### IMO MANDATORY REQUIREMENTS ENTERING IN FORCE DURING 2010

<table>
<thead>
<tr>
<th>No.</th>
<th>Application Date</th>
<th>Passenger/Vessel</th>
<th>Roll-On/Passenger</th>
<th>Oil Tanker</th>
<th>Gas Carrier</th>
<th>Bulk Carrier</th>
<th>Container Vessel</th>
<th>General Cargo Vessel</th>
<th>Roll-On Cargo Vessel</th>
<th>Restrictions</th>
<th>Subject/Extract Mandatory Requirements</th>
<th>Instrument</th>
<th>Chapter or Annex/Regulation</th>
<th>Amendment</th>
<th>Source</th>
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<tr>
<td>1</td>
<td>2010-01-01</td>
<td>N/E N/E</td>
<td>N/E N/E</td>
<td>N/E N/E</td>
<td>N/E N/E</td>
<td>N/E N/E</td>
<td>Keel-laying date &gt;= 1998-07-01, GT/GRT &gt;= 300 and &lt; 500</td>
<td>Requirements for &quot;radar transponders&quot; are replaced with a requirement for a &quot;search and rescue locating device&quot;, which shall conform to the applicable performance standards.</td>
<td>SOLAS 1974</td>
<td>III (1996)I/6.2.2</td>
<td>May-08</td>
<td>MSC.256(64)</td>
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<td>2</td>
<td>2010-01-01</td>
<td>N/E N/E</td>
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<td>Keel-laying date &gt;= 1998-07-01</td>
<td>Requirements for &quot;radar transponders&quot; are replaced with a requirement for a &quot;search and rescue locating device&quot;, which shall conform to the applicable performance standards.</td>
<td>SOLAS 1974</td>
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<td>3</td>
<td>2010-01-01</td>
<td>E E E E E E E E E</td>
<td>Ships making use of the revised interim scheme for tonnage measurement (A.494(XII))</td>
<td>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.</td>
<td>SOLAS 1974</td>
<td>IX/2</td>
<td>MSC.1/Circ.1231</td>
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<td>5</td>
<td>2010-01-01</td>
<td>E</td>
<td>Delivery date &lt; 2010-01-01</td>
<td>Size and arrangement of cargo tanks is limited by hypothetical outflow calculated in accordance with 25 and damage assumptions of regulation 24.</td>
<td>MARPOL 73/87</td>
<td>I (2004)/26</td>
<td>Oct-04</td>
<td>MEP.C.117(52)</td>
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<td>6</td>
<td>2010-01-01</td>
<td>N</td>
<td>Delivery date &gt;= 2010-01-01, GT/GRT &gt;= 150</td>
<td>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.</td>
<td>MARPOL 73/87</td>
<td>I (2004)/30.7</td>
<td>Oct-04</td>
<td>MEP.C.117(52)</td>
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<td>7</td>
<td>2010-01-01 (anniversary of the date of delivery in 2010)</td>
<td>E</td>
<td>Delivery date &gt;= 1984-01-01 and &lt; 1996-07-06, TDIW &gt;= 5,000, category 2 and category 3 oil tankers.</td>
<td>Compliance with MARPOL I/13F (double hull in the entire cargo area) is required. This means that &quot;Category 2&quot; and &quot;Category 3&quot; 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.</td>
<td>MARPOL 73/87</td>
<td>I (1973)/13G.4 + 5 + 7 + B</td>
<td>Dec-03</td>
<td>MEPC.111(60)</td>
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<td>8</td>
<td>2010-01-01 (anniversary of the date of delivery in 2010)</td>
<td>E</td>
<td>Delivery date &gt;= 1995-01-01 and &lt; 1995-12-31, TDIW &gt;= 5,000, category 2 and category 3 oil tankers.</td>
<td>Compliance with the Condition Assessment Scheme (CAS, as adopted by MEPC.94(46) and amended) is required.</td>
<td>MARPOL 73/87</td>
<td>I (1973)/13G.6</td>
<td>Dec-03</td>
<td>MEPC.111(60)</td>
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<td>9</td>
<td>2010-01-01 (exp)</td>
<td>N/E N/E N N N N N N N N</td>
<td>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.1259 &quot;Guidelines for owners/operators on preparing emergency towing procedures&quot;.</td>
<td>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. II/20.4.</td>
<td>SOLAS 1974</td>
<td>II-1 (2005)/3.4</td>
<td>May-08</td>
<td>MSC.256(64)</td>
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<td>10</td>
<td>2010-01-01 (exp)</td>
<td>N N N N N N N N N N</td>
<td>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 organization. References to regulations are updated.</td>
<td>All ships shall be provided with a ship-specific emergency towing procedure. Refer to MSC.1/Circ.1259 &quot;Guidelines for owners/operators on preparing emergency towing procedures&quot;.</td>
<td>SOLAS 1974</td>
<td>II-1 (2005)/3.9</td>
<td>May-08</td>
<td>MSC.256(64)</td>
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<td>11</td>
<td>2010-01-01 (exp)</td>
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<td>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 organization. References to regulations are updated.</td>
<td>All ships shall be provided with a ship-specific emergency towing procedure. Refer to MSC.1/Circ.1259 &quot;Guidelines for owners/operators on preparing emergency towing procedures&quot;.</td>
<td>SOLAS 1974</td>
<td>II-2 (2000)/20.6.1</td>
<td>May-08</td>
<td>MSC.256(64)</td>
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<td>12</td>
<td>2010-01-01 (exp)</td>
<td>E E</td>
<td>Keel-laying date &lt; 2004-07-01</td>
<td>Requirements for &quot;radar transponders&quot; are replaced with a requirement for a &quot;search and rescue locating device&quot;, which shall conform to the applicable performance standards.</td>
<td>SOLAS 1974</td>
<td>III (1996)I/6.2.5</td>
<td>May-08</td>
<td>MSC.256(64)</td>
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<td>13</td>
<td>2010-01-01 (exp)</td>
<td>N/E N/E N/E N/E N/E N/E N/E N/E N/E N/E Cargo ships only if GT/GRT &gt;= 300</td>
<td>Cargo ships only if GT/GRT &gt;= 300</td>
<td>Requirements for &quot;radar transponders&quot; are replaced with a requirement for a &quot;search and rescue locating device&quot;, which shall be capable of operating in the 9 GHz band or on frequencies dedicated for AIS.</td>
<td>SOLAS 1974</td>
<td>IV/1.7.1.3</td>
<td>May-08</td>
<td>MSC.256(64)</td>
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<td>14</td>
<td>2010-01-01 (exp)</td>
<td>N N N N N N N N N N</td>
<td>New regulation 6 is added to make mandatory parts I and II of the new Casualty Investigation Code.</td>
<td>High-speed craft with keel-laying date &gt;= 1996-01-01 and &lt; 2002-07-01</td>
<td>SOLAS 1974</td>
<td>XX/1/6</td>
<td>May-08</td>
<td>MSC.257(64)</td>
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<td>15</td>
<td>2010-01-01 (exp)</td>
<td>N E N/E N/E N/E N/E N/E N/E N/E</td>
<td>High-speed craft with keel-laying date &gt;= 1996-01-01 and &lt; 2002-07-01, passenger- and cargo High-speed craft</td>
<td>Requirements for &quot;radar transponders&quot; are replaced with a requirement for a &quot;search and rescue locating device&quot;, which shall conform to the applicable performance standards.</td>
<td>SOLAS 1974</td>
<td>XX/1.1.2</td>
<td>May-08</td>
<td>MSC.259(64)</td>
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<td>16</td>
<td>2010-01-01 (exp)</td>
<td>N E N/E N/E N/E N/E N/E N/E N/E</td>
<td>Keel-laying date &gt;= 1996-01-01 and &lt; 2002-07-01, passenger- and cargo High-speed craft</td>
<td>Requirements for &quot;radar transponders&quot; are replaced with a requirement for a &quot;search and rescue locating device&quot;, which shall conform to the applicable performance standards.</td>
<td>SOLAS 1974</td>
<td>XVIII.1.3</td>
<td>May-08</td>
<td>MSC.259(64)</td>
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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)

Ships carrying harmful substances in packaged form. Harmful substances are not only marine pollutants according to the IMDG Code but also those in packaged form. MARPOL 73/78 III 2006 Appendix 6.1 Oct-06 MEP C.15 6 (55)

Ships carrying harmful substances in packaged form. All 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 Appendix 4.4 - 5 Oct-06 MEP C.15 6 (55)

Ships carrying harmful substances in packaged form. The jurisdiction of a port state control officer in the context of MARPOL III is ex-tended to ships in offshore terminals of that port state (previously it had been limited to ports of that state). MARPOL 73/78 III 2006 Appendix 6.1 Oct-06 MEP C.15 6 (55)

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 6.1 Oct-06 MEP C.15 6 (55)

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)". May-08 MSC.255(44)

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(1)/10.4.1.5 May-08 MSC.265(84)

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)

New paragraph 6.1.5 added in SOLAS II-2/200. For closed vessel, re-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 organization. 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(1)/20.6.1.5 May-08 MSC.266(84)


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 4.4.2.1 Dec-08 MSC.272(85)

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)

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)

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)

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(1)/9.7.1.2 Dec-08 MSC.269(85)

Freeboard length >= 24 m Part A of the 2008 IS Code is made mandatory. SOLAS 1974 II-1 2005(1)/8.1 Dec-08 MSC.269(85)

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(1)/8.1 Dec-08 MSC.269(85)

No of persons >= 36 A flooding detection system for watertight spaces below the bulkhead deck shall be provided. SOLAS 1974 II-1 2005(1)/22.1 Dec-08 MSC.269(85)

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(1)/41.6 Dec-08 MSC.269(85)

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(1)/55 Dec-08 MSC.269(85)
41 2010-07-01 (exp) 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)

42 2010-07-01 (exp) 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-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)

43 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)

44 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)/7.5.3.1 Dec-06 MSC.216(82)

45 2010-07-01 (exp) N N Safety barriers 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)

46 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)

47 2010-07-01 (exp) N/E N/E Keel-laying date >= 2002-07-01 “Sale shops” are re-categorized from “accommodation spaces of moderate fire risk” to “accommodation spaces of greater fire risk”. SOLAS 1974 II-2 (2000)/9.2.2.2 Dec-06 MSC.216(82)

48 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)

49 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)

50 2010-07-01 (exp) N N N N N N N 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)

51 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)

52 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)

53 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 Dec-08 MSC.269(85)

54 2010-07-01 (exp) N/E 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)/9.7.5.2.2 Dec-08 MSC.269(85)

55 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 firefighting 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)/9.7.5.6 Dec-06 MSC.216(82)

56 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)/9.7.6.1 Dec-08 MSC.269(85)

57 2010-07-01 (exp) N/E N/E Keel-laying date >= 2002-07-01 No of passengers < 36 The backstages of a theatre is excluded from those public spaces, which may have direct access to stairway enclosures. SOLAS 1974 II-2 (2000)/9.7.2.5.3 Dec-06 MSC.269(82)

58 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)/13.3.2.3 Dec-06 MSC.269(82)

59 2010-07-01 (exp) N N Freeboard length >= 120 m or freeboard length < 120 m and having at least three main fire zones 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)/13.3.2.5.1 Dec-08 MSC.269(82)

60 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(62)

61 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(62)

62 2010-07-01 (exp) N/E N/E N/E N/E N/E N/E N/E N/E Keel-laying date >= 1998-07-01 Various life-saving appliances and arrangements shall provide an equivalent safety level and undergo an engineering analysis as required in SOLAS III/83. SOLAS 1974 III (1996)/4.3 Dec-06 MSC.216(82)

63 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)
64  2010-07-01 (exp)  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  Keel-laying date >= 1998-07-01  Full 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)/7.1.5  May-06  MSC.201(81)

65  2010-07-01 (exp)  N/E  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)/8  Dec-06  MSC.216(82)

66  2010-07-01 (exp)  N/E  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/9.3.3  May-06  MSC.201(81)

67  2010-07-01 (exp)  N/E  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 + 10.1.4.3 + 10.2.3.2  May-06  MSC.201(81)

68  2010-07-01 (exp)  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  Keel-laying date >= 1998-07-01 and < 2010-07-01, new LSA-equipment resp. -installations only  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  May-06  MSC.201(81)

69  2010-07-01 (exp)  N/E  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 booklet 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/2(2000)/22.4  May-06  MSC.201(81)

70  2010-07-01 (exp)  N/E  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 2.3 "Testing of the installation" and 2.4 "Low-pressure CO2 system" FSS Code 9.2.1.4.1  Dec-06  MSC.217(82)

71  2010-07-01 (exp)  N/E  N/E  Keel-laying date >= 2002-07-01  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)

72  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 in a space more than one main vertical zone.  FSS Code 9.2.1.4.1  Dec-06  MSC.217(82)

73  2010-07-01 (exp)  N/E  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, crew and the environment and establish adequate 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)

74  2010-07-01 (exp)  N/E  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)

75  2010-07-01 (exp)  N/E  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)

76  2010-07-01 (exp)  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  N/E  The company should, rather than establish procedures to identify, equip and maintain technical systems the sudden operational failure of which may result in hazardous situations.  ISM Code A/8.1  Dec-08  MSC.273(85)

77  2010-07-01 (exp)  N/E  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)

78  2010-07-01 (exp)  N/E  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, equip and maintain technical systems the sudden operational failure of which may result in hazardous situations.  ISM Code A/10.3  Dec-08  MSC.273(85)

79  2010-07-01 (exp)  N/E  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 periodic 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)

80  2010-07-01 (exp)  N/E  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)

81  2010-07-01 (exp)  N/E  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 (HSCC).  ISM Code B/13.12 to 13.14  Dec-08  MSC.273(85)

82  2010-07-01 (exp)  N/E  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 < 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 color 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)

83  2010-07-01 (exp)  N/E  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 < 2010-07-01, new LSA-equipment resp. -installations only  A minimum mass of 4 kg is required for lifebuoy 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 2.1.17 + 3.6  May-06  MSC.207(81)
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.

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 shall be documented by its supplier.

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.

Ships carrying crude oil.

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.

Ships shall have onboard and implement an approved specific Volatile Organic Compound (VOC) management plan providing written procedures for minimizing VOC emissions during crude oil loading, washing, loading, sea passage, and discharge of cargo. A person responsible for implementing the plan is to be identified.

The sulphur content of any fuel oil used on board ships 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).

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).

Ships shall have onboard and implement an approved specifc Volatile Organic Compound (VOC) management plan providing written procedures for minimizing VOC emissions during crude oil loading, washing, loading, sea passage, and discharge of cargo. A person responsible for implementing the plan is to be identified.

The sulphur content of any fuel oil used on board ships shall be documented by its supplier.

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.
Reception facilities receiving wash water have to establish the infrastructure necessary to manage and process the wash water. 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.

Parties have to take all reasonable steps to promote the availability of compliant fuel oils in its ports and terminals. 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.

Parties have to take all reasonable steps to promote the availability of compliant fuel oils in its ports and terminals. 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.

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 documented. 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 as that of the port of destination when it cannot purchase compliant fuel oil.

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 bunker 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 analyzed.

Compliance with MARPOL VI/18.6 (bunker delivery note 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.

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.

If 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 partial replacement or restricted gas supply operation on pure liquid fuel is exempted for the voyage to the next appropriate port for repair.

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.
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 MEP C.177(58)

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 MEP C.177(58)

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 MEP C.177(58)

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 MEP C.177(58)

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 4.10.2 Oct-08 MEP C.177(58)

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 MEP C.177(58)

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 MEP C.177(58)

Revised detailed test conditions for the procedures for NOx measurements of en-gines on a test bed (engines with charge air cooling, power, engine air inlet system, engine exhaust system, cooling system). New requirements covering the determination of exhaust gas flow in the NOx emission measurement. NOx, Technical Code 2008 5.4 Oct-08 MEP C.177(58)

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 5.5 Oct-08 MEP C.177(58)

Revised detailed requirements for the test run of systems for NOx emission measurements on a test bed. NOx, Technical Code 2008 5.6 Oct-08 MEP C.177(58)

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 5.9 Oct-08 MEP C.177(58)

Revised requirements for data evaluation for gaseous emissions within the procedures for NOx emission measurements of engines on a test bed. NOx, Technical Code 2008 5.10 Oct-08 MEP C.177(58)

Revised requirements for calculation of the gaseous emissions in the procedures for NOx emission measurements of engines on a test bed. NOx, Technical Code 2008 5.11 Oct-08 MEP C.177(58)

Revised requirements for engine parameter check method in the procedures for demonstrating compliance with NOx emission limits of engine on board. NOx, Technical Code 2008 5.12 Oct-08 MEP C.177(58)

Revised requirements for simplified measurement method in the procedures for demonstrating compliance with NOx emission limits of engine on board. NOx, Technical Code 2008 6.2 Oct-08 MEP C.177(58)

New requirements covering the direct measurement and monitoring method in the procedures for demonstrating compliance with NOx emission limits on board. Supporting implementation is given with Appendix B. NOx, Technical Code 2008 6.3 Oct-08 MEP C.177(58)

New requirements for calibration of the analytical and measurement instruments for NOx emissions. NOx, Technical Code 2008 6.4 Oct-08 MEP C.177(58)

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 MEP C.177(58)

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 MEP C.17(758)

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 MEP C.177(58)

Revised specifications for analyzers 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 MEP C.177(58)

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 MEP C.177(58)

Revised parent engine test report and test data due to revision of NOx Code. Refer to regulations 4.1.5 and 5.10 of the NOx Code 2008. NOx, Technical Code 2008 Appendix.5 Oct-08 MEP C.177(58)
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.

Revised checklist for an engine parameter check method due to revision of NOx Code. Refer to NOx Code 2008/6.2.5.

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.

Revised NOx Technical Code 2008 introduces 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.

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