the Form E, Form C and Form P certificates relates to the section concerning "Details of navigational systems and equipment", where Item 8.1 "Rudder, propeller, thrust, pitch and operational mode indicator" will have an added footnote to permit deletion of items which are not applicable in this line.			
18	SOLAS II-2 FSS Code Ch.15 Inert Gas Systems	MSC.457(101)	O	M	S	All Ships					≥ 500		N		1	1	2024	KL	on after	1	1	2024	Amendments to the FSS Code clarify the location of the valve that isolates the inert gas main from the external supply of inert gas, and associated instrumentation requirements.			
19	MARPOL VI Procedures for FO Sampling	MEPC.324(75)	O	M	M	All Ships					≥400		R	P	1	4	2023	KL	before	1	4	2022	MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure in for the “MARPOL delivered fuel oil sample” and to add verification procedures for the “in-use sample” and the “on board sample”.			
20	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	O	M	M	Oil				≥4000			N		1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.			



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			Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	(Keel Lay , Delivery , or Contract)	day	month	year	(refer to actual regulation for details)	
21	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	O	M	M	Chem				≥4000			N		1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
22	MARPOL VI Amendments to EEDI Regulations	MEPC.324(75)	O	M	M	GasLng				≥2000			N		1	11	2022	D	on after	1	4	2022	MARPOL Annex VI has been amended to mandate the reporting of required and attained EEDI values to the IMO. Tables providing EEDI reduction factors have been replaced.
23	SOLAS VII IMDG Code	MSC.477(102)	O	M	S	All Ships					> 0		A		1	6	2022	KL	on after	1	1	1900	Resolution MSC.477(102) provides a consolidated text of The International Maritime Dangerous Goods (IMDG) Code. In addition to the periodic review of carriage requirements for new and existing substances, the amendments also introduce a new handling code for medical waste and other updated guidance.
24	MARPOL VI Procedures for FO Sampling	MEPC.324(75)	O	M	M	All Ships					≥400		N		1	4	2022	KL	on after	1	4	2022	MARPOL Annex VI has been amended to introduce definitions distinguishing between "in-use" and "on board" fuel oil samples taken from a vessel. The entirety of Appendix VI of MARPOL Annex VI has also been revised to simplify the verification procedure in for the “MARPOL delivered fuel oil sample” and to add verification procedures for the “in-use sample” and the “on board sample”.
25	SOLAS VII IBC Code	MSC.460(101)	O	M	S	Chem					≥ 500		A		1	1	2021	KL	on after	1	7	1986	A comprehensive set of revisions for the carriage requirements of products in Chapter 17 of the IBC Code was adopted, primarily as a consequence of the revised Chapter 21 on the criteria for assigning carriage requirements for products subject to the IBC Code. Additionally, specific products are now required to undergo prewash procedures under MARPOL Annex II. Chapter 15 was revised to require hydrogen sulphide detection equipment shall be provided on board ships carrying bulk liquids prone to formation. Similar amendments were approved for the BCH Code.
26	SOLAS XI-1/2 ESP Code	MSC.461(101)	O	M	S	Oil					≥ 500		A		1	1	2021	KL	on after	1	1	1900	Extensive amendments to the 2011 ESP Code provide a complete revision of the text. Numerous editorial amendments were made, and the following substantive amendments: 1) clarify the responsibilities and working arrangements where the 2011 ESP Code requires at least two exclusive surveyors to attend on board at the same time to perform the required survey; 2) provide consistency with IMO goal-base standards, GBS, regime (e.g., number and location of thickness measurements to be taken, acceptance criteria for corrosion and renewal of structure and longitudinal strength evaluation); 3) clarify specific elements that are subject to close-up survey in tanks on one side of the ship; 4) specify conditions for using hydraulic arm vehicles or aerial lifts for the close-up survey.
27	SOLAS VI/1 IMSBC Code	MSC.462(101)	O	M	S	Cargo					≥ 500		N		1	1	2021	KL	on after	1	1	1900	Amendments to the IMSBC Code are provided in a consolidated version of the Code. The revisions are editorial in nature. Administrations may authorize early application of th amendments on a voluntary basis from 1 January 2020.
28	SOLAS VII BCH Code	MSC.463(101)	O	M	S	Chem					≥500		A		1	1	2021	KL	before	1	7	1986	Amendments to the BCH Code require hydrogen sulphide detection equipment onboard when carrying certain cargoes, and also require specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).
29	MARPOL II/13 Cargo residues and tank washings of <i>persistent floating</i> products	MEPC.315(74)	O	M	M	Cargo					>0		A		1	1	2021	KL	on after	1	1	1900	The discharge of tank washings from tanks carrying products defined as "persistent floaters" is regulated by amendments to MARPOL II. The amendments apply to specific geographic areas, and will require a prewash procedure which discharges the tank washings to a reception facility at the port of unloading. Related amendments have been made to the IBC Code and BCH Code.
30	MARPOL II/13 Cargo residues and tank washings of <i>persistent floating</i> products	MEPC.315(74)	O	M	M	Cargo					>0		A		1	1	2021	KL	on after	1	1	1900	The discharge of tank washings from tanks carrying products defined as "persistent floaters" is regulated by amendments to MARPOL II. The amendments apply to specific geographic areas, and will require a prewash procedure which discharges the tank washings to a reception facility at the port of unloading. Related amendments have been made to the IBC Code and BCH Code.
31	MARPOL II BCH Code H2S Detection, Prewash Requirements	MEPC.319(74)	O	M	S	Chem					≥ 500		A		1	1	2021	KL	before	1	7	1986	Amendments to the BCH Code require require hydrogen sulphide detection equipment onboard when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).



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32	MARPOL II IBC Code H2S Detection, Prewash Requirements	MEPC.318(74)	O	M	S	Chem					≥ 500		A		1	1	2021	KL	on after	1	7	1986	Amendments to the IBC Code require hydrogen sulphide detection equipment onboard when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)). Various other amendments were made pertaining to definitions provided in the IBC Code, as well as specific cargo carriage requirements given by a complete revision of Chapters 17, 18 and 19.			
33	MARPOL II BCH Code H2S Detection, Prewash Requirements	MEPC.319(74)	O	M	S	Chem					≥ 500		A		1	1	2021	KL	before	1	7	1986	Amendments to the BCH Code require require hydrogen sulphide detection equipment onboard when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)).			
34	MARPOL II IBC Code H2S Detection, Prewash Requirements	MEPC.318(74)	O	M	S	Chem					≥ 500		A		1	1	2021	KL	on after	1	7	1986	Amendments to the IBC Code require hydrogen sulphide detection equipment onboard when carrying certain cargoes, and also requires specific operational measures related to tank washings of persistent floating products (by reference to regulation 13.7.1.4 of MARPOL Annex II, resolution MEPC.315(74)). Various other amendments were made pertaining to definitions provided in the IBC Code, as well as specific cargo carriage requirements given by a complete revision of Chapters 17, 18 and 19.			
35	LSA Code Fitting of Retro-Reflective Materials on LSA	MSC.481(102)	O	M	S	All					≥ 500		A	INS	9	11	2020	KL	on after	1	1	1900	The Committee adopted the "Revised Recommendation on the Use and Fitting of Retro-Reflective Materials on Life-Saving Appliances", in order to provide updated guidance on accelerated weathering tests for such materials. The previous Recommendation given by resolution A.658(16) will be revoked and replaced by resolution MSC.481(102). Administrations may accept life-saving appliances which are already fitted with retro-reflective materials in accordance with resolution A.658(16).			
36	MARPOL VI Electronic Record Books	MEPC.316(74)	O	M	M	All Ships					>0		A	P	1	10	2020	KL	on after	1	1	1900	MARPOL Annex VI has been amended to permit the use of Electronic Record Books, in lieu of hard copies, for the purpose of recording discharges, transfers or other operations as required by Annex VI provided the electronic recording system is approved by the Administration on or before the first International Air Pollution Prevention (IAPP) Certificate renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025, taking into account Guidelines adopted by resolution MEPC.312(74).			
37	MARPOL VI Electronic Record Books	MEPC.316(74)	O	M	M	All Ships					>0		A	R	1	10	2020	KL	on after	1	1	1900	MARPOL Annex VI has been amended to permit the use of Electronic Record Books, in lieu of hard copies, for the purpose of recording discharges, transfers or other operations as required by Annex VI provided the electronic recording system is approved by the Administration on or before the first International Air Pollution Prevention (IAPP) Certificate renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025, taking into account Guidelines adopted by resolution MEPC.312(74).			
38	SOLAS V Bridge Equipment	MSC.466(101) MSC.191(79)	H	G	S	All Ships					≥500		A	INS	1	1	2024	KL	on after	1	1	1900	Amendments to the recommended performance standard for presentation of navigation-related information on shipboard navigation displays incorporate reference to circular SN.1/Circ243 and MSC.1/Circ.1609, which are intended to provided standardization for the user interface of navigation equipment.			
39	SOLAS II-1 (Explanatory Notes)	MSC.429(98)	H	G	S	All Ships					≥ 500		N		1	1	2024	D	on/after	1	1	2024	Due to the extensive revisions to subdivision and damage stability regulations in SOLAS chapter II-1, adopted by resolution MSC.421(98), revised Explanatory Notes on the application of the revised SOLAS II-1 are provided.			



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(refer to actual regulation for details)																							
40	SOLAS IV GMDSS Performance Standards	MSC.434(98)	H	G	S	All Ships					≥ 500		A	INS	1	1	2021	K	on after	1	1	1900	Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98).
41	SOLAS IV GMDSS Performance Standards	MSC.434(98)	H	G	S	All Ships					≥ 500		A	INS	1	1	2021	K	on after	1	1	1900	Ship earth station which forms part of the GMDSS, if designed to operate in a mobile satellite service recognized on or after 1 January 2021, complies with the relevant requirements of A.1001(25) and conforms to performance standards MSC.434(98) or MSC.130(75), if installed after 1 February 1999; A.808(19) if installed on or after 23 November 1996 and before 1 February 1999; A.698(17) if installed before 23 November 1996
42	Japanese QZSS Equipment	<u>MSC.480(102)</u>	O	G	S	All					≥ 300		A	INS	1	1	2024	KL	on after	1	1	1900	In support of Worldwide Radionavigation System (WWRNS) standardization, the Committee adopted the "Performance Standards for Shipborne Japanese Quasi-Zenith Satellite System (QZSS) Receiver Equipment. QZSS provides positioning, navigation and timing service within a specified Asia-Oceania coverage area. These standards are applicable to Japanese QZSS receiver equipment installed on or after 1 January 2024.
43	SOLAS IV Performance Standards for Float-Free EPIRBs Operating on 406MHz	<u>MSC.471(101)</u>	O	G	S	All					>0		A	INS	1	7	2022	KL	on after	1	1	1900	A new standard governs the performance of Float-Free Emergency Position-Indicating Radio Beacons (EPIRBs) operating on 406 MHz, which form part of the Global Maritime Distress and Safety System (GMDSS). The standard is intended to standardize the physical attributes of these devices and the ambient conditions in which they are expected to perform, as well as the technical characteristics of the transmitted signal.
44	SOLAS IX Cyber Security	MSC.428(98)	O	G	S	All Ships					≥ 500		A	AD	1	1	2021	K	on after	1	1	1900	Recommendations on the implementation of cyber risk management take into account that safe operational practices in ship operation should identify risks and establish appropriate safeguards to ships, personnel and the environment under the ISM. Approved safety management system should take into account cyber risk management and addressed in safety management systems.
45	STCW Code List of Certificates	<u>MSC.478(102)</u>	O	G	STCW	All Ships					≥ 500		A		1	1	2021	KL	on after	1	1	1900	An amendment to Part B of the STCW Code was adopted by the Committee in order to provide an updated list of certifications which should be maintained by those in various shipboard roles. This guidance is provided for the benefit of Administrations, PSC authorities, recognized organizations and other relevant parties in order to consistently enforce the STCW Code.



Green (Mandatory operational requirements)

Red (recommended operational guidelines)

Ship Types

All - all types of ships, barges and MODUs

All Ships - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS

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

PassC - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage

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

RoRoV – a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks

RoRoC – a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units

RoRoP – a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces

HSC - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of $3.7(\text{VOL DISPL})^{0.1667}$

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

Cont - is a ship designed exclusively for the carriage of containers in holds and on deck

GenCargo - means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo

Refer means a ship designed exclusively for the carriage of refrigerated cargoes in holds.

Tanker - a "cargo ship" constructed or adapted for the carriage in bulk of liquid cargoes of an inflammable nature

Oil - a tanker constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any "*chemical tanker*" as defined in Annex II of the present Convention

Crude - an oil tanker engaged in the trade of carrying crude oil

Product - an oil tanker engaged in the trade of carrying oil other than crude oil

Chem - a cargo ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an "oil tanker" as defined in Annex I of the present Convention when it is

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

LNG carrier - means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (only LNG)

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

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

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

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

[illegible]

DSC Dynamically Support Craft

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

SP-MODU - a self propelled MODU

Ship Size

LOA - length overall

LLL - 1966 Load Line Length

gt - gross tonnage as per the 1969 Tonnage Convention

dwt - deadweight

88L - length according to the 1988 Load Line Protocol

66L - length according to the 1966 Load Line Convention