

STATUTORY UPDATE No. 05, 2015 / JUNE

IMO REQUIREMENTS FROM JULY 2015 TO JULY 2018 INCLUSIVE

Keeping updated on new and retroactive requirements from IMO/ ILO can be a challenge. Hence we have made a summary with the most important IMO/ ILO requirements entering into force from 1st of July 2015 to 1st of July 2018 inclusive. A full overview can be found in Requirement Explorer™ accessible through DNV Exchange and in Rules Pilot which can be accessed via the [DNV GL website](#).

This information is recommended to Technical, Safety, Quality and Operation departments of shipping companies, but there is also information relevant for yards and newbuilding departments. We hope you will find the information useful. Should you have any further questions please feel free to contact us at flag.state.services@dnvgl.com or RulesPilot@dnvgl.com.

AMENDMENTS THAT WILL ENTER INTO FORCE FROM 1ST OF JULY 2015 TO 1ST OF JULY 2018 INCLUSIVE

CONVENTION/CODE	REGULATION	DATE OF ENTRY INTO FORCE	APPLICABLE TO	SUBJECT	IMO RES.
SOLAS	V/19.2.10.6 (new sub-para.10.6)	2015-07-01 First safety equipment survey after.	Chemical tankers, gas carriers and oil tankers, keel-laid ≤ 2012-06-30, GT ≥ 3000.	Electronic Chart Display and Information System (ECDIS) required, i.e. no longer only an option.	MSC.282(86)
MARPOL	Annex VI, Ch.4, Reg. 2, 20 & 21	2015-09-01	Cargo vessels and passenger vessels, GT ≥ 400, contract date ≥ 2015-09-01. All vessel types as defined in Ch.1, Reg. 2 (as amended by MEPC.251(66)).	Energy Efficiency Design Index (EEDI) to be calculated for additional vessel types, as described in updated Reg. 20 and Reg. 21 table 1 (as defined in Reg.2). Table 1 also distinguish between different phases depending on the contract date.	MEPC.251(66)
MARPOL	Annex VI, Ch. 3, Reg. 13, 5.1 & 5.2	2015-09-01	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid ≥ 2016-01-01. Vessels trading in North American and US Caribbean Sea Emission Control Area.	The implementation schedule for NOx Tier III was changed. Tier III is now applicable to ships operating in the existing North American / US Caribbean ECA constructed 2016-01-01 or later. For future ECAs the application date will be determined when establishing the ECA but shall not be earlier than the date of adoption (not coming into force) of the new ECA.	MEPC.251(66)
MARPOL	Annex VI, Ch. 4, Reg. 19.2.2 (new sub-para.)	2015-09-01	Cargo vessels and passenger vessels, GT ≥ 400, contract date ≥ 2013-01-01.	Added sub-para describing that ships not propelled by mechanical means, and platforms including FPSOs and FSUs and drilling rigs, regardless of their propulsion are exempted from the EEDI requirements.	MEPC.251(66)

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MARPOL	Annex VI, Ch. 4, reg. 19.3	2015-09-01	Cargo vessels and passenger vessels, GT \geq 400, delivery date \geq 2019-09-01, contract date \geq 2013-01-01.	Regulation 20 and 21 shall not apply to ships which have non-conventional propulsion, except for cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion delivered on or after 2019-09-01.	MEPC.251(66)
MARPOL	Annex VI, Ch. 4, reg. 19.3	2015-09-01	Cargo vessels, GT \geq 400, contract date \geq 2013-01-01. Cargo vessels with ice-breaking capability.	Regulation 20 and 21 shall not apply.	MEPC.251(66)
MARPOL	Annex VI, Ch.4, reg. 5.4.2	2015-09-01	Cargo vessels and passenger vessels, GT \geq 400, contract date \geq 2013-01-01.	The words „a ship“ are replaced with the words „a new ship“ making major conversion applicable for vessels with contract 2013-01-01. Reference is made to the Unified Interpretations to MARPOL Annex VI, MEPC.1/Circ.795/Rev.1, for application of the definition „new ships“.	MEPC.251(66)
NOx Technical Code 2008	Table 4, Ch.1, Ch.5, Ch.6 and Appendix VI	2015-09-01	All cargo vessels, HSC/ DSC and passenger vessels, GT \geq 400. Applies to all diesel and dual fuel engines installed on or after 2010-07-01 with: 1) Output > 130 kW 2) Output > 130 kW and where the engine undergoes a major conversion as defined by MARPOL Annex VI, regulation 13, chapter 2.1 after 2000-01-01.	Dual fuel engines included in the Code.	MEPC.251(66)
MARPOL	Revised Annex VI, Reg. 13.5	2016-01-01	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid \geq 2016-01-01. Diesel engines \geq 130 kW	NOx certificates required for diesel engines according to Tier III if operating in Emission Control Areas (ECA).	MEPC.176(58)
MARPOL	Annex IV (sewage), Reg. 1, 11 & 13	2016-01-01 Implementation date.	All cargo vessels and HSC/ DSC. Sewage treatment plant installed \geq 1 January 2016.	Annex IV has been amended introducing Special Area (the Baltic Sea) regulating the discharge of sewage. Discharge is prohibited in this area except for ships that have an operative approved sewage treatment plant (STP), type approved to the new standard, Res. MEPC.227(64). (Indications at MEPC.68 that the implementation date will be postponed by most probably three years. To be decided.)	MEPC.200(62)

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CONVENTION/ CODE	REGULATION	DATE OF ENTRY INTO FORCE	APPLICABLE TO	SUBJECT	IMO RES.
MARPOL	Annex IV (sewage), Reg. 1, 11 & 13	2016-01-01 Implementation date.	Passenger vessels, con- tract date \geq 2016-01- 01. This regulation ap- plies if building contract \geq 2016-01-01, or in the absence of building contract, if keel-laid \geq 2016-01-01. Delivery date is not relevant in this respect.	Annex IV has been amended introducing Special Area (the Baltic Sea) regulating the discharge of sewage from passenger ships. Discharge is prohibited in this area except for ships that have an operative approved sewage treatment plant (STP), type approved to the new standard, Res. MEPC.227(64), para. 4.2. (Indications at MEPC.68 that the implementation date will be postponed by most probably three years. To be decided.)	MEPC.200(62)
MARPOL	Annex IV (sewage), Reg. 1, 11 & 13	2016-01-01 Implementation date.	Passenger vessels, deliv- ery date \geq 2018-01-01. This regulation applies if delivery \geq 2018-01- 01. Contract date and keel-laying date is not relevant in this respect.	Annex IV has been amended introducing Special Area (the Baltic Sea) regulating the discharge of sewage from passenger ships. Discharge is prohibited in this area except for ships that have an operative approved sewage treatment plant (STP), type approved to the new standard, Res. MEPC.227(64), para. 4.2. (Indications at MEPC.68 that the implementation date will be postponed by most probably three years. To be decided.)	MEPC.200(62)
SOLAS	V/19.1.2.4 (new sub-para)	2016-01-01 First PSSC survey after.	Passenger vessels, keel- laid \leq 2002-06-30.	Amended to clarify that BNWAS is appli- cable to all ships, also existing ships built before 1 July 2002.	MSC.350(92)
SOLAS	V/19.1.2.4 (new sub-para)	2016-01-01 First Safety Equip- ment survey after.	Cargo vessels, keel-laid \leq 2002-06-30, GT \geq 3000.	Amended to clarify that BNWAS is appli- cable to all ships, also existing ships built before 1 July 2002.	MSC.350(92)
BCH Code	Ch.II, 2.2.1 (replaced)	2016-01-01 First scheduled renewal survey on or after. To be complied with by 2021-01-01.	Chemical tankers, keel- laid \leq 1986-06-30.	All ships shall be fitted with an approved stability instrument, capable of verifying compliance with intact and damage stabil- ity requirements. Existing instruments needs no replacement if satisfactory to the Administration. There are some conditions for exemptions. Paragraph 6 of Certificate of Fitness is updated accordingly.	MEPC.249(66)/ MSC.376(93)
IBC Code	Ch. 1, 8, 9, 11, 15 & 17	2016-01-01	Chemical tankers, keel- laid \geq 1986-07-01.	Amendments to the code as a conse- quence of the new SOLAS, Ch.II-2/4.5.5 inert gas requirements.	MEPC.250(66)/ MSC.369(93)
IBC Code	Ch.2, 2.2.6 & 2.2.7 (new sub- para.s.)	2016-01-01	Chemical tankers, keel- laid \geq 2016-01-01.	All ships shall be fitted with an approved stability instrument, capable of verifying compliance with intact and damage stabil- ity requirements. Existing instruments needs no replacement if satisfactory to the Administration. There are some conditions for exemptions. Paragraph 6 of Certificate of Fitness is updated accordingly.	MEPC.250(66)/ MSC.369(93)

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IBC Code	Ch.2, 2.2.6 & 2.2.7 (new sub-para.s.)	2016-01-01 First scheduled renewal survey on or after. To be complied with by 2021-01-01.	Chemical tankers, keel-laid >= 1986-07-01, keel-laid <= 2015-12-31.	All ships shall be fitted with an approved stability instrument, capable of verifying compliance with intact and damage stability requirements. Existing instruments needs no replacement if satisfactory to the Administration. There are some conditions for exemptions. Paragraph 6 of Certificate of Fitness is updated accordingly.	MEPC.250(66)/ MSC.369(93)
SOLAS	II-2/4.5.5.1.2	2016-01-01	Oil tankers, keel-laid >= 2016-01-01, DWT >= 8000.	Tankers of 8000 DWT and upwards to be subject to fixed inert gas system according to the FSS Code as amended by Res. MSC.367(93).	MSC.365(93)
SOLAS	II-2/4.5.5.1.2	2016-01-01	Chemical tankers and gas carriers, keel-laid >= 2016-01-01, DWT >= 8000.	Tankers of 8000 DWT and upwards to be subject to fixed inert gas system according to the FSS Code as amended by Res. MSC.367(93). The relaxation given in II-2/4.5.5.2 is not applicable for chemical tankers and gas carriers constructed on or after 2016-01-01.	MSC.365(93)
SOLAS	II-2/4.5.5.4	2016-01-01	Chemical tankers, gas carriers and oil tankers, keel-laid >= 2016-01-01, DWT >= 8000, DWT <= 19999.	In lieu of fixed installations, the Administration may accept other equivalent arrangements.	MSC.365(93)
SOLAS	II-2/16.3.3 (new sub.para.)	2016-01-01	Chemical tankers, gas carriers and oil tankers, keel-laid >= 2002-07-01.	New paragraph giving requirements to operation of inert gas systems.	MSC.365(93)
SOLAS	II-2/16.3.3.3 (new sub.para.)	2016-01-01	Chemical tankers, keel-laid >= 2016-01-01.	The application of inert gas for chemical tankers may take place after the cargo tank has been loaded but before commencement of unloading. Only nitrogen is acceptable under this provision.	MSC.365(93)
SOLAS	II-1/29.3.2 & .4.2	2016-01-01	All vessels.	All ships irrespective of date of construction that cannot be ballasted during sea trials so that they are on even keel and their rudder is fully submerged, may demonstrate compliance with requirements for main and emergency steering gear with alternative methods. MSC.1 /Circ.1482 invites for early implementation.	MSC.365(93)
SOLAS	II-2/3.54, .55 and .56 (new para.s.)	2016-01-01	All vessels.	Definitions of fire damper, smoke damper and vehicle carrier added.	MSC.365(93)
SOLAS	II-2/9.7	2016-01-01	Cargo vessels and passenger vessels, keel-laid >= 2016-01-01.	The existing text of para.7 is replaced to address requirements for new ventilation duct construction and arrangement.	MSC.365(93)

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SOLAS	II-2/10	2016-01-01	Cargo vessels and passenger vessels, keel-laid \geq 2016-01-01. Ship designed to carry containers on or above weather deck.	New requirements to carriage of water mist lance/ mobile water monitors, dependent on number of tiers of containers and ship's breadth. Applicable for ships designed to carry containers on or above weather deck.	MSC.365(93)
SOLAS	II-2/13.4.1.5 & .6, 13.4.2.4, .5 & .6 (new sub-para.s)	2016-01-01	Cargo vessels and passenger vessels, keel-laid \geq 2016-01-01.	New sub-paragraphs giving requirements for continuous fire shelter for means of escape from machinery spaces and workshops and control rooms within machinery spaces.	MSC.365(93)
SOLAS	II-2/20.3.1.4.2	2016-01-01	Cargo vessels and passenger vessels, keel-laid \geq 2016-01-01.	The references in the paragraph are changed to 9.7.2.4.1.1 and 9.7.2.4.1.2 (as a consequence of the amendments to paragraph 9.7.2).	MSC.365(93)
SOLAS	II-2/20-1.1, .2.1, .3, .4 and .5	2016-01-01	Non-tanker/ -bulk cargo vessels, keel-laid \geq 2016-01-01. Vehicle carriers	New regulation applicable for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo. The regulation gives requirements to electrical equipment and wiring, ventilation and other ignition sources, and provision of two portable gas detectors.	MSC.365(93)
SOLAS	II-2/20-1.1, .2.2 and .5	2016-01-01	Non-tanker/ -bulk cargo vessels, keel-laid \geq 2002-07-01, keel-laid \leq 2015-12-31. Vehicle carriers	New regulation applicable for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas in their tanks for their own propulsion as cargo. At least two portable gas detectors shall be provided.	MSC.365(93)
SOLAS	XIII (new chapter)	2016-01-01	All cargo vessels, HSC/ DSC and passenger vessels. Relevant for SOLAS contracting governments only.	New SOLAS chapter XIII for verification of compliance with the new III Code. Every Contracting Government shall be subject to periodic audits by the Organization (IMO) in accordance with the audit standard to verify compliance with and implementation of SOLAS. Definitions for Audit, Audit Scheme, Code for Implementation and Audit Standard are given.	MSC.366(93)
FSS Code	Ch. 15 (replaced)	2016-01-01	Chemical tankers, gas carriers and oil tankers, keel-laid \geq 2016-01-01.	The text of existing chapter 15 is completely revised. One essential issue is that the inert gas shall be automatically vented to deck (atmosphere) if the oxygen content exceeds 5 % by volume.	MSC.367(93)
LSA Code	2.2	2016-01-01	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid \geq 2016-01-01. Lifejackets.	Revised testing requirements for lifejackets wrt buoyancy and stability. IMO Res. 81(70) has been amended accordingly.	MSC.368(93)

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IGC Code		2016-01-01	Gas carriers, keel-laid >= 2016-07-01.	The complete text of the IGC Code is replaced encompassing major amendments to design and operational requirements and to operational guidelines. This includes the new and retroactive requirement for the provision of an approved stability instrument.	MSC.370(93)
IGC Code	Ch.2, 2.2.6 (in revised code)	2016-01-01 First scheduled renewal survey on or after. To be complied with by 2021-07-01.	Gas carriers, keel-laid >= 1986-01-01, keel-laid <= 2016-06-30.	All ships shall be fitted with an approved stability instrument, capable of verifying compliance with intact and damage stability requirements. Existing instruments needs no replacement if satisfactory to the Administration. There are some conditions for exemptions. Paragraph 6 of Certificate of Fitness is updated accordingly.	MSC.370(93)
2011 ESP Code		2016-01-01	All bulk carriers and oil tankers, GT >= 500.	The 2011 ESP code is amended to cover corrosion and corrosion protection by coating at the relevant surveys.	MSC.371(93)
IMDG Code		2016-01-01	All cargo vessels, HSC/ DSC and passenger vessels.	The IMDG Code: Several amendments have been made to the Code, mostly minor and some major: A new Ch. 1.1.2.3 is added: Annex 1 of the International Convention for Safe Containers, 1972, as amended has been entered into the Code in this chapter. Reorganization of Column 16 in the Dangerous Goods List: Column 16a contains the new Stowage Codes and the new Handling Codes, and Column 16b the new Segregation Codes. The different Stowage Codes and Handling Codes are listed in Ch. 7.1.5 and 7.1.6 respectively and the different Segregation Codes are listed in Ch. 7.2.8. The Supplement to the IMDG Code: Amendments to the EMS guide can be found in MSC.1/ Circ. 1476.	MSC.372(93)
GC Code	Ch. II/2.2.4 & .5 (new sub-para.s)	2016-01-01 First scheduled periodical survey on or after. To be complied with by 2021-01-01.	Gas carriers, keel-laid <= 1986-06-30.	All ships shall be fitted with an approved stability instrument, capable of verifying compliance with intact and damage stability requirements. Existing instruments needs no replacement if satisfactory to the Administration. There are some conditions for exemptions. Paragraph 6 of Certificate of Fitness is updated accordingly.	MSC.377(93)
Res. MSC.81(70)	Part 1, item 2 and App.1	2016-01-01	Cargo vessels, HSC/ DSC and passenger vessels, keel-laid >= 2016-01-01.	Amended requirements to prototype tests of lifejackets and to adult reference test device (RTD) design and construction.	MSC.378(93)
MARPOL	Annex I, Ch.9, Reg.43	2016-01-01	All cargo vessels, HSC/ DSC and passenger vessels.	Also use of oil as ballast is prohibited in the Antarctic sea.	MEPC.256(67)

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MARPOL	Annex VI, Ch.1, Reg.2.9 and 2.14	2016-01-01	All cargo vessels, HSC/ DSC and passenger vessels.	Amended definitions to include gas as fuel oil in paragraph 9, and gas fuelled engine as a marine diesel engine in paragraph 14.	MEPC.258(67)
MARPOL	Annex VI, Ch.3, Reg.13.7.3	2016-01-01	All cargo vessels, HSC/ DSC and passenger vessels.	The paragraph is rewritten to make the ma- rine diesel engine installation options more clear. The para. 2.2.1 in the supplement to IAPP certificate is updated accordingly.	MEPC.258(67)
SOLAS	V/19.2.10.7 (new sub- para.10.7)	2016-07-01 First safety equip- ment survey after.	Bulk carriers and non- tanker/ -bulk cargo vessels, keel-laid <= 2013-06-30, GT >= 50000. (Non-tankers).	Electronic Chart Display and Information System (ECDIS) required, i.e. no longer only an option.	MSC.282(86)
SOLAS	VI/2.4, .5 & .6 (new para.s)	2016-07-01 (expected)	All vessels. Carriage of cargo.	New paragraphs 4 to 6 added to Cargo information which require mandatory veri- fication of the gross mass of containers by the shipper of the containers, and ensure that the gross mass is stated in the ship- ping document.	MSC.380(94)
SOLAS	XI-1/7 (new reg.)	2016-07-01 (expected)	All cargo vessels, HSC/ DSC and passenger vessels.	New regulation requiring atmosphere testing instruments for enclosed spaces to be carried on board. The instrument shall as a minimum be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide.	MSC.380(94)
SOLAS	Appendix	2016-07-01 (expected)	All cargo vessels.	In the Record of Equipment (Form E and Form C respectively) in section 2, item 2.7 with sub-items are replaced with item 3 and sub-items. Sub-item 3.1 stating the number of persons accommodated by free-fall lifeboats is new. Previous item 3 and higher are renumbered accordingly.	MSC.380(94)
2011 ESP Code		2016-07-01 (expected)	All bulk carriers and oil tankers, GT >= 500. ESP Bulk Carrier and ESP Oil Tanker.	The parts are replaced and paragraphs added introducing hydraulic arm vehicles.	MSC.381(94)
SOLAS	V/19.1.2.4 (new sub-para)	2017-01-01 (expected) First Safety Equip- ment survey after.	Cargo vessels, keel-laid <= 2002-06-30, GT >= 500, GT <= 2999.	Amended to clarify that BNWAS is ap- plicable to all ships, also existing ships built before 1 July 2002.	MSC.350(92)
SOLAS	V/19.2.10.8 (new sub- para.10.8)	2017-01-01 (expected) First Safety Equip- ment survey after.	Bulk carriers and non- tanker/ -bulk cargo ves- sels, keel-laid <= 2013- 06-30, GT >= 20000, GT <= 49999. (Non-tankers).	Electronic Chart Display and Information System (ECDIS) required, i.e. no longer only an option.	MSC.282(86)
Polar Code		2017-01-01 (expected)	All cargo vessels, HSC/ DSC and passenger vessels. Ships operat- ing in polar waters. See SOLAS XIV for applica- tion details.	The Code for ships operating in polar waters (Polar code) has been made mandatory.	MSC.385(94)

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SOLAS	XIV (new chapter)	2017-01-01 (expected)	Cargo vessels, HSC/ DSC and passenger ves- sels, keel-laid >= 2017- 01-01. Ships operating in polar waters.	New chapter added to SOLAS making the Polar Code, as adopted by MSC.385(94), mandatory for vessels operating in Polar waters. The Polar Code contains safety and environmental requirements, and for new- buildings additional design requirements.	MSC.386(94)
MARPOL	Annex IV (sewage), Reg. 1, 11 & 13	2018-01-01 Implementation date.	Passenger vessels, delivery date <= 2017- 12-31, contract date <= 2015-12-31. This regula- tion applies if building contract <= 2015-12-31 and if delivery date <= 2017-12-31.	Annex IV has been amended introducing Special Area (the Baltic Sea) regulating the discharge of sewage from passenger ships. Discharge is prohibited in this area except for ships that have an operative approved sewage treatment plant (STP), type approved to the new standard, Res. MEPC.227(64), para. 4.2. (Indications at MEPC.68 that the implementation date will be postponed by most probably three years. To be decided.)	MEPC.200(62)
SOLAS	V/19.1.2.4 (new sub-para)	2018-01-01 (expected) First Safety Equip- ment survey after.	Cargo vessels, keel-laid <= 2002-06-30, GT >= 150, GT <= 499.	Amended to clarify that BNWAS is ap- plicable to all ships, also existing ships built before 1 July 2002.	MSC.350(92)
SOLAS	XIV (new chapter)	2018-01-01 (expected) First intermediate or renewal survey after.	Cargo vessels, HSC/ DSC and passenger ves- sels, keel-laid <= 2016- 12-31. Ships operating in polar waters.	New chapter added to SOLAS making the Polar Code, as adopted by MSC.385(94), mandatory for vessels operating in Polar waters. The Polar Code contains safety and environmental requirements. Existing ves- sels which are to operate in Polar waters, shall comply with the Polar Code require- ments applicable to existing vessels.	MSC.386(94)
SOLAS	V/19.2.10.9 (new sub- para.10.9)	2018-07-01 First safety equip- ment survey after.	Bulk carriers and non- tanker/ -bulk cargo ves- sels, keel-laid <= 2013- 06-30, GT >= 10000, GT <= 19999. (Non-tankers).	Electronic Chart Display and Information System (ECDIS) required, i.e. no longer only an option.	MSC.282(86)
SOLAS	II-2/10.10.4 (new para.)	2018-07-01 First safety equip- ment survey after.	Cargo vessels and pas- senger vessels, keel-laid <= 2014-06-30.	New requirement for carriage of two-way portable radiotelephone apparatus of explosion proof or intrinsically safe type for fire-fighter's communication.	MSC.338(91)