

NO.	REGULATION	REFERENCE	SHIP TYPE	DUE DATE	OUTLINT OF REQUIREMENT
1	1. SOLAS Ch V Reg 20 VDR and S-VDR Cargo	MSC.170(79)	>3000 and <20000	Dry docking after 01/01/2007 before 01/01/2010	During dry docking after 01/01/2007 before 01/01/2010 Dry dock, ships shall be fitted with a voyage data recorder (VDR) or a simplified VDR (SVDR) of either fixed or float-free type. The SVDR should meet the standards contained in resolution MSC.163(78) and record and maintain, for a period of at least 2 years following termination, bridge and communication audio, radar, position, speed, heading, date and time and, if radar data is not possible, AIS data. S-VDR's may be combined with an EPIRB, provided the standards for each piece of equipment are met.
2.	IBC Code	MSC.219(82)	Chem >500	Drydocking after 01/01/2009 before 01/01/2012	During drydocking after 01/01/2009 before 01/01/2012 Drydock – (1) Bulkhead shaft glands, bearings and casings of cargo, ballast and stripping pumps driven by shafts passing through the pump room bulkhead are to be fitted with temperature sensors (with audible and visual alarms). (2) Continuous monitoring of the pump room's atmosphere shall be provided and automatically setoff a continuous audible and visual alarm locally and in the engine control room, cargo control room and navigation bridge when the flammable vapor concentration exceeds a pre-set level which is not to be more than 10% (or 30%, for existing system) of the lower flammability limit. (3) Bilge level monitoring with alarms shall also be provided.
3.	EU Directive- Sulphure limit in marine fuels	2005/33/EC	All Ships	1/1/2010	Maximum allowable sulphur limit used in fuels while the ship is 'at berth' is 0.1%
4.	EU Directive - Use of HCFCs	2009/1005/EC	EU flagged ships	1/1/2010	This directive prohibits the use of virgin HCFC in the maintenance and servicing of refrigeration and air conditioning units on EU flagged ships as of 1st January 2010. The prohibition extends to non-EU flagged ships where an EU company is performing maintenance or servicing on board. New or "virgin" HCFC cannot be supplied within the EU after 31 December 2009, but recycled HCFC may be available until 2015.
5.	MARPOL Annex III Packaged Harmful Substances	MEPC.156(55)	All ships	1/1/2010	The jurisdiction of a port State control officer to ships in offshore terminals of that port State under the provisions of MARPOL Annex III for the prevention of pollution by harmful substances has been extended. Previously it had been limited to ports of that State. Based on reassessments carried out under the United Nations GHS, new criteria is introduced for the identification of harmful substances, in packaged form, which contain fish, rustacean or algae or other aquatic plants.
6.	MARPOL Annex IV, Reg 9 Sewage Treatment Plants	MEPC.159(55)	All >400gt	1/1/2010	Revised Guidelines on implementation of effluent standards and performance tests for sewage treatment plants
7.	SOLAS Ch V AIS-SART	MSC.246(83)	All Ships	1/1/2010	Recommendations are provided for Performance Standards for survival craft AIS Search and Rescue Transmitter (AIS-SART) for Use in Search and Rescue Operations.

8.	SOLAS Ch V SAR Transponders	MSC.247(83) A.802(19)	All Ships	1/1/2010	Amendments are provided to resolution A.802(19) on performance standards for survival craft radar transponders for use in search and rescue operations.
9.	SOLAS Ch II Reg 1/3-4 Emergency Towing Procedures	MSC.256(84)	Pass >12	1/1/2010	A procedure for establishing capabilities to tow the ship from the fore and aft locations is to be provided on board. This procedure is to be carried onboard for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship taking into account MSC.1/Circ.1255. Emergency towing arrangements approved for tankers _ 20,000 dwt fulfill the requirements of this regulation.
10.	SOLAS Ch II Reg 1/3-4 Emergency Towing Procedures	MSC.256(84)	Cargo >500gt	1/1/2010	A procedure for establishing capabilities to tow the ship from the fore and aft locations is to be provided on board. This procedure is to be carried onboard for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship taking into account MSC.1/Circ.1255
11.	SOLAS Ch II-1, Reg 3-9 Means of Embarkation & Disembarkation	MSC.256(84)	All ships >500t	1/1/2010	New means of embarkation and disembarkation (accommodation ladders and gangways) installed on ships must be designed and constructed to comply with standards currently being developed by IMO. New embarkation and disembarkation installations are subject to annual surveys to confirm the proper operation of the ladder, gangway and winch, as appropriate. Installations are subject to load tests carried out at 5-year intervals using the maximum operational load.
12.	SOLAS Ch II-1, Reg 3-9 Means of Embarkation & Disembarkation	MSC.256(84)	All ships >500t	1/1/2010	Existing embarkation and disembarkation installations are subject to annual surveys to confirm the proper operation of the ladder, gangway and winch, as appropriate. Installations are subject to load tests carried out at 5-year intervals using the maximum operational load or, where this load is not known the nominated by the ship-owner or operator.
13.	SOLAS Ch II-2, Reg 20.6 Drainage System Protection	MSC.256(84)	Cargo >500t	1/1/2010	Drainage openings from closed vehicle spaces, ro-ro spaces, or special category spaces that are protected by fixed pressure water-spraying systems are to be fitted with a non-operational means to prevent blockage.
14.	SOLAS Ch II-2 Fixed CO2 System Upgrades	MSC.256(84)	All ships >500t	1/1/2010	Fixed carbon dioxide fire-extinguishing systems for the protection of machinery spaces and cargo pump-rooms are to be upgraded to comply with the provisions for control under the Fire Safety Systems Code. This includes two separate controls located inside a release box clearly identified for the particular space shall be provided to release the CO2 and, upon release, an audible alarm shall be activated.
15.	SOLAS Ch XI Reg 1/6 Casualty Investigation	MSC.257(84)	All Ships	1/1/2010	Administrations shall conduct investigations of marine casualties and incidents, in accordance with the provisions of the present Convention, as supplemented by the provisions.
16.	SOLAS ChI Certificate Format	MSC.258(84)	All ships >500gt	1/1/2010	Revisions to Certificates and Records are to include number of search and rescue locating devices, radar search and rescue transponders (SART) and AIS search and rescue transmitters (AIS-SART).
17.	SOLAS Ch XI Reg 1/2 Enhanced Survey Program	MSC.261(84)	Bulk >500gt	1/1/2010	New Enhanced Survey Program developed specifically for bulk carriers having double-side skin

18.	SOLAS VI IMDG Code	MSC.262(84)	All ships >500gt	1/1/2010	Revisions to the IMDG Code requirements for marking, packing and documentation.
19.	Extension of ISM to Ships Previously Measured at Less than 500 GT	IMO A. 788(19), A.791 (19) & IMO MSC Circulars 1059, MSC/Circ.762 and MSC.1/Circ. 1231 , Res. MSC.273(85).	All Ships measured as more than 500GT under the Int Tonnage1/1/2010 Measurement Conv.	1/1/2010	Noting the content of IMO Assembly Resolution A.791 (19) and IMO MSC Circular MSC.1/Circ. 1231, any ship measured as less than 500 GT under previous National arrangements but more than 500 GT under the International Convention on the Tonnage Measurement of Ships 1969 (Tonnage 1969 Convention) falls under the scope of the ISM Code. In these cases the Company and its ship(s) are required to obtain ISM certification by 01 January 2010.
20.	Prevention and Control of Marine Pollution from Ships - China	Regulations of the People's Republic of China on the Prevention and Control of Marine Pollution from Ships	Ships carrying polluting and hazardous liquid in bulk and other ships >10,000gt	1/3/2010	Comprehensive regulations governing oil pollution prevention, response and clean-up within PRC waters, superceding the previous pollution regulations from 1983. Covering ship-sourced pollution damage in all sea areas under the jurisdiction of the PRC. Operators of ships must conclude a pollution cleanup operation contract with an approved pollution cleanup company. Under these Regulations the party causing the pollution to the marine environment is liable for the pollution damage.
21.	The Filipino Migrant Workers Act (MWA) 10022	The Migrant Workers and Overseas Filipinos Act of 1995, as Amended by Republic Act No.	Manning agents of ships employing Filipino migrant workers	23/3/2010	The amended MWA, mandates that manning and recruitment agents must either provide the necessary insurance cover, or certify that such cover is place, direct to seafarers. To include exclusive arrangements whereby seafarers are required to undergo health examinations from specifically designated clinics; or undergo training, seminars, instruction or schooling of any kind, only from specifically designated institutions, and that any claim arising from accidental death, natural death or disablement shall be paid to the seafarer or their heirs without dispute and the seafarer or their heirs would be entitled to USD15,000, USD10,000 and USD7,500 in cases of accidental death, natural death or permanent disablement respectively.
22.	Amendments to the Code of Safety for Special Purpose Ships, 2008	MSC.299(87)	Cargo >500gt	14/5/2010	Special purpose ships carrying not more than 240 persons on board should comply with regulations 46 to 53 of chapter II-1 of SOLAS, as amended, containing additional requirements for periodically unattended machinery spaces.
23.	Amendments to the annex to the convention on Facilitation of International Maritime Traffic 1965	FAL.10(35)	New and Existing Ships	15/5/2010	Amendments to: Section 2 – Arrival, stay and departure of the ship, Section 3 – Arrival and departure of persons and Appendix 1 – IMO FAL Forms, where the existing IMO FAL Forms are replaced.
24.	SOLAS XI-2 Piracy Counter Measures	MSC.305(87)	All Ships	17/5/2010	Guidelines on operational procedures for the promulgation of maritime safety information concerning acts of piracy and piracy counter-measure operations
25.	SOLAS V - COLREG	MSC.303(87)	All Ships	17/5/2010	All vessels involved in demonstrations, protests or confrontations on the high seas should, in line with COLREG and SOLAS, take all steps necessary to avoid collisions and safeguard navigation, security and safety of life at sea and conduct their radio communications in accordance with the International Telecommunication Union Radio Regulations.

26.	SOLAS CH V Security Information Distribution	MSC.298(87)	All Ships >500gt	21/5/2010	Establishment of a distribution facility at IMO headquarters in London, United Kingdom, for the provision of flag State LRIT information to security forces operating in the area to aid their work in combating piracy and armed robbery against ships.
27.	ARPOL 73/78, Revised MARPOL Annex VI	MEPC.176(58)	New and Existing Ships	1/7/2010	Entire new annex; MARPOL VI, Regulations for the Prevention of Air Pollution from ships
28.	Revised MARPOL Annex VI, Reg 12 Use of CFCs	MEPC.176(58)	All Ships	1/7/2010	The use of CFC's (mainly utilized in air conditioning and refrigeration systems) is prohibited on ships flying the flag of a MARPOL VI signatory State. This includes requirements, under Regulation 12, for all ships to maintain a list of equipment containing ozone depleting substances (ODS) and an ODS record book.
29.	Revised MARPOL Annex VI, Reg 15 VOCs	MEPC.176(58)	All Tankers	1/7/2010	Subject to coast State requirements, Volatile Organic Compounds (VOC's) VOC's are to be controlled by a vapor emission control system (VECS) onboard tankers flying the flag of a signatory State, which is in compliance with the safety standards laid down in MSC/Circ.585.
30.	Revised MARPOL Annex VI, Reg 14 Sulphur Content	MEPC.176(58)	All Ships	1/7/2010	The sulfur content of any oil fuel intended for use on board ships flying the flag of a MARPOL VI signatory State is not to exceed 4.5% m/m, except in designated SOx Emission Control Areas (SECAs), where the maximum sulfur content of any fuel oil used will be further limited to 1.5% m/m or, where post combustion treatment is utilized, the emission rate is limited to a maximum of 6.0 g SOx/kWh. The sulfur content of each parcel of oil fuel intended for use on board ship will also require to be documented by means of a "Bunker Delivery Note" which must be kept on board for a period of 3 years after delivery of the fuel. Revised MARPOL VI/13 Nox Emissions MEPC.176(58) H M M All > 0 N 1 7 2010 KL on after 1 7 2010 Desiel engines (>130 kW) installed on ships are to meet the Tier I Nox emission standard (17.0 g/kWh when rpm < 130; 45n(-0.2) g/kWh when 130 _ n < 2000 rpm; 9.8 g/kWh rpm _ 2000
31.	Revised NOX Technical Code (Tier II Standard)	MEPC.176(58)	All Ships	1/7/2010	When an upgrade kit has been approved for the relevant engine and becomes available in the market, engines (>5000 kW & _ 90 liters displacement) installed on ships will need to comply with the Tier I Nox emission standard (17.0 g/kWh when rpm < 130; 45n(-0.2) g/kWh when 130 _ n < 2000 rpm; 9.8 g/kWh rpm _ 2000) 1
32	NOx Technical Code 2008	MEPC.177(58), Regulation 13 of MARPOL Annex VI.	New and Existing Ships	1/7/2010	Entire New Code: Amendments To The Technical Code On Control Of Emission Of Nitrogen Oxides From Marine Diesel Engines (NOx Technical Code 2008)
33.	SOLAS Ch III, Reg 7 Infant Lifejackets	MSC.201 (81)	Pass >12	1/7/2010	All passenger ships on voyages less than 24 hours are to be provided with a number of infant lifejackets equal to at least 2.5% of the number of passengers on board. Passenger ships on voyages of 24 hours or more are to be provided infant lifejackets for each infant on board. Also, if the adult lifejackets provided are not designed to fit persons weighing up to 140 kg and with a chest girth of up to 1,750 mm, a sufficient number of suitable accessories shall be available on board to allow them to be secured to such persons

34.	SOLAS Ch V Reg 22 Bridge Visibility Deviation	MSC.201(81)	All Ships Pass >12	1/7/2010	Deviation from the bridge visibility requirements during ballast water exchange carried out in accordance with an approved BW Management Plan is permitted provided the master concludes that it is safe to do so and ensures that a proper lookout is maintained at all times. The duration of the deviation is recorded in the ship's record of navigational activities
35.	SOLAS I Exclusive Surveyor	MSC.208(81) A.739(18)	All Ships Pass >12	1/7/2010	Except for radio surveys, all other surveys are to be carried out by exclusive surveyors of the Recognized Organization
36.	HSC Codes 1994 and 2000	MSC.221(82) MSC.222(82)	HSC >500t (>12 Pass)	1/7/2010	An ECDIS (electronic charting) is to be fitted onboard
37.	DSC Code	MSC.224(82)	DSC >500t (>12 Pass)	1/7/2010	An ECDIS (electronic charting) is to be fitted onboard
38.	SOLAS Ch II-2, Reg 9.4 A and B Class Doors	MSC.269(85)	All >24m	1/7/2010	Doors approved without the sill being part of the frame shall be installed so that the gap under the door does not exceed 12 mm for doors in "A" class divisions, and 25mm for doors in "B" class divisions. Also, a non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door.
39.	LSA Code Revisions	MSC.272(85) MSC.48(66)	All >500gt (Pass>12)	1/7/2010	The average mass of a person, when determining the carrying capacity of cargo ship lifeboats (including free-fall lifeboats) and all rescue boats, is increased from 75kg to 82.5kg. For free-fall lifeboats, the requirements for seats, seat Arrangement and passage between seats have been revised.
40.	ISM Code Amendments	MSC.273(85)	All > 500gt (Pass>12)	1/7/2010	The Company must carry out internal safety audits on board and ashore at intervals not exceeding twelve months to assess the risks to ships, personnel and the environment arising from their shipboard operations and whether safety and pollution prevention activities comply with the safety management system. In exceptional circumstances, this interval may be exceeded by not more than three months. The SMS must now be periodically reviewed by the Master. When establishing procedures for the implementation of corrective action, the procedures must now include measures intended to prevent recurrence. Specific requirements for renewing certificates, similar to that provided for other SOLAS certificates now apply to the SMC.
41.	LSA Testing Requirements	MSC.274(85) MSC.81(70)	All >500gt (Pass>12)	1/7/2010	The average mass of a person, when carrying out the prototype, production and installation testing of cargo ship lifeboats (including free-fall lifeboats), all rescue boats, and associated launching appliances, is increased from 75kg to 82.5kg
42.	MARPOL Annex VI - Reduction in Sulphur limits in fuel oils for ECAs		All Ships	1/7/2010	Reduction in sulphur limit to 1.0% in ECA's (currently the Baltic and North Sea)
43.	ISM Code 2008	MSC.267(85)	All vessels subject to the ISM Code	1/7/2010	Entire New Code

44.	ISM Certification and Audit	IMO A. 88(19), A.791 (19) and IMO MSC Circulars 1059, MSC/Circ.762 and MSC.1/Circ12 31, Res. MSC.273(85).	All Companies that operate vessels which are subject to the ISM Code	1/7/2010	From 01 July 2010, internal audits are required to be carried out by the Company on board and ashore at intervals of not more than 12 months. In exceptional circumstances, this interval may be exceeded by not more than three months.
45.	Load Lines Convention	MSC.270(85)	All Ships	1/7/2010	Strength and intact stability of ships:(a) Ships constructed before 1 July 2010 shall comply with an intact stability standard acceptable to the Administration. (b) Ships constructed on or after 1 July 2010 shall, as a minimum, comply with the requirements of part A of the 2008 IS Code' and changes to Regulation 3: Definitions of terms used in the Annexes.
46.	Norwegian ballast water management regulations		All Ships	1/7/2010	This regulation implements the requirements of the Ballast Water Management Convention except for the requirements for installing BWT systems to meet the treatment standard. The essence of the regulation is that ships will be required to comply with the following: Implementation of a Ballast Water Management Plan according to Regulation B-1 of the BWM convention · Have on board a Ballast Water record book and make entries according to Regulation B-2 of the BWM Convention · Ships that are to discharge ballast water in Norwegian internal waters and ports that has been taken up outside near Norwegian waters shall carry out ballast water exchange in accordance with Regulation B-4 of the BWM Convention.
47.	Brazil - Oil transfer requirements Brazilian Director of Ports and Coasts (DPC)	Ordinance no.32	All Ships	1/7/2010	The service provider must ensure that one of the following requirements is complied with: (a) Before commencing the transfer of oil from one vessel to another, oil contention barriers must be in position around the vessels involved; or (b) Provision of a dedicated and appropriately manned vessel on scene, equipped with sufficient oil containment barriers to be able to respond to any oil spill incident during the operation. Note/. If transferring oil at anchor at night, the requirements of (a) must be complied with. In occurrences where it is not possible to enforce either of these requirements then an alternative that offers the same efficiency should be presented to the Harbour Master, Delegate or Agency of that jurisdiction.
48.	MARPOL Annex IV Sewage	MEPC.115(51)	All >400 Pass >15	1/8/2010	Compliance with Annex IV becomes mandatory on 1 August 2005 for ships flying the flag of a Party to this version of Annex IV. Ships to be provided with a sewage treatment plant approved by the Administration as compliant with resolution MEPC.2(VI) and be provided with a standard discharge connection per regulation 11. Ships built before 2 October 1983 should comply with Annex IV, as far as is practicable

49.	SOLAS Ch II-1 Reg 8-2 Damage stability upgrades	SOLAS 1997 Edition	RoRo >400 Passengers	1/10/2010	With any one compartment flooded, ships with an A/Amax > 97.5 must possess a residual GZ with an area > 0.015 m-rad, a magnitude > 0.10m and sufficient to resist the larger moment due to passenger crowding, wind pressure or launching of all life boats fully loaded from one side.
50.	SOLAS Ch II-2, Reg 41-1 Fire safety upgrades SOLAS 1997 Edition Ships Carrying >36 Passengers 1/10/2010				All of the fire safety provisions of SOLAS II-2, including requirements pertaining to combustible materials, must be met.
51	2010 Guidelines for Survey and Certification of Anti- Fouling Systems on Ships	MEPC.195(61)	All ships	1/10/2010	Adopts the 2010 Guidelines for Survey and Certification of Anti-fouling Systems on Ships, as set out in the Annex to this resolution. The purpose of this document is to provide the Guidelines for Surveys and Certification of Anti-fouling Systems on Ships referred to in regulation 1(4)(a) of annex 4, hereinafter referred to as the "Guidelines", that will assist the Administrations and recognized organizations, in the uniform application of the provisions of the Convention and assist companies, shipbuilders, manufacturers of anti-fouling systems, as well as other interested parties to understand the process of the surveys and issuance and endorsement of the certificates
52	Revised form of Supplement to the IAPP Certificate	MEPC.194(61)	All ships	1/10/2010	Revision to IAPP Certificate to reflect the revised Annex VI which was adopted by resolution MEPC.176(58) and entered into force on 1 July 2010
53.	MARPOL 73/78	MEPC.111(50) , Annex I Regulation 13G	Existing (Cat. II/III oil tankers delivered 1984 or later).	2010, on anniversar y of the date of delivery. Phase-out schedule.	Compliance with the requirements of regulation 13F of Annex I.
54.	SOLAS CH V/11 Ship Reporting	MSC.301(87)	All ships >500gt	1/12/2010	Adoption of amendments to the existing mandatory ship reporting system in "The Western European Particularly Sensitive Area" (WETREP) (Res. MSC.190(79))
55.	SOLAS CH V/11 Ship Reporting	MSC.300(87)	All ships >500gt	1/12/2010	Adoption of amendments to the existing mandatory ship reporting system in the Strait of Gibraltar (GIBREP)
	2011	2011	2011	2011	2011
56.	PSC Reporting Obligations	Directive 2009/16/EC		1/1/2011	The New Inspection Regime (NIR) of the Paris MoU on port State control will include a targeting system assigning a risk profile to each ship visiting ports in the region. It will require certain information for any ship arriving and leaving ports or anchorages in the Paris MoU region to be made available to the new PSC information database. What info has to be reported? From 1 January 2011, the following information must be transmitted for all ships arriving or leaving a port or anchorage within the Paris MoU region: - Pre-arrival notification, at least 72 hours in advance for ships eligible for expanded inspection - Pre-arrival notification at least 24 hours in advance - Actual Time of Arrival - Actual Time of Departure.

57	U ADVANCE CARGO DECLARATION REGIME / Entry Summary Declaration (ENS)	Reg 648/2005, subs implem by Reg 1875/2006 amended by Reg 312/2009. Commonly referred to as "the Security Amendment to the Community Customs Code".	All shipping sectors are covered but with different provisions	1/1/2011	European Union (EU) is introducing a mandatory advance notification requirement regarding the import, export and transit of goods. This will be in addition to existing customs regulations. For goods being imported, cargo information in the form of an "Entry Summary Declaration" (ENS) needs to be submitted in advance to the customs office at the first port of entry into the EU. For goods being exported, cargo information is to be submitted in advance either in the form of a "Customs Declaration for Export, Re-export or Outward Processing", or if such a declaration does not apply, then in the form of an "Exit Summary Declaration" (EXS). The rules are most strict for containership operators loading outside Europe who must make the so-called Entry Summary Declaration (ENS) some 24 hours ahead of loading. For 13pp PDF go to: http://tinyurl.com/EU-Advance-cargo-Decl
58.	Ban current current loophole that allows the use of singlehull tankers to serve Louisiana Offshore Oil Port through to 2015	HR 3534	Single-hull tankers	1/1/2011	Congressional shipping proposal HR 3534 that has been passed by House awaiting Senate approval would close all loopholes that could allow the use of single-hull tankers to trade to the LOOP up to 2015, this is expected to come in to effect from 1st January 2011. To keep up-to-date with the progress of this bill www.tinyurl.com/HR3534
59.	SOLAS Ch V, Reg 18 Integrated Navigation Systems	MSC.252(83)	All Ships	1/1/2011	The recommended performance standards for Integrated Navigation Systems (INS) are revised
60.	SOLAS Ch II-2, Reg 19.3 Packaged Dangerous Goods	MSC.269(85)	All >500t	1/1/2011	Additional provisions are required to be met for the carriage of classes 2.3, 4.3, 5.2, 8 and 9. Compliance for all new and existing ships is not required when carrying dangerous goods specified as classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities as specified for each substances in the IMDG Code. Existing fire detection, fire alarm, and smoke extraction systems and separation of ro-ro spaces on ships (1 Sep 1984 _ keel laid < 1 July 1998) are acceptable and do not need to be upgraded to meet the Fire Systems Code as otherwise required by SOLAS II-2/19.3.3. These systems and arrangements onboard ships (_ 500gt) built on/after 1 July 1998 comply with these provisions and ships (_ 500gt) built before 1 September 1984 were not subject to dangerous goods requirements and therefore are not subject to any certification now being applied.
61.	HSC Code Packaged Dangerous Goods	MSC.271(85)	HSC>500t	1/1/2011	Additional provisions are required to be met for the carriage of classes 2.3, 4.3, 5.2, 8 and 9. Compliance for all new and existing HSCs is not required when carrying classes 6.2 and 7 and dangerous goods in limited quantities and excepted quantities as specified for each substances in the IMDG Code.

62.	SOLAS Ch II-1, Reg 3-5.2 amendment	MSC.282(86)	All Ships	1/1/2011	Prohibit all new installations of asbestos on board ships.
63.	SOLAS Ch VI	MSC.282(86)	All Ships	1/1/2011	Amendments to the title of Chapter VI to read, Carriage of Cargoes "and Oil Fuels"
64.	SOLAS Ch VI, Reg 5-1	MSC.282(86)	All Ships	1/1/2011	Require Material safety data sheets (MSDS) to be provided for ships carrying oil or oil fuel, prior to the loading of such oil as cargo in bulk or bunkering of oil fuel.
65.	SOLAS Ch V - Safety of navigation (appendix – certificates)	MSC 282 (86) & MSC.283 (86)	All Ships	1/1/2011	Following the amendment made to SOLAS Ch V, Reg 19 concerning BNWAS, amendments are made to the following certificates: Record of Equipment for the Passenger Ship Safety Certificate (Form P); Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E); Record of Equipment for the Nuclear Passenger Ship Safety Certificate (Form PNUC); Record of Equipment for the Nuclear Cargo Ship Safety Certificate (Form CNUC).
66.	MARPOL Annex I (amendments)	MEPC.186(59)	Oil Tankers >150gt	1/1/2011	A new chapter 8 on Prevention of pollution during transfer of oil cargo between oil tankers at sea will apply to oil tankers of 150 gross tonnage and above and will require any oil tanker involved in oil cargo STS operations to carry a plan prescribing how to conduct STS operations (the STS Plan), which would be approved by its Administration. Notification to the relevant coastal State will be required not less than 48 hours in advance of the scheduled STS operations, although some relaxation to this rule is allowed in certain, very specific, cases. The regulations are not intended to apply to bunkering operations.
67.	MARPOL Annex I (amendments)	MEPC.187(59)	All Ships	1/1/2011	Relating to the on-board management of oil residue (sludge), were adopted. They clarify longstanding requirements and remove existing ambiguities in order to facilitate compliance. Definitions for oil residue (sludge), oil residue (sludge) tanks, oily bilge water and oily bilge water holding tanks are introduced for the first time.
68.	2010 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships	MEPC.192(61)	All Ships	1/1/2011	The primary objective of the Guidelines is to establish an agreed method to monitor the average sulphur content of fuel oils supplied for use on board ships taking into account the different sulphur limits as required by regulation 14 of the revised MARPOL Annex VI.
69.	International Maritime Solid Bulk Cargo Code (IMSBC Code)	MSC.268(85)	All ships	1/1/2011	IMO revised the BC Code to make the Code mandatory. The IMSBC Code enters into force on a mandatory basis for all ship carrying solid bulk cargoes on 01/01/2011. The code could be applied on a voluntary basis from 01/01/2009.
70.	SOLAS VI/7 Blu Code	MSC.304(87)	Bulk carriers >500gt	1/1/2011	Adoption of the amendments to the Code of Practice for the Safe Loading and Unloading of Bulk Carriers include references to the IMSBD Code and require use of the Bulk Cargo Shipping Name (BCSN), the IMSBC Code Class and UN Number, where applicable.

71.	Vessel Response Plans and Salvage and Marine Firefighting Capability Requirements for Tank Vessels Operating in U.S. Waters	US 33 CFR § 155.1015	Tank vessels operating in U.S. Waters	22/2/2011	22 February 2011 is the revised date by which a VRP must update and submit their revised plans to include the salvage and firefighting capabilities. No vessel may conduct oil transport or transfer operations in US waters if a plan has not been submitted in accordance with the VRP requirements. The VRP Program is housed at http://homeport.uscg.mil and can be found by clicking on "Environmental" and then VRP Program. The USCG also has a new website, http://evrp.uscg.mil , for checking the status of VRPs. General questions on the VRP Program should be forwarded to vrp@uscg.mil
72.	MARPOL, 1973, as modified by the Protocol of 1978 regulation 5(1)(h) of Annex V - Wider Caribbean Region as a Special Area	MEPC.191(60)	All Ships	1/5/2011	Establishment of the date on which regulation 5(1)(h) of Annex V - Wider Caribbean Region as a Special Area shall take effect.
73.	Revised NOX Technical Code (Tier I Standard)	MEPC.177(58)	All Ships	1/7/2011	Diesel engines (>130 kW) installed on ships are to meet the Tier II Nox emission standard (14.4 g/kWh when rpm < 130; 44.n exponent(-0.23) g/kWh when between 130 and 2000 rpm; 7.7 g/kWh when over or equal 2000 rpm)
74.	SOLAS Appendix	MSC.282(86)	Passenger and Cargo Ships	1/7/2011	Amendment to Passenger Ship Safety Certificate and cargo Ship Safety certificate to reflect Bridge navigational watch alarm system (BNWAS).
75.	International Convention for the Prevention of Pollution from Ships, 1973	MEPC.189(60)	All Ships	01/08/2011	MARPOL Annex I on Special requirements for the use or carriage of oils in the Antarctic area. Addition of a new chapter 9 with a new regulation 43, which would prohibit the carriage in bulk as cargo, or carriage and use as fuel, of: crude oils having a density at 15°C higher than 900 kg/m ³ ; oils, other than crude oils, having a density at 15°C higher than 900 kg/m ³ or a kinematic viscosity at 50°C higher than 180 mm ² /s; or bitumen, tar and their emulsions.
76.	MARPOL, 1973, as modified by the 1997 Protocol, Annex VI entitled Regulations for the Prevention of Air Pollution from Ships	MEPC.190(60)	All Ships > 400 gt	01/08/2011	New appendix VII is added detailing the 'North American Emission Control Area' that comprises of the sea area located 200 nautical miles from the Atlantic, Gulf and Pacific coasts except where this impacts on the territorial waters of other States.
77.	BWM Convention	MEPC.188(60)	Ships subject to regulation B-3.3 constructed in 2009	2nd annual survey, but no later than 31/12/2011	Recommends that ships subject to regulation B-3.3 constructed in 2009 should not be required to comply with regulation D-2 until their second annual survey, but no later than 31 December 2011, if type-approved technology is not immediately available to achieve the D-2 standard set forth in the BWM Convention. (Note: MEPC 59 concluded that there are sufficient type-approved ballast water treatment technologies available for ships subject to regulation B-3.3 constructed in 2010).
78.	SOLAS CH V - International LRIT Data Exchange	MSC.297(87)	All Ships >500gt	31/12/2011	Establishment of the International LRIT Data Exchange by EMSA, in Lisbon, Portugal

79.	Manila amendments to the STCW Convention and Code Amdmts to STCW Convention and its associated Code				All Ships 1/1/2012 First updates to the STCW Convention and Code since 1995. Note/. For seafarers who started their seagoing service before 1 July 2013, the existing arrangements will apply until 1 January 2017. For more information go to: http://tinyurl.com/stcw2010-summary
	2012	2012	2012	2012	2012
80.	MARPOL Annex VI - Ch 3 Reg 14		All Ships	1/1/2012	Reduction in sulphur limit to 3.5% globally for bunker fuels
81.	SOLAS Amm (Reg.II-1/3-10)	MSC.87	Oil tankers and bulk carriers >150m	1/1/2012	Goal Based Standards for Shipbuilding. Guidelines for Verification (non-mandatory). Guidelines for Information to be included in a ship construction file (non mandatory) This will apply to ships: 1. building contract on or after 1 january 2015; or 2. keel lay on or after 1 january 2016; or 3.delivery on or after 1 january 2019
82.	SOLAS Ch II Reg 1/3-4 Emergency Towing Procedures	MSC.256(84)	Cargo >500t constructed before 01/01/2010	1/1/2012	A procedure for establishing capabilities to tow the ship from the fore and aft locations is to be provided on board. This procedure is to be carried onboard for use in emergency situations and shall be based on existing arrangements and equipment available on board the ship taking into account MSC.1/Circ.1255.
83.	SOLAS CH II-2/4 Portable Gas Detection	MSC.291(87)	Oil tankers	1/1/2012	Oil tankers are to be fitted with equipment which is also capable of measuring oxygen concentrations in addition to the current requirement for at least one portable instrument to be capable of measuring flammable vapor concentrations onboard
84.	SOLAS CH II-2/4 Fixed Gas Detection	MSC.291(87)	Oil tankers >20kdw	1/1/2012	Oil tankers are to be provided with a fixed hydrocarbon gas detection system. Previously, oil tankers only had to be capable of measuring hydrocarbon gas concentrations using portable equipment. Oil tankers provided with constant operative inerting systems for such spaces need not be equipped with fixed hydrocarbon gas detection equipment that complies with the Fire Safety Systems Code, as revised by resolution MSC.292(87).
85.	SOLAS III LSA Code Revisions	MSC.293(87)	All Ships >500t and Passenger >12	1/1/2012	The average mass of a person, when determining the carrying capacity of survival craft is increased from 75kg to 82.5kg.
86	SOLAS CH III LSA Testing Revisions	MSC.295(87)	All Ships >500t and Passenger >12	1/1/2012	A mass of 82.5 kg is to be used in lieu of 75 kg per person for the prototype testing of appliances and for the 110% overload test of the liferaft or rescue boat assembly.
87.	SOLAS CH VII IMDG Code	Revisions MSC.294(87)	All Ships >500t and Passenger >12	1/1/2012	Amendments to the IMDG Code: Numerous changes to the characteristics of the different classes of dangerous goods.
88.	CARB Regulated California Waters Regs, mandating the use of DMA or DMB grade fuels	California Air Resources Board (CARB) Phase II	All ships using marine fuel within California Waters	1/1/2012	Reduction in sulphur limit in MDO (ISO 8217, DMB Grade) and MGO (ISO 8217, DMA Grade) to 0.1% within 24 nautical miles of the California baseline

89	EU Insurance Directive 2009/20/EC		All Ships	1/1/2012	The Directive, which member states must implement by the end of 2011, will require ships to carry on board certificates proving the existence of P&I insurance. Clubs are working towards an acceptance by states that a Certificate of Entry will be sufficient and that no special European Certificate will be required.
90.	New York State Clean Water Act	New York State Clean Water Act Section 401 Certification for Commercial Vessel and Large Recreational Vessel General Permit (NYS Certification)	All vessels covered under EPA Vessel General Permit (VGP) that operate in New York waters	1/1/2012	The EPA Vessel General Permit (VGP), which entered force 06/02/2009, was amended on release by the New York State Clean Water Act. This required each vessel covered under the VGP that operates in New York waters to have a ballast water treatment system that meets the standards given in this regulation. This applies to vessels that filed an extension to the DEC before 30/06/2010 that indicated when the vessel would come into compliance with this deadline.
91.	SOLAS CH V Reg 19, Para 2.2	MSC.282(86)	All passenger ships	1/7/2012	Implementation date for all passenger ships constructed before 01/07/2011 shall be fitted with BNWAS not later than the first survey on or after 01/07/2012
92.	SOLAS CH V Reg 19, Para 2.2	MSC.282(86)	Cargo ships \geq 3,000 gt	1/7/2012	Implementation date for Cargo ships \geq 3,000 gt constructed before 01/07/2011 shall be fitted with BNWAS not later than the first survey on or after 01/07/2012
93.	MARPOL Annex VI - Additional ECA area - USA and Canada	View to adoption at MEPC 60	All Ships	1/7/2012	Expected date to designate specific portions of the coastal waters of the United States and Canada as an Emission Control Area (ECA). The ECA would be for the control of emissions of nitrogen oxides (NOx), sulphur oxides (SOx), and particulate matter, under the revised MARPOL Annex VI Prevention of Air Pollution from Ships.
94.	Revision of US limits of liability for vessels and deepwater ports / OPA '90	Oil Pollution Act of 1990 (OPA '90)	All Ships	1/7/2012	OPA '90 limits of liability to be adjusted to reflect significant increases in the CPI in order to preserve the "polluter pays" principle embodied by OPA '90. According to the Interim Rule, any cumulative increase in the CPI of 3% or greater over a 3 year period will be considered "significant" and will trigger new adjustments to the OPA '90 limits.
95.	SOLAS CH V Reg 19, Para	2.2 MSC.282(86)	Cargo ships \geq 500gt and < 3,000gt	1/7/2013	Implementation date for Cargo ships \geq 500gt and < 3,000gt constructed before 01/07/2011 shall be fitted with BNWAS not later than the first survey on or after 01/07/2013
96.	Amendments to MARPOL Annex III	MEPC.193(61)	All Ships	1/1/2014	The text of MARPOL Annex III, as adopted by resolution MEPC.156(55), is replaced with Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form.
97.	Revised IGC Code		Gas Carriers	1/7/2014	Earliest possible entry in to force date for the revised IGC Code.
98.	SOLAS CH V Reg 19, para 2.10	MSC.282(86)	Passenger ships \geq 500 gt	1/7/2014	Implementation date for passenger ships \geq 500 gt constructed before 01/07/2012 engaged on international voyages shall be fitted with ECDIS not later than the first survey on or after 01/07/2014

99.	SOLAS CH V Reg 19, Para 2.2	MSC.282(86)	Cargo ships ≥ 150 gt but < 500 gt	1/7/2014	Implementation date for Cargo ships ≥ 150 gt but < 500 gt constructed before 01/07/2011 shall be fitted with BNWAS not later than the first survey on or after 01/07/2014.
100.	SOLAS CH V Adoption of performance standards for bridge alert management	MSC.302(87), MSC.191(79), A.694(17)	All Ships >500gt	1/7/2014	In addition to the general requirements set out in the General requirements for shipborne radio equipment performing part of the GMDSS and for electronic navigational aids (resolution A.694(17), as amended) and the presentation requirements set out in the Performance standards for the presentation of navigation-related information on shipborne navigational displays (resolution MSC.191(79)), central alert management (CAM) systems should meet the requirements of these performance standards and IMO guidelines on ergonomic principles.
101.	MARPOL Annex VI - Reduction in Sulphur limits in fuel oils for ECAs		All Ships	1/1/2015	Reduction in sulphur limit to 0.1% in Emission control Areas (ECA's) (currently the Baltic, North Sea and from 01/08/2011 will also include the 'North American Emission Control Area' that comprises of the sea area located off the Pacific coasts of the United States and Canada (MEPC.190(60) Refers)
102	SOLAS CH V Reg 19, para 2.10	MSC.282(86)	Tankers ≥ 3,000gt	1/7/2015	Implementation date for tankers ≥ 3,000gt constructed before 01/07/2012 engaged on international voyages shall be fitted with ECDIS not later than the first survey on or after 01/07/2015
103.	Revision of US limits of liability for vessels and deepwater ports / OPA '90	Oil Pollution Act of 1990 (OPA '90)	All Ships	1/7/2015	OPA '90 limits of liability to be adjusted to reflect significant increases in the CPI in order to preserve the "polluter pays" principle embodied by OPA '90. According to the Interim Rule, any cumulative increase in the CPI of 3% or greater over a 3 year period will be considered "significant" and will trigger new adjustments to the OPA '90 limits.
104.	SOLAS CH V Reg 19, para 2.10	MSC.282(86)	Cargo ships, other than tankers, ≥ 50,000 gt	1/7/2016	Implementation date for ships constructed before 1 July 2013 engaged on international voyages shall be fitted with ECDIS not later than the first survey on or after 1 July 2016
105.	SOLAS CH V Reg 19, para 2.10	MSC.282(86)	Cargo ships, other than tankers, ≥ 20,000 gt but < 50,000 gt	1/7/2017	Implementation date for cargo ships, other than tankers, ≥ 20,000 gt but < 50,000 gt constructed before 01/07/2013 engaged on international voyages shall be fitted with ECDIS not later than the first survey on or after 01/07/2017.
106.	SOLAS CH V Reg 19, para 2.10	1/7/2018	Cargo ships, other than tankers, ≥ 10,000 gt but < 20,000 gt	MSC.282(86)	Implementation date for Cargo ships, other than tankers, ≥ 10,000 gt but < 20,000 gt constructed before 01/07/2013 engaged on international voyages shall be fitted with ECDIS not later than the first survey on or after 01/07/2018
107.	Revision of US limits of liability for vessels and deepwater ports / OPA '90	Oil Pollution Act of 1990 (OPA '90)	All Ships	1/7/2018	OPA '90 limits of liability to be adjusted to reflect significant increases in the CPI in order to preserve the "polluter pays" principle embodied by OPA '90. According to the Interim Rule, any cumulative increase in the CPI of 3% or greater over a 3 year period will be considered "significant" and will trigger new adjustments to the OPA '90 limits.

108.	MARPOL Annex VI - Ch 3 Reg 14		All Ships	1/1/2020	Reduction in sulphur limit to 0.5% globally for bunker fuels. This date will be reviewed and confirmed in 2018 after verifying that there are sufficient global supplies of ultra low sulphur fuel.
109.	HYDROCHLOROFLUOROCA RBN (HCFC) REFRIGERANTS, MARPOL Annex VI	MARPOL Annex VI, Regulation 12 / MEPC.176(58)	All Ships	1/1/2020	This regulation allows for the use of HCFC in new installations onboard ships until 1st January 2020.
110	BWM Convention	MEPC.188(60)	Ships conducting BWM in accordance with Regulation D-2	On entry into force	The BWM Convention will require ships to install ballast water management systems, which meet the D-2 standard stipulated therein.