

CONVENTION AMENDMENT MATRIX

MARCH 2021





Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2021 and Beyond for All Ship Types - March 2021

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

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



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2021 and Beyond for All Ship Types - March 2021

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

Regulation	Reference Document - Hyperlink if Underlined	Reg Status		SOLAS (S) MARPOL(M) Load Line (L) BWM (B) MODU Code (MC) Ship Recycling (SR) Anti-Fouling (AFS) Safe Container (CSC) Fish Vessel Conv (FV) STCW Convention	Ship Type	Size Parameter						Application to Age (All, New or Retroactive)	Compliance Date			Age of Ship			Overview of Regulation (refer to actual regulation for details)			
		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day		month	year	
12	SOLAS II-1 Watertight and weathertight integrity MSC.474(102)	H	M	S	Pass	>12				≥ 500		N	1	7	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided	
13	SOLAS II-1 IGF Code MSC.458(101)	H	M	S	All Ships					≥ 500		N	1	1	2024	C	on after	1	1	2024	Amendments 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.	
14	SOLAS II-1 IGF Code MSC.458(101)	H	M	S	All Ships					≥ 500		N	1	1	2024	KL	on after	1	7	2024	Amendments 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.	
15	SOLAS II-1 IGF Code MSC.458(101)	H	M	S	All Ships					≥ 500		N	1	1	2024	D	on after	1	1	2028	Amendments 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.	
16	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.
17	SOLAS II-1/35-1 Bilge pumping arrangements MSC.421(98)	H	M	S	Pass		91.5					N		1	1	2024	D	on/after	1	1	2024	Additional conditions of flooding (the three loading conditions used to calculate the attained subdivision index A as per revised regulation 8) are also to be applied when checking that at least one powered bilge pump is available after flooding.



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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
18	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 maintenance 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
19	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.
20	SOLAS II-1 Watertight and weathertight integrity MSC.474(102)	H	M	S	Pass	>12				≥ 500		N	1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/12 and 17 specify requirements for remotely controlled valves fitted on pipes that handle fluid in the forepeak tank; revise the requirements for power-operated sliding doors including their visual indicator status and central operating console function and location; and internal watertight subdivision arrangements to limit the entry and spread of water above the bulkhead deck through pipes, scuppers, electric cables, etc., that immerse within any intermediate or final stage of damage flooding and through doors that immerse within the required range of positive stability after flooding. Damage control information on passenger ships having a length ≥ 120 m or having three or more main vertical zones shall include a reference to activation of damage stability support from the onboard stability computer, if installed, and to shore-based support when provided
21	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.
22	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.
23	SOLAS II-1 Watertight and weathertight integrity MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N	1	1	2024	C	on after	1	1	2024	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
24	SOLAS II-1 Watertight and weathertight integrity MSC.474(102)	H	M	S	RoRoP	>12				≥ 500		N	1	1	2024	KL	on after	1	7	2024	The amendments to SOLAS II-1/17-1 specify means of closure for vehicle ramps installed to give access to spaces below the bulkhead deck shall be watertight if the deck is designated as a watertight horizontal boundary
25	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
26	SOLAS VII IGC Code MSC.476(102)	H	M	S	GasLNG					≥ 500		N	1	1	2024	KL	on after	1	1	2024	The IGC Code amendments extend the cross-weld tensile strength to materials such as aluminum alloys.
27	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.
28	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	LNG					≥10000		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.
29	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	Cont					≥10000		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.



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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	
30	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	GenCar				≥3000			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.
31	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	PassC				≥25000			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.
32	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".
33	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.
34	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	LNG				≥10000			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.
35	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	Cont				≥10000			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.
36	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	GenCar				≥3000			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.
37	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	H	M	M	PassC				≥25000			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.
38	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.
39	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.
40	MARPOL IV Prevention of Sewage Pollution MEPC.275(69)	O	M	M	Pass	>12			> 0			R		1	6	2023	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023).
41	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".
42	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	Bulk				≥10000			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.
43	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	Cont				≥400			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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44	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	GenCargo				≥10000			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.
45	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	Refer				≥3000			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.
46	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	Combo				≥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.
47	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	Pass							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.
48	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.
49	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.
50	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	LNG				≥10000			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.
51	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.
52	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	PassC	≥ 12			≥25000			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.
53	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	RoRoV				≥10000			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.
54	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	RoRoC				≥1000			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.
55	MARPOL VI Amendments to EEDI Regulations MEPC.324(75)	O	M	M	RoRoP				≥250			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.
56	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.
57	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".
58	MARPOL IV Prevention of Sewage Pollution MEPC.275(69)	O	M	M	Pass	>12			> 0			R		1	6	2021	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023.



Table 1 - Summary of SOLAS, MARPOL, Load Line, AFS and BWM Requirements to be Complied with in 2021 and Beyond for All Ship Types - March 2021

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

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		Operational or Hardware	Mandatory or Guidance			No of Passengers	LLL (m)	LOA (m)	DWT (tons)	GT	Bst Cpty (m³)		Notes	day	month	year	Keel Lay, Delivery, or Contract	day	month		year		
59	MARPOL IV Prevention of Sewage Pollution	MEPC.274(69)	O	M	M	Pass	> 12				> 0		R		1	6	2021	K	on after	1	1	1900	The resolution amends Regulation 11.3 of MARPOL Annex IV (previously revised by Resolution MEPC.200(62)) to revise the application criteria for discharge of sewage from passenger ships within a special area, based on the amended definition of "new passenger ship" (i.e. building contract placed or keel laid on or after 1 June 2019, or delivered on or after 1 June 2021).
60	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.
61	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.
62	SOLAS XI-1/2 ESP Code	MSC.461(101)	O	M	S	Bulk					≥ 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.
63	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 the amendments on a voluntary basis from 1 January 2020.
64	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)).
65	MARPOL II/13 Cargo residues and tank washings of persistent floating 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.
66	MARPOL II/13 Cargo residues and tank washings of persistent floating 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.
67	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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68	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.
69	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)).
70	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.
71	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).
72	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).
73	MARPOL I MARPOL II MARPOL V Electronic Record Books MEPC.314(74)	O	M	M	All					>0		A	>=	1	10	2020	KL	on after	1	1	1900	MARPOL Annexes I, II and V have been amended to permit the use of approved Electronic Record Books, in lieu of hard copies, for the purpose of recording discharges, transfers or other operations as required by each respective Annex. In relation to this, Guidelines for the use of electronic record books under MARPOL have been adopted by resolution MEPC.312(74).
74	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).
75	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.
76	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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77	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12					≥ 0		R	1	6	2023	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines. Amendments to MEPC.107(49) clarifying that the validity of 15 ppm bilge alarms' calibration certificates are to be checked at IOPP annual, intermediate and renewal surveys. Calibration and testing of the equipment is required to be conducted by a manufacturer or persons authorized by the manufacturer. The interval of testing remains the same; every five years after its commissioning or within the term specified in the manufacturer's instructions, whichever is shorter.
78	MARPOL IV Prevention of Sewage Pollution	MEPC.284(70) MEPC.227(64) MEPC.159(55)	H	G	M	Pass	>12					≥ 0		R	1	6	2021	K	on after	1	1	1900	Discharge compliance dates are established for the Baltic Sea Special Area (1 June 2021 for existing passenger ships with one exception - existing passenger ships which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (that is, ports east of longitude 28 degrees, 10 minutes within the special area) and leaving the special area without making any other port calls within the special area shall comply on 1 June 2023. Sewage treatment plants installed on passenger ships intending to discharge sewage effluent in special areas (currently the Baltic Sea) are to be type approved to additionally meet the specified effluent standards, including those specified in Section 4.2 of the 2012 Guidelines.



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79	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).
80	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
81	Japanese QZSS Equipment MSC.480(102)	O	G	S	All					≥ 300		A	INS	1	1	2024	KL	on after	1	1	1900	In support of Worldwide Radionavigation System (WWRNS) standardization, the Committee adopted the "Performance Standards for Shipborne Japanese Quasi-Zenith Satellite System (QZSS) Receiver Equipment. QZSS provides positioning, navigation and timing service within a specified Asia-Oceania coverage area. These standards are applicable to Japanese QZSS receiver equipment installed on or after 1 January 2024.
82	SOLAS IV Performance Standards for Float-Free EPIRBs Operating on 406MHz MSC.471(101)	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.
83	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.
84	STCW Code List of Certificates MSC.478(102)	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.



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

Notes:

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

Ship Types

- All - all types of ships, barges and MODUs
- All Ships - is a self-propelled ship of any type and SP-MODUs certificated under SOLAS
- Pass - a Passenger Ship is a ship which carries more than the indicated number of passengers
 - PassC - a cruise passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage
- RoRo - a ship with RoRo cargo spaces as defined in SOLAS II-2/3(41)
 - RoRoV - a RoRo cargo ship (vehicle carrier) means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks
 - RoRoC - a RoRo cargo ship means a ship designed for the carriage of roll-on-roll-off cargo transportation units
 - RoRoP - a RoRo passenger ship means a passenger ship with roll-on-roll-off cargo spaces
- HSC - is a High Speed Craft capable of a maximum speed in meters per second (m/s) equal to or exceeding a value of 3.7(VOL DISPL)^{0.1667}
- Cargo - is any ship type (including SP-MODUs) which is not a passenger ship
 - Cont - is a ship designed exclusively for the carriage of containers in holds and on deck
 - GenCargo - means a ship, other than a tanker or a bulk carrier, with a multi-deck or single deck hull designed primarily for the carriage of general cargo
 - Refrer 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 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
- Fish - Fishing Vessel
- DSC - Dynamically Support Craft
- MODU - a Mobile Offshore Drilling Unit is any vessel capable of engaging in drilling operations for the exploration or exploitation of resources beneath the sea-bed such as liquid or gaseous hydrocarbons, sulphur or salt
- SP-MODU - a self propelled MODU

Ship Size

- LOA - length overall
- LLL - 1966 Load Line Length
- gt - gross tonnage as per the 1969 Tonnage Convention
- dwt - deadweight
- 88L - length according to the 1988 Load Line Protocol
- 66L - length according to the 1966 Load Line Convention