Resolution A.973(24)

Adopted on 1 December 2005
(Agenda item 9)

CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING FURTHER resolution A.847(20) entitled “Guidelines to assist flag States in the implementation of IMO instruments” intended to provide flag States with a means to establish and maintain measures for the effective application and enforcement of the relevant IMO instruments,

BEING AWARE of the request of the seventh session of the UN Commission on Sustainable Development (CSD 7) to develop measures to ensure that flag States give full and complete effect to the IMO and other relevant conventions to which they are party, so that the ships of all flag States meet international rules and standards,

RECOGNIZING that Parties to the relevant international conventions have, as part of the ratification process, accepted to fully meet their responsibilities and to discharge their obligations under the conventions and other instruments to which they are party,

REAFFIRMING that States have the primary responsibility to have in place an adequate and effective system to exercise control over ships entitled to fly their flag, and to ensure that they comply with relevant international rules and regulations in respect of maritime safety, security and protection of the marine environment,

REAFFIRMING ALSO that States, in their capacity as port and coastal States, have other obligations and responsibilities under applicable international law in respect of maritime safety, security and protection of the marine environment,

NOTING that, while States may realize certain benefits by becoming Parties to instruments aiming at promoting maritime safety, security and the prevention of pollution from ships, these benefits can only be fully realized when all Parties carry out their obligations as required by the instruments concerned,
NOTING ALSO that the ultimate effectiveness of any instrument depends, *inter alia*, upon all States:

(a) becoming Parties to all instruments related to maritime safety, security and pollution prevention and control;

(b) implementing and enforcing such instruments fully and effectively;

(c) reporting to the Organization, as required,

NOTING FURTHER that, in the context of the Voluntary IMO Member State Audit Scheme, the enactment of appropriate legislation, its implementation and enforcement are the three key issues on which a Member State’s performance can be measured,

BEARING IN MIND that the Voluntary IMO Member State Audit Scheme contains references to the Code for the implementation of mandatory IMO instruments, as appropriate; and that the Code, in addition to providing guidance for the implementation and enforcement of IMO instruments, forms the basis of the Audit Scheme, in particular concerning the identification of the auditable areas,

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee, at its eightieth session and by the Marine Environment Protection Committee, at its fifty-third session,

1. ADOPTS the Code for the Implementation of Mandatory IMO Instruments, set out in the Annex to the present resolution;

2. URGES Governments of flag States, port States and coastal States to implement the Code on a national basis;

3. REQUESTS the Maritime Safety Committee and the Marine Environment Protection Committee to keep the Code under review and, in co-ordination with the Council, to propose amendments thereto to the Assembly;

4. REVOKES resolution A.847(20).
ANNEX

CODE FOR THE IMPLEMENTATION OF MANDATORY IMO INSTRUMENTS

PART 1 – COMMON AREAS

Objective

1. The objective of this Code is to enhance global maritime safety and protection of the marine environment.

2. Different Administrations will view this Code according to their own circumstances and will be bound only for the implementation of those instruments referred to in paragraph 6 to which they are Contracting Governments or Parties. By virtue of geography and circumstance some Administrations may have a greater role as a flag State than as a port State or as a coastal State, whilst others may have a greater role as a coastal State or port State than as a flag State. Such imbalances do not diminish, in any way, their duties as a flag, port or coastal State.

Strategy

3. In order for a State to meet the objective of this Code, a strategy should be developed, covering the following issues:

   .1 implementation and enforcement of relevant international mandatory instruments;
   .2 adherence to international recommendations, as appropriate;
   .3 continuous review and verification of the effectiveness of the State in respect of meeting its international obligations; and
   .4 the achievement, maintenance and improvement of overall organizational performance and capability.

In implementing the aforementioned strategy, the guidance given in this Code should be adhered to.

General

4. Under the provisions of the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) and of IMO conventions, Administrations are responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give these instruments full and complete effect so as to ensure that, from the point of view of safety of life at sea and protection of the marine environment, a ship is fit for the service for which it is intended and is manned with competent maritime personnel.

5. In taking measures to prevent, reduce and control pollution of the marine environment, States shall act so as not to transfer, directly or indirectly, damage or hazards from one area to another or transform one type of pollution into another. (UNCLOS, article 195).

Scope

6. The mandatory IMO instruments addressed in this Code are:
.1 the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974);
.2 the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1978);
.3 the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT 1988);
.4 the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended (MARPOL 73/78);
.5 the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL PROT 1997);
.6 the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978);
.7 the International Convention on Load Lines, 1966 (LL 66);
.8 the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT 1988);
.9 the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969); and
.10 the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972)
as well as all instruments made mandatory through these conventions and protocols. Non-exhaustive lists of obligations under the above mandatory instruments are found in annexes 1 to 4. A list of the relevant instruments is given in annex 5 and a summary of amendments to mandatory instruments reflected in the Code is given in annex 6.

Initial actions

7 When a new or amended IMO mandatory instrument enters into force for a State, the Government of that State must be in a position to implement and enforce its provisions through appropriate national legislation and to provide the necessary implementation and enforcement infrastructure. This means that the Government of the State must have:

.1 the ability to promulgate laws which permit effective jurisdiction and control in administrative, technical and social matters over ships flying its flag and, in particular, provide the legal basis for general requirements for registries, the inspection of ships, safety and pollution-prevention laws applying to such ships and the making of associated regulations;

.2 a legal basis for the enforcement of its national laws and regulations including the associated investigative and penal processes; and
the availability of sufficient personnel with maritime expertise to assist in the promulgation of the necessary national laws and to discharge all the responsibilities of the State, including reporting as required by the respective conventions.

8 A possible framework for national legislation to give effect to the provisions of relevant IMO instruments can be found in “Guidelines for Maritime Legislation”, a United Nations publication*.

Communication of information

9 The State should communicate its strategy, as referred to in paragraph 3, including information on its national legislation to all concerned.

Records

10 Records, as appropriate, should be established and maintained to provide evidence of conformity to requirements and of the effective operation of the State. Records should remain legible, readily identifiable and retrievable. A documented procedure should be established to define the controls needed for the identification, storage, protection, retrieval, retention time and disposition of records.

Improvement

11 States should continually improve the adequacy of the measures which are taken to give effect to those conventions and protocols which they have accepted. Improvement should be made through rigorous and effective application and enforcement of national legislation, as appropriate, and monitoring of compliance.

12 The State should stimulate a culture which provides opportunities to people for improvement of performance in maritime safety and environmental protection activities.

13 Further, the State should take action to identify and eliminate the cause of any non-conformities in order to prevent recurrence, including:

   .1 review and analysis of non-conformities;
   .2 implementation of necessary corrective action; and
   .3 review of the corrective action taken.

14 The State should determine action to eliminate the causes of potential non-conformities in order to prevent their occurrence.

PART 2 – FLAG STATES

Implementation

15 In order to effectively discharge their responsibilities and obligations, flag States should:

* ST/ESCAP/1076.
1. implement policies through the issuance of national legislation and guidance which will assist in the implementation and enforcement of the requirements of all safety and pollution prevention conventions and protocols to which they are party; and

2. assign responsibilities within their Administration to update and revise any relevant policies adopted, as necessary.

16 Flag States should establish resources and processes capable of administering a safety and environmental protection programme which, as a minimum, should consist of the following:

1. administrative instructions to implement applicable international rules and regulations as well as develop and disseminate any interpretative national regulations that may be needed;

2. resources to ensure compliance with the requirements of the mandatory IMO instruments listed in paragraph 6 using an audit and inspection programme independent of any administrative bodies issuing the required certificates and relevant documentation and/or of any entity which has been delegated authority by the flag States to issue the required certificates and relevant documentation;

3. resources to ensure compliance with the requirements of the 1978 STCW Convention, as amended. This includes resources to ensure, inter alia, that:

3.1 training, assessment of competence and certification of seafarers are in accordance with the provisions of the Convention;

3.2 STCW certificates and endorsements accurately reflect the competencies of the seafarers, using the appropriate STCW terminology as well as terms which are identical to those used in any safe manning document issued to the ship;

3.3 impartial investigation can be held of any reported failure, whether by act or omission, that may pose a direct threat to safety of life or property at sea or to the marine environment, by the holders of certificates or endorsements issued by that Party;

3.4 certificates or endorsements issued by the flag State can be effectively withdrawn, suspended or cancelled when warranted, and when necessary to prevent fraud; and

3.5 administrative arrangements, including those involving training, assessment and certification activities conducted under the purview of another State, are such that the flag State accepts its responsibility for ensuring the competence of masters, officers and other seafarers serving on ships entitled to fly its flag*;

4. resources to ensure the conduct of investigations into casualties and adequate and timely handling of cases of ships with identified deficiencies; and

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* Regulations I/2, I/9, I/10 and I/11 of the 1978 STCW Convention, as amended.
the development, documentation and provision of guidance concerning those requirements that are to the satisfaction of the Administration, found in relevant mandatory IMO instruments.

17 Flag States shall ensure that ships entitled to fly their flag are sufficiently and efficiently manned, taking into account the Principles of Safe Manning adopted by IMO.

Delegation of authority

18 Flag States authorizing recognized organizations to act on their behalf in conducting the surveys, inspections, the issue of certificates and documents, the marking of ships and other statutory work required under the IMO conventions must regulate such authorization in accordance with SOLAS regulation XI-1/1 to:

.1 determine that the recognized organization has adequate resources in terms of technical, managerial and research capabilities to accomplish the tasks being assigned, in accordance with the “Minimum Standards for Recognized Organizations Acting on Behalf of the Administration” set out in the relevant IMO resolution*

.2 have as its basis a formal written agreement between the Administration and the recognized organization which, as a minimum, includes the elements set out in the relevant IMO resolution**, or equivalent legal arrangements, and which may be based on the model agreement for the authorization of recognized organizations acting on behalf of the Administration***

.3 issue specific instructions detailing actions to be followed in the event that a ship is found unfit to proceed to sea without danger to the ship or persons on board, or is found to present an unreasonable threat of harm to the marine environment;

.4 provide the recognized organization with all appropriate instruments of national law and interpretations thereof giving effect to the provisions of the conventions or specify whether the Administration’s standards go beyond convention requirements in any respect; and

.5 require that the recognized organization must maintain records which will provide the Administration with data to assist in interpretation of convention regulations.

19 Flag States nominating surveyors for the purpose of carrying out surveys and inspections on their behalf should regulate such nominations, as appropriate, in accordance with the guidance provided in paragraph 18, in particular subparagraphs .3 and .4.

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* Appendix 1 of resolution A.739(18) “Guidelines for the authorization of organizations acting on behalf of the Administration”.
** Appendix 2 of resolution A.739(18) “Guidelines for the authorization of organizations acting on behalf of the Administration”.
*** (MSC/Circ.710-MEPC/Circ.307).
20 The flag State should establish or participate in an oversight programme with adequate resources for monitoring of, and communication with, its recognized organizations in order to ensure that its international obligations are fully met, by:

.1 exercising its authority to conduct supplementary surveys to ensure that ships entitled to fly its flag in fact comply with mandatory IMO instruments;

.2 conducting supplementary surveys as it deems necessary to ensure that ships entitled to fly its flag comply with national requirements which supplement the IMO convention requirements; and

.3 providing staff who have a good knowledge of the rules and regulations of the flag State and the recognized organizations and who are available to carry out effective field oversight of the recognized organizations.

Enforcement

21 Flag States should take all necessary measures to secure observance of international rules and standards by ships entitled to fly their flag and by entities and persons under their jurisdiction so as to ensure compliance with their international obligations. Such measures should, inter alia, include:

.1 prohibiting ships entitled to fly their flag from sailing until such ships can proceed to sea in compliance with the requirements of international rules and standards;

.2 the periodic inspection of ships entitled to fly their flag to verify that the actual condition of the ship and its crew is in conformity with the certificates it carries;

.3 the surveyor ensuring, during the periodic inspection referred to in subparagraph .2, that seafarers assigned to the ships are familiar with:

.3.1 their specific duties; and

.3.2 ship arrangements, installations, equipments and procedures;

.4 ensuring that the ship’s complement, as a whole, can effectively co-ordinate their activities in an emergency situation and in performing functions vital to safety or to the prevention or mitigation of pollution;

.5 providing, in national laws and regulations, for penalties of adequate severity to discourage violation of international rules and standards by ships entitled to fly their flag;

.6 instituting proceedings – after an investigation has been conducted – against ships entitled to fly their flag which have violated international rules and standards, irrespective of where the violation has occurred;

.7 providing, in national laws and regulations, for penalties of adequate severity to discourage violations of international rules and standards by individuals issued with certificates or endorsements under their authority; and
.8 instituting proceedings – after an investigation has been conducted – against individuals holding certificates or endorsements who have violated international rules and standards, irrespective of where the violation has occurred.

22 A flag State should consider developing and implementing a control and monitoring programme, as appropriate, in order to:

.1 provide for prompt and thorough casualty investigations, with reporting to IMO as appropriate;

.2 provide for the collection of statistical data, so that trend analyses can be conducted to identify problem areas; and

.3 provide for a timely response to deficiencies and alleged pollution incidents reported by port or coastal States.

23 Furthermore, the flag State should:

.1 ensure compliance with applicable IMO instruments through national legislation;

.2 provide an appropriate number of qualified personnel to implement and enforce the national legislation referred to in subparagraph 15.1, including personnel for performing investigations and surveys;

.3 provide a sufficient number of qualified flag State personnel to investigate incidents where ships entitled to fly its flag have been detained by port States;

.4 provide a sufficient number of qualified flag State personnel to investigate incidents where the validity of a certificate or endorsement or competence of individuals holding certificates or endorsements issued under its authority are questioned by port States; and

.5 ensure the training and oversight of the activities of flag State surveyors and investigators.

24 When a State is informed that a ship entitled to fly its flag has been detained by a port State, the flag State should oversee that appropriate corrective measures to bring the ship in question into immediate compliance with the applicable international conventions are taken.

25 A flag State, or a recognized organization acting on its behalf, should only issue or endorse an international certificate to a ship after it has determined that the ship meets all applicable requirements.

26 A flag State should only issue an international certificate of competency or endorsement to a person after it has determined that the person meets all applicable requirements.

Flag State surveyors

27 The flag State should define and document the responsibilities, authority and interrelation of all personnel who manage, perform and verify work relating to and affecting safety and pollution prevention.
28 Personnel responsible for, or performing, surveys, inspections and audits on ships and companies covered by the relevant IMO mandatory instruments should have as a minimum the following:

.1 appropriate qualifications from a marine or nautical institution and relevant seagoing experience as a certificated ship officer holding or having held a valid STCW II/2 or III/2 certificate of competency and have maintained their technical knowledge of ships and their operation since gaining their certificate of competency; or

.2 a degree or equivalent from a tertiary institution within a relevant field of engineering or science recognized by the State.

29 Personnel qualified under 28.1 should have served for a period of not less than three years at sea as an officer in the deck or engine department.

30 Personnel qualified under 28.2 should have worked in a relevant capacity for at least three years.

31 In addition such personnel should have appropriate practical and theoretical knowledge of ships, their operation and the provisions of the relevant national and international instruments necessary to perform their duties as flag State surveyors obtained through documented training programmes.

32 Other personnel assisting in the performance of such work should have education, training and supervision commensurate with the tasks they are authorized to perform.

33 Previous relevant experience in the field of expertise should be considered an advantage; in case of no previous experience the Administration should provide appropriate field training.

34 Flag States may accredit surveyors through a formalized, detailed training programme that leads to the same standard of knowledge and ability as that required in paragraphs 28 to 31.

35 The flag State should have implemented a documented system for qualification of personnel and continuous updating of their knowledge as appropriate to the tasks they are authorized to undertake.

36 Depending on the function(s) to be performed the qualifications should encompass:

.1 knowledge of applicable international and national rules and regulations for ships, their companies, their crew, their cargo and their operation;

.2 knowledge of the procedures to be applied in survey, certification, control, investigative and oversight functions;

.3 understanding of the goals and objectives of the international and national instruments dealing with maritime safety and protection of the marine environment, and of related programmes;

.4 understanding of the processes both on board and ashore, internal as well as external;
.5 possession of professional competency necessary to perform the given tasks effectively and efficiently;

.6 full safety awareness in all circumstances, also for one’s own safety; and

.7 training or experience in the various tasks to be performed and, preferably, also in the functions to be assessed.

37 The flag State should issue an identification document for the surveyor to carry when performing his/her tasks.

Flag State investigations

38 Investigations should be carried out following a marine casualty or pollution incident. Casualty investigations should be conducted by suitably qualified investigators, competent in matters relating to the casualty. The flag State should be prepared to provide qualified investigators for this purpose, irrespective of the location of the casualty or incident.

39 The flag State should ensure that individual investigators have working knowledge and practical experience in those subject areas pertaining to their normal duties. Additionally, to assist individual investigators in performing duties outside their normal assignments, the flag State should ensure ready access to expertise in the following areas, as necessary:

.1 navigation and theCollision Regulations;

.2 flag State regulations on certificates of competency;

.3 causes of marine pollution;

.4 interviewing techniques;

.5 evidence gathering; and

.6 evaluation of the effects of the human element.

40 Any accidents involving personal injury necessitating absence from duty of three days or more and any deaths resulting from occupational accidents and casualties to ships of the flag State should be investigated, and the results of such investigations made public.

41 Ship casualties should be investigated and reported in accordance with the relevant IMO conventions, and the guidelines developed by IMO*. The report on the investigation should be forwarded to IMO together with the flag State’s observations, in accordance with the guidelines referred to above.

* Refer to the Code for the Investigation of Marine Casualties and Incidents, adopted by the Organization by resolution A.849(20), as amended by resolution A.884(21).
**Evaluation and review**

42 The flag States should, on a periodic basis, evaluate their performance with respect to the implementation of administrative processes, procedures and resources necessary to meet their obligations as required by the conventions to which they are party.

43 Measures to evaluate the performance of the flag States may include, *inter alia*, port State control detention rates, flag State inspection results, casualty statistics, communication and information processes, annual loss statistics (excluding constructive total losses (CTLs)), and other performance indicators as may be appropriate, to determine whether staffing, resources and administrative procedures are adequate to meet their flag State obligations.

44 Measures may include a regular review of:

- fleet loss and accident ratios to identify trends over selected time periods;
- the number of verified cases of detained ships in relation to the size of the fleet;
- the number of verified cases of incompetence or wrongdoing by individuals holding certificates or endorsements issued under its authority;
- responses to port State deficiency reports or interventions;
- investigations into very serious and serious casualties and lessons learned from them;
- financial, technical and other resources committed;
- results of inspections, surveys and controls of the ships in the fleet;
- investigation of occupational accidents;
- the number of incidents and violations under MARPOL 73/78, as amended; and
- the number of suspensions or withdrawals of certificates, endorsements, approvals, etc.

**PART 3 – COASTAL STATES**

**Implementation**

45 Coastal States have certain rights and obligations under various mandatory IMO instruments. When exercising their rights under the instruments coastal States incur additional obligations.

46 In order to effectively meet their obligations, coastal States should:

- implement policies and guidance which will assist in the implementation and enforcement of their obligations; and
- assign responsibilities within their Administration to update and revise any relevant policies adopted, as necessary.
Enforcement

47 Coastal States should take all necessary measures to ensure their observance of international rules when exercising their rights and fulfilling their obligations.

48 A coastal State should consider developing and implementing a control and monitoring programme, as appropriate, in order to:

.1 provide for the allocation of statistical data so that trend analyses can be conducted to identify problem areas;

.2 provide for timely response to pollution incidents in its waters; and

.3 co-operate with flag States and/or port States, as appropriate, in investigations of maritime casualties.

Evaluation and review

49 Coastal States should periodically evaluate their performance in respect of exercising their rights and meeting their obligations under mandatory IMO instruments.

PART 4 – PORT STATES

Implementation

50 Port States have certain rights and obligations under various mandatory IMO instruments. When exercising their rights under the instruments, port States incur additional obligations.

51 Port States can play an integral role in the achievement of maritime safety and environmental protection, including pollution prevention. The role and responsibilities of the port State with respect to maritime safety and environmental protection is derived from a combination of international treaties, conventions, national laws, as well as in some instances, bilateral and multilateral agreements.

Enforcement

52 Port States should take all necessary measures to ensure their observance of international rules when exercising their rights and fulfilling their obligations.

53 Several IMO conventions contain specific provisions that permit port State control.

54 In this respect, SOLAS, as modified by its 1988 Protocol, MARPOL and STCW also contain provisions that oblige port States to treat non-Parties to those conventions no more favourably than those that are Parties. This means that port States are obliged to impose the conditions of the conventions on Parties as well as on non-Parties.
55 When exercising their right to carry out port State control, a port State should establish processes to administer a port State control programme consistent with the relevant resolution adopted by the Organization*.

56 Port State control should be carried out only by authorized and qualified port State control officers in accordance with the relevant resolution adopted by the Organization*.

57 Port State control officers and persons assisting them should have no commercial interest, either in the port of inspection or the ships inspected, nor should the port State control officers be employed by or undertake work on behalf of recognized organizations or classification societies.

**Evaluation and review**

58 Port States should periodically evaluate their performance in respect of exercising their rights and meeting their obligations under mandatory IMO instruments.

* Resolution A.787(19), as amended by resolution A.882(21) on Procedures for Port State Control.
ANNEX 1

OBLIGATIONS OF CONTRACTING GOVERNMENTS/PARTIES

The following table contains a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TONNAGE 69</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. 1</td>
<td>General obligation under the Convention</td>
<td></td>
</tr>
<tr>
<td>Art. 5(2)</td>
<td>Force majeure</td>
<td></td>
</tr>
<tr>
<td>Art. 8</td>
<td>Issue of a certificate by another Government</td>
<td></td>
</tr>
<tr>
<td>Art. 10</td>
<td>Cancellation of certificate</td>
<td></td>
</tr>
<tr>
<td>Art. 11</td>
<td>Acceptance of certificates</td>
<td></td>
</tr>
<tr>
<td>Art. 15</td>
<td>Communication of information</td>
<td></td>
</tr>
<tr>
<td><strong>LL 66 and LL PROT 88’</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. 1</td>
<td>General obligation under the Convention</td>
<td>LL PROT 88 only (Art. I)</td>
</tr>
<tr>
<td></td>
<td>General obligations</td>
<td></td>
</tr>
<tr>
<td>Art. 7(2)</td>
<td>Force majeure</td>
<td></td>
</tr>
<tr>
<td>Art. 17</td>
<td>Issue or endorsement of certificates by another Government</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Art. 20</td>
<td>Acceptance of certificates</td>
<td></td>
</tr>
<tr>
<td>Art. 25</td>
<td>Special rules drawn up by agreement</td>
<td></td>
</tr>
<tr>
<td>Art. 26</td>
<td>Communication of information</td>
<td>LL PROT 88 only (Art. III)</td>
</tr>
</tbody>
</table>

* When the obligation does not derive from the International Convention on Load Lines, 1966, but solely from the Protocol of 1988 relating thereto, this is indicated in the “Comments” column.
<table>
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</tr>
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<tr>
<td><strong>COLREG 72</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. I</td>
<td>General obligations</td>
<td></td>
</tr>
<tr>
<td><strong>STCW 78</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. I</td>
<td>General obligations under the Convention</td>
<td></td>
</tr>
<tr>
<td>Art. IV</td>
<td>Communication of information</td>
<td></td>
</tr>
<tr>
<td>Art. XI(1)</td>
<td>Promotion of technical co-operation</td>
<td></td>
</tr>
<tr>
<td>Reg. I/3</td>
<td>Principles governing near-coastal waters</td>
<td></td>
</tr>
<tr>
<td>Reg. I/5</td>
<td>National provisions</td>
<td></td>
</tr>
<tr>
<td>Reg. I/6</td>
<td>Training and assessment</td>
<td></td>
</tr>
<tr>
<td>Reg. I/7</td>
<td>Communication of information</td>
<td></td>
</tr>
<tr>
<td>Reg. I/8</td>
<td>Quality standards</td>
<td></td>
</tr>
<tr>
<td>Reg. I/9</td>
<td>Medical standards – Issue and registration of certificates</td>
<td></td>
</tr>
<tr>
<td><strong>SOLAS 74</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. I</td>
<td>General obligations under the Convention</td>
<td>in SOLAS PROT 78 and SOLAS PROT 88</td>
</tr>
<tr>
<td>Art. III</td>
<td>Communication of information</td>
<td>in SOLAS PROT 78 and SOLAS PROT 88</td>
</tr>
<tr>
<td>Art. V(c)</td>
<td>Carriage of persons in emergencies – reporting</td>
<td></td>
</tr>
<tr>
<td>Art. VII</td>
<td>Special rules drawn up by agreement</td>
<td></td>
</tr>
<tr>
<td>Art. XI</td>
<td>Denunciation</td>
<td>in SOLAS PROT 88 (Art. VII)</td>
</tr>
<tr>
<td>Reg. I/13</td>
<td>Issue or endorsement of certificates by another Government</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/17</td>
<td>Acceptance of certificates</td>
<td>also reg. I/19(b)</td>
</tr>
<tr>
<td>Reg. I/21(b)</td>
<td>Casualties – reporting</td>
<td></td>
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</table>
### Obligations of Contracting Governments/Parties

<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reg. IV/5</td>
<td>Provision of radiocommunication services and communication of information on such provision</td>
<td></td>
</tr>
<tr>
<td>Reg. IV/5-1</td>
<td>Global maritime distress and safety system identities – ensuring suitable arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. V/4</td>
<td>Navigational warnings</td>
<td></td>
</tr>
<tr>
<td>Reg. V/5</td>
<td>Meteorological services and warnings</td>
<td></td>
</tr>
<tr>
<td>Reg. V/6</td>
<td>Ice Patrol Service</td>
<td></td>
</tr>
<tr>
<td>Reg. V/9</td>
<td>Hydrographic services</td>
<td></td>
</tr>
<tr>
<td>Reg. V/10</td>
<td>Ships’ routeing</td>
<td></td>
</tr>
<tr>
<td>Reg. V/11</td>
<td>Ship reporting systems</td>
<td></td>
</tr>
<tr>
<td>Reg. V/12</td>
<td>Vessel traffic services</td>
<td></td>
</tr>
<tr>
<td>Reg. V/13</td>
<td>Establishment and operation of aids to navigation</td>
<td></td>
</tr>
<tr>
<td>Reg. V/31.2</td>
<td>Danger messages – bring to the knowledge of those concerned and communicate to other interested Governments</td>
<td></td>
</tr>
<tr>
<td>Reg. V/33.1-1</td>
<td>Distress situations: obligations and procedures – co-ordination and co-operation</td>
<td>in force 1.7.06</td>
</tr>
<tr>
<td>Reg. VI/1.2</td>
<td>Appropriate information on safe carriage of cargoes</td>
<td></td>
</tr>
<tr>
<td>Reg. VII/2.4</td>
<td>Issue of instructions on emergency response, etc.</td>
<td></td>
</tr>
<tr>
<td>Reg. VII/7-1</td>
<td>Issue of instructions on emergency response, etc.</td>
<td></td>
</tr>
</tbody>
</table>

### MARPOL

<table>
<thead>
<tr>
<th>Article</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Art. 1</td>
<td>General obligations under the Convention</td>
<td>and Art. I of MARPOL PROT 78</td>
</tr>
<tr>
<td>Art. 4(2) and (4)</td>
<td>Violation</td>
<td></td>
</tr>
<tr>
<td>Art. 5(1)</td>
<td>Certificates and special rules on inspection of ships – acceptance of certificates</td>
<td></td>
</tr>
<tr>
<td>Art. 5(4)</td>
<td>Certificates and special rules on inspection of ships – no more favourable treatment</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Art. 6(1)</td>
<td>Detection of violations and enforcement of the Convention – co-operation</td>
<td></td>
</tr>
<tr>
<td>Art. 6(3)</td>
<td>Detection of violations and enforcement of the Convention – furnishing evidence</td>
<td></td>
</tr>
<tr>
<td>Art. 7</td>
<td>Undue delay to ships</td>
<td></td>
</tr>
<tr>
<td>Art. 8</td>
<td>Reports on incidents involving harmful substances</td>
<td></td>
</tr>
<tr>
<td>Art. 11</td>
<td>Communication of information</td>
<td></td>
</tr>
<tr>
<td>Art. 12(2)</td>
<td>Casualties to ships – information to IMO</td>
<td></td>
</tr>
<tr>
<td>Art. 17</td>
<td>Promotion of technical co-operation</td>
<td></td>
</tr>
<tr>
<td><strong>Annex I</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 6</td>
<td>Issue or endorsement of a certificate by another Government</td>
<td></td>
</tr>
<tr>
<td>Reg. 9(3)</td>
<td>Control of discharge of oil – investigations</td>
<td></td>
</tr>
<tr>
<td>Reg. 10(6)</td>
<td>Methods for the prevention of oil pollution from ships while operating in special areas – investigations</td>
<td></td>
</tr>
<tr>
<td><strong>Annex II</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 3(4)</td>
<td>Categorization and listing of noxious liquid substances – establish and agree on provisional assessment and notify IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(13)(a)</td>
<td>Discharge of noxious liquid substances – agree and notify IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 8</td>
<td>Measures of control</td>
<td></td>
</tr>
<tr>
<td>Reg. 11(3)</td>
<td>Issue or endorsement of a certificate by another Government</td>
<td></td>
</tr>
<tr>
<td><strong>Annex III</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 1(3)</td>
<td>Application – issue detailed requirements</td>
<td></td>
</tr>
<tr>
<td><strong>Annex IV</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 6</td>
<td>Issue or endorsement of a certificate by another Government</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>Annex VI</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 7</td>
<td>Issue or endorsement of a certificate by another Government</td>
<td></td>
</tr>
<tr>
<td>Reg. 11(1)</td>
<td>Detection of violations and enforcement – co-operation</td>
<td></td>
</tr>
<tr>
<td>Reg. 11(2)</td>
<td>Detection of violations and enforcement – inspections</td>
<td></td>
</tr>
<tr>
<td>Reg. 11(3)</td>
<td>Detection of violations and enforcement – information to flag State on violations detected</td>
<td></td>
</tr>
<tr>
<td>Reg. 18(7)</td>
<td>Fuel oil quality</td>
<td></td>
</tr>
<tr>
<td><strong>ISM Code</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Para 14.3</td>
<td>Extension of validity of Interim SMC by another Contracting Government</td>
<td></td>
</tr>
<tr>
<td><strong>1994 HSC Code</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Para 1.8.2</td>
<td>Issue of certificates by another Government</td>
<td></td>
</tr>
<tr>
<td>Para 14.2.1.12</td>
<td>Definition of “sea area A1” as may be defined</td>
<td></td>
</tr>
<tr>
<td>Para 14.2.1.13</td>
<td>Definition of “sea area A2” as may be defined</td>
<td></td>
</tr>
<tr>
<td><strong>2000 HSC Code</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Para 1.8.2</td>
<td>Issue of certificates by another Government</td>
<td></td>
</tr>
<tr>
<td>Para 14.2.1.13</td>
<td>Definition of “sea area A1” as may be defined</td>
<td></td>
</tr>
<tr>
<td>Para 14.2.1.14</td>
<td>Definition of “sea area A2” as may be defined</td>
<td></td>
</tr>
<tr>
<td><strong>IMDG Code</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Section 1.1.3</td>
<td>Transport of radioactive material – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Section 5.1.5</td>
<td>General provisions for class 7 – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Chapter 6.2</td>
<td>Approval of pressure receptacles, aerosol dispensers and small receptacles containing gas – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Chapter 6.4</td>
<td>Approval of package design and materials for class 7 – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Section 6.5.1.6</td>
<td>Testing, certification and inspection – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Chapter 6.6</td>
<td>Provisions for the construction and testing of large packagings – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Chapter 6.7</td>
<td>Provisions for the design, construction, inspection and testing of portable tanks and multiple-element gas containers – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Chapter 6.8</td>
<td>Provisions for road tank vehicles – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Section 7.1.14</td>
<td>Stowage of goods of class 7 – role of Competent Authority</td>
<td></td>
</tr>
<tr>
<td>Chapter 7.9</td>
<td>Exemptions, approvals and certificates – notification to IMO and recognition of approvals and certificates</td>
<td></td>
</tr>
</tbody>
</table>

**IBC Code**

| Para 1.5.5.1 | Issue or endorsement of International Certificate of Fitness by another Government |          |

**BCH Code**

| Para 1.6.4.1 | Issue or endorsement of certificate by another Government |          |

**IGC Code**

<p>| Para 1.5.5.1 | Issue or endorsement of certificate by another Government |          |</p>
<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>STCW Code, Part A</td>
<td>Training and assessment</td>
<td></td>
</tr>
<tr>
<td>Section A-I/6.1</td>
<td>Qualifications of instructors, supervisors and assessors</td>
<td></td>
</tr>
<tr>
<td>Section A-I/6.3</td>
<td>Training and assessment within an institution</td>
<td></td>
</tr>
<tr>
<td>Section A-I/7</td>
<td>Communication of information</td>
<td></td>
</tr>
<tr>
<td>Section A-I/8</td>
<td>Quality standards</td>
<td></td>
</tr>
<tr>
<td>Section A-I/12</td>
<td>Standards governing the use of simulators</td>
<td></td>
</tr>
<tr>
<td>Section A.VIII/2.8</td>
<td>Watchkeeping at sea – direct attention of companies, masters, chief engineer officers and watchkeeping personnel to observe principles in Parts 3-1 and 3-2</td>
<td></td>
</tr>
</tbody>
</table>
ANNEX 2

SPECIFIC FLAG STATE OBLIGATIONS

The following tables contain a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TONNAGE 69</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. 6</td>
<td>Determination of tonnages</td>
<td></td>
</tr>
<tr>
<td>Art. 7(2)</td>
<td>Issue of certificates</td>
<td></td>
</tr>
<tr>
<td>Annex I, reg. 1(3)</td>
<td>Novel types of craft – determination of tonnage and communication to IMO on method used</td>
<td></td>
</tr>
<tr>
<td>Annex I, reg. 5(3)(b)</td>
<td>Change of net tonnage – Alterations or modifications deemed by the Administration to be of a major character</td>
<td></td>
</tr>
<tr>
<td>Annex I, reg. 7</td>
<td>Measurement and calculation</td>
<td></td>
</tr>
<tr>
<td><strong>LL 66 and LL PROT 88</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. 6(3)</td>
<td>Existing certificates</td>
<td>LL PROT 88 only (Art.II-2)</td>
</tr>
<tr>
<td>Art. 8(2)</td>
<td>Exemptions – reporting</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Art. 9(2)</td>
<td>Equivalents – reporting</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Art. 13</td>
<td>Approvals for experimental purposes – reporting</td>
<td></td>
</tr>
<tr>
<td>Art. 14</td>
<td>Surveys and marking</td>
<td></td>
</tr>
<tr>
<td>Art. 16(3)</td>
<td>Initial, renewal and annual survey</td>
<td></td>
</tr>
<tr>
<td>Art. 19</td>
<td>Issue of certificates</td>
<td></td>
</tr>
<tr>
<td>Art. 23</td>
<td>Duration and validity of certificate</td>
<td></td>
</tr>
<tr>
<td>Art. 23</td>
<td>Casualties</td>
<td></td>
</tr>
</tbody>
</table>

* When the obligation does not derive from the International Convention on Load Lines, 1966, but solely from the Protocol of 1988 relating thereto, this is indicated in the “Comments” column.
<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annex I, reg. 1</td>
<td>Strength of hull</td>
<td>LL PROT 88 only (Annex I, reg. 1)</td>
</tr>
<tr>
<td></td>
<td>Strength and intact stability of ships</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 2</td>
<td>Application – Assignment of freeboard</td>
<td>LL PROT 88 only (Annex I, reg. 2-1)</td>
</tr>
<tr>
<td></td>
<td>Authorization of recognized organizations</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 8</td>
<td>Details of marking</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 10</td>
<td>Stability information – approval</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 12</td>
<td>Doors</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 14</td>
<td>Cargo and other hatchways</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 15</td>
<td>Hatchways closed by portable covers and secured weathertight by tarpaulins and battering devices</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 16(1)</td>
<td>Hatchway coamings – reduced heights</td>
<td>amended by LL PROT 88 (Annex I, reg. 14-1(2))</td>
</tr>
<tr>
<td>Annex I, reg. 16(4)</td>
<td>Securing arrangements</td>
<td>amended by LL PROT 88 (Annex I, reg. 16(6))</td>
</tr>
<tr>
<td></td>
<td>Machinery space openings</td>
<td>LL PROT 88 only (Annex I, reg. 17(4))</td>
</tr>
<tr>
<td>Annex I, reg. 19</td>
<td>Ventilators</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 20</td>
<td>Air pipes</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td></td>
<td>Cargo ports and other similar openings – applicable national standards</td>
<td>LL PROT 88 only (Annex I, reg. 21(5))</td>
</tr>
<tr>
<td>Annex I, reg. 22</td>
<td>Scuppers, inlets and discharges</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 25</td>
<td>Protection of the crew</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 27</td>
<td>Freeboards – Types of ships</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 28</td>
<td>Freeboard tables</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td>Annex I, reg. 39</td>
<td>Minimum bow height and reserve buoyancy</td>
<td>amended by LL PROT 88</td>
</tr>
<tr>
<td></td>
<td>Lashing system</td>
<td>LL PROT 88 only (Annex I, reg. 44(6))</td>
</tr>
<tr>
<td>Specific flag State obligations</td>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td><strong>COLREG 72</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annex I, paragraph 14</td>
<td></td>
<td>Approval of construction of lights and shapes and the installation of lights on board</td>
</tr>
<tr>
<td>Annex III, paragraph 3</td>
<td></td>
<td>Approval of construction, performance and installation of sound signal appliances on board</td>
</tr>
<tr>
<td><strong>STCW 78</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Art. VI</td>
<td></td>
<td>Certificates</td>
</tr>
<tr>
<td>Art. VIII(3)</td>
<td></td>
<td>Dispensation – reporting</td>
</tr>
<tr>
<td>Art. IX(2)</td>
<td></td>
<td>Equivalents – reporting</td>
</tr>
<tr>
<td>Reg. I/2</td>
<td></td>
<td>Certificates and endorsements</td>
</tr>
<tr>
<td>Reg. I/10</td>
<td></td>
<td>Recognition of certificates</td>
</tr>
<tr>
<td>Reg. I/11(5)</td>
<td></td>
<td>Revalidation of certificates</td>
</tr>
<tr>
<td>Reg. I/14</td>
<td></td>
<td>Responsibilities of companies</td>
</tr>
<tr>
<td>Reg. IV/1.3</td>
<td></td>
<td>Application</td>
</tr>
<tr>
<td>Reg. V/1.4</td>
<td></td>
<td>Mandatory minimum requirements for the training and qualification of masters, officers and ratings on tankers</td>
</tr>
<tr>
<td>Reg. V/2.9</td>
<td></td>
<td>Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on ro-ro passenger ships</td>
</tr>
<tr>
<td>Reg. V/3.9</td>
<td></td>
<td>Mandatory minimum requirements for the training and qualification of masters, officers, ratings and other personnel on passenger ships other than ro-ro passenger ships</td>
</tr>
<tr>
<td>Reg. VIII/1</td>
<td></td>
<td>Fitness for duty</td>
</tr>
<tr>
<td>Reg. VIII/2</td>
<td></td>
<td>Watchkeeping arrangements and principles to be observed</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>SOLAS 74</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. I/4(b)</td>
<td>Exemptions – reporting</td>
<td></td>
</tr>
<tr>
<td>Reg. I/5(b)</td>
<td>Equivalents – reporting</td>
<td></td>
</tr>
<tr>
<td>Reg. I/6</td>
<td>Inspection and survey</td>
<td>in SOLAS PROT 78 and SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/7</td>
<td>Survey of passenger ships</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/8</td>
<td>Survey of life-saving appliances and other equipment of cargo ships</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/9</td>
<td>Survey of radio installations of cargo ships</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/10</td>
<td>Survey of structure, machinery and equipment of cargo ships</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/12</td>
<td>Issue of certificates</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/14</td>
<td>Duration and validity of certificates</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/15</td>
<td>Forms of certificates and records of equipment</td>
<td>in SOLAS PROT 88</td>
</tr>
<tr>
<td>Reg. I/18</td>
<td>Qualification of certificates</td>
<td></td>
</tr>
<tr>
<td>Reg. I/21</td>
<td>Casualties</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/1.2</td>
<td>Compliance with earlier requirements</td>
<td>revised SOLAS chapter II-I adopted by MSC 80</td>
</tr>
<tr>
<td>Reg. II-1/3-2.2</td>
<td>Approval of corrosion prevention systems of seawater ballast tanks</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/3-3.2</td>
<td>Approval of means of access to tanker bows</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/3-4.22 and 3-4.3</td>
<td>Approval of emergency towing arrangements on tankers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/3-6.2.3</td>
<td>Means of access to cargo and other spaces – satisfaction of the Administration as well as survey</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/3-6.4.1</td>
<td>Approval of Ship Structure Access Manual</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/9.1</td>
<td>Ballasting of passenger ships</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Reg. II-1/12.2 and 12-1.2</td>
<td>Approval of double bottoms</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/14.1</td>
<td>Construction and initial testing of watertight bulkheads, etc., in passenger ships and cargo ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/17.2 and .9.4</td>
<td>Openings in the shell plating of passenger ships below the margin line</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/18.1.1</td>
<td>Construction and initial tests of watertight doors, sidescuttles, etc., in passenger ships and cargo ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/19.1</td>
<td>Construction and initial tests of watertight decks, trunks, etc., in passenger ships and cargo ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/25-1.3</td>
<td>Alternative arrangements – information to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/26.2</td>
<td>Consideration of reliability of single essential propulsion components</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/29.1, .2.1 and .6.3</td>
<td>Steering gear</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/29.17.2</td>
<td>Adoption of regulations on rudder actuators for tankers, chemical tankers and gas carriers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/40.2</td>
<td>Electrical installations – ensuring uniformity</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/42.1.3</td>
<td>Emergency source of electrical power in passenger ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/43.1.3</td>
<td>Emergency source of electrical power in cargo ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/44.2</td>
<td>Approval of automatically starting emergency generating sets</td>
<td>amended reg.II-1/45.10 and new reg.II-1/45.11 in force 1.7.06</td>
</tr>
<tr>
<td>Reg. II-1/45.3.3, 45.5.3, 45.5.4, 45.9.3, 45.10, and 45.11</td>
<td>Precautions against shock, fire and other hazards of electrical origin</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/46.2 and .3</td>
<td>Additional requirements for periodically unattended machinery space</td>
<td></td>
</tr>
<tr>
<td>Reg. II-1/53.1</td>
<td>Special requirements for machinery, boiler and...</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Reg. II-2/1.2.1</td>
<td>Approval of fire protection arrangements in existing ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/1.6.2.1.2 and 1.6.6</td>
<td>Application of requirements for tankers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/4.2.2.5.1</td>
<td>Approval of material for oil fuel pipes and their valves and fittings</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/4.3</td>
<td>Approval of gaseous fuel systems used for domestic purposes</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/4.5.1.4.4</td>
<td>Installation of cargo oil lines where cargo wing tanks are provided</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/4.5.3.3</td>
<td>Requirements for safety devices in venting systems</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/4.5.5.2.1</td>
<td>Requirements for inert gas system on chemical tankers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/4.5.6.3</td>
<td>Arrangements for inverting, purging or gas-freeing</td>
<td>see reg. II-2/4.5.5.3.1</td>
</tr>
<tr>
<td>Reg. II-2/5.2.2.5</td>
<td>Positioning of controls for any required fire-extinguishing system in passenger ships</td>
<td>see reg. II-2/8.3.3 and II-2/9.5.2.3</td>
</tr>
<tr>
<td>Reg. II-2/5.2.3.1</td>
<td>Special consideration to maintaining the fire integrity of periodically unattended machinery spaces</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/7.3.2</td>
<td>Initial and periodical tests</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/7.6</td>
<td>Protection of cargo spaces in passenger ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/8.3.4</td>
<td>Release of smoke from machinery spaces – passenger ships</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/9.2.2.1.5.1</td>
<td>Approval of equivalent means of controlling and limiting a fire on ships designed for special purposes</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/9.2.2.3.1</td>
<td>Fire integrity of bulkheads and decks in ships carrying more than 36 passengers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/9.2.2.4.4, 9.2.3.3.4 and 9.2.4.2.4</td>
<td>Fire integrity of bulkheads and decks</td>
<td>see reg. II-2/11.2</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Reg. II-2/9.3.4</td>
<td>Approval of structural fire protection details, taking into account the risk of heat transmission</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/9.5.2.4</td>
<td>Protection of openings in machinery space boundaries</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.2.1.2.1.3</td>
<td>Provisions for fixed water fire-extinguishing arrangements for periodically unattended machinery spaces</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.2.1.2.2.1</td>
<td>Ready availability of water supply</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.2.3.1.1</td>
<td>Approval of non-perishable material for fire hoses</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.2.3.2.1</td>
<td>Number and diameter of fire hoses</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.3.2.1</td>
<td>Arrangement of fire extinguishers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.6.1.1</td>
<td>Type approval of automatic sprinkler, fire detection and fire alarm system</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.6.3.2</td>
<td>Approval of fire-extinguishing arrangement for flammable liquid lockers</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.7.1.2</td>
<td>Fixed gas fire-extinguishing systems for general cargo</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/10.7.1.4</td>
<td>Issue of an Exemption Certificate</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/13.3.1.4</td>
<td>Provision of means of escape from, or access to, radiotelegraph stations</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/13.3.2.5.1</td>
<td>Lighting or photoluminescent equipment to be evaluated, tested and applied in accordance with the FSS Code</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/13.3.2.6.2</td>
<td>Normally locked doors that form part of an escape route – Quick release mechanisms</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/13.5.1</td>
<td>Means of escape on passenger ships from special category and open ro-ro spaces to which any passengers carried can have access</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/17.4.1 and 17.6</td>
<td>Evaluation and approval of the engineering analysis for alternative design and arrangements for fire safety</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>Reg. II-2/17.5</td>
<td>Alternative design and arrangements for fire safety – communication of information to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/19.4</td>
<td>Provision of document of compliance</td>
<td></td>
</tr>
<tr>
<td>Reg. II-2/20.4.1</td>
<td>Provision and approval of fixed fire detection and fire alarm systems</td>
<td></td>
</tr>
<tr>
<td>Reg. III/4</td>
<td>Evaluation, testing and approval of life-saving appliances and arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. III/5</td>
<td>Production tests for life-saving appliances</td>
<td></td>
</tr>
<tr>
<td>Reg. III/20.8.1.2</td>
<td>Approval of servicing stations</td>
<td></td>
</tr>
<tr>
<td>Reg. III/20.8.5</td>
<td>Extension of liferaft service intervals – notification to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. III/20.11.1 and 20.11.2</td>
<td>Periodic servicing of launching appliances and on-load release gear – thorough examination at the annual surveys</td>
<td>in force 1.7.06</td>
</tr>
<tr>
<td>Reg. III/26.2.4</td>
<td>Approval of liferafts on ro-ro passenger ships</td>
<td></td>
</tr>
<tr>
<td>Reg. III/26.3.1 and 26.3.2</td>
<td>Approval of fast rescue boats and their launching appliances on ro-ro passenger ships</td>
<td></td>
</tr>
<tr>
<td>Reg. III/28</td>
<td>Approval of helicopter landing and pick-up areas on ro-ro passenger ships</td>
<td></td>
</tr>
<tr>
<td>Reg. IV/3.3</td>
<td>Exemptions – reporting to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. IV/14.1</td>
<td>Type approval of radio equipment</td>
<td></td>
</tr>
<tr>
<td>Reg. IV/15.5</td>
<td>Ensure radio equipment is maintained</td>
<td></td>
</tr>
<tr>
<td>Reg. IV/16.1</td>
<td>Radio personnel</td>
<td></td>
</tr>
<tr>
<td>Reg. IV/17</td>
<td>Radio records</td>
<td></td>
</tr>
<tr>
<td>Reg. V/3.3</td>
<td>Exemptions and equivalents – reporting to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. V/14</td>
<td>Ships’ manning</td>
<td></td>
</tr>
<tr>
<td>Reg. V/16</td>
<td>Maintenance of equipment</td>
<td></td>
</tr>
<tr>
<td>Reg. V/17</td>
<td>Electromagnetic compatibility</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Reg. V/18.1</td>
<td>Type approval of navigational systems and equipment and voyage data recorder</td>
<td></td>
</tr>
<tr>
<td>Reg. V/18.5</td>
<td>Requirement for quality control system at manufacturers</td>
<td></td>
</tr>
<tr>
<td>Reg. V/23.3.3.1.3</td>
<td>Pilot transfer arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. V/23.6.1</td>
<td>Type approval of mechanical pilot hoists</td>
<td></td>
</tr>
<tr>
<td>Reg. VI/3.1 and 3.2</td>
<td>Provision of equipment for oxygen analysis and gas detection and training of crews in their use</td>
<td></td>
</tr>
<tr>
<td>Reg. VI/5.6</td>
<td>Approval of Cargo Securing Manual</td>
<td></td>
</tr>
<tr>
<td>Reg. VI/6</td>
<td>Acceptability for shipment</td>
<td></td>
</tr>
<tr>
<td>Reg. VI/9.2</td>
<td>Grain loading information</td>
<td></td>
</tr>
<tr>
<td>Reg. VII/5</td>
<td>Approval of Cargo Securing Manual</td>
<td></td>
</tr>
<tr>
<td>Reg. VII/15.2</td>
<td>Warships – INF cargo</td>
<td></td>
</tr>
<tr>
<td>Reg. VIII/4</td>
<td>Approval of design, construction and standards of inspection and assembly of reactor installations</td>
<td></td>
</tr>
<tr>
<td>Reg. VIII/6</td>
<td>Ensure radiation safety</td>
<td></td>
</tr>
<tr>
<td>Reg. VIII/7(a)</td>
<td>Approval of safety assessment</td>
<td></td>
</tr>
<tr>
<td>Reg. VIII/8</td>
<td>Approval of operating manual</td>
<td></td>
</tr>
<tr>
<td>Reg. VIII/10(f)</td>
<td>Issue of certificates</td>
<td></td>
</tr>
<tr>
<td>Reg. IX/4.1</td>
<td>Issue of Document of Compliance (DOC)</td>
<td></td>
</tr>
<tr>
<td>Reg. IX/4.3</td>
<td>Issue of Safety Management Certificate (SMC)</td>
<td></td>
</tr>
<tr>
<td>Reg. IX/6.1</td>
<td>Periodical verification of the safety management system</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/1</td>
<td>Authorization of recognized organizations</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/2</td>
<td>Enhanced surveys</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/3.5.4</td>
<td>Approval of method of marking the ship identification number</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Reg. XI-1/5.3</td>
<td>Issue of Continuous Synopsis Record (CSR)</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/5.4.2</td>
<td>Amendments to CSR</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/5.4.3</td>
<td>Authorize and require changes to be made to CSR</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/5.8</td>
<td>Former flag State to send CSR to new flag State</td>
<td></td>
</tr>
<tr>
<td>Reg. XI-1/5.9</td>
<td>Append previous CSR to new CSR</td>
<td></td>
</tr>
<tr>
<td>Reg. XII/8.1</td>
<td>Endorsement of booklet required by reg. VI/7.2</td>
<td>Completely revised SOLAS chapter XII adopted by MSC 79 to enter into force on 1.7.06</td>
</tr>
<tr>
<td>Reg. XII/9.2</td>
<td>Approval of bilge well high water level alarms</td>
<td>in force 1.7.06</td>
</tr>
<tr>
<td>Reg. XII/11.3</td>
<td>Loading instrument – approval of software for stability calculations</td>
<td>in force 1.7.06</td>
</tr>
</tbody>
</table>

**MARPOL**

| Art. 4(1) and (3) | Violation                                           |
| Art. 6(4)         | Detection of violations and enforcement of the Convention – investigations |
| Art. 12(1)        | Casualties to ships – investigations               |

**Annex I**

<p>| Reg. 2(4)(c) | Exemptions – reporting                             |
| Reg. 3(2)    | Equivalents – reporting                            |
| Reg. 4       | Surveys                                             |
| Reg. 5       | Issue or endorsement of certificate                |
| Reg. 8(9)(c) | Transfer of flag                                   |
| Reg. 9(2)    | Control of discharge of oil – ships of less than 400 gross tonnage other than oil tankers |
| Reg. 10(8)(b)| Methods for the prevention of oil pollution from ships while operating in special areas – |</p>
<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reg. 11(c)</td>
<td>Antarctic area</td>
<td></td>
</tr>
<tr>
<td>Reg. 12(5)</td>
<td>Exceptions – discharge of substances containing oil for the purpose of combating pollution incidents</td>
<td></td>
</tr>
<tr>
<td>Reg. 13(6)</td>
<td>Crude Oil Washing</td>
<td></td>
</tr>
<tr>
<td>Reg. 13A(2) and (3)</td>
<td>Requirements for oil tankers with dedicated clean ballast tanks – establishment and approval of arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. 13B(2)</td>
<td>Requirements for crude oil washing – establishment of requirements</td>
<td></td>
</tr>
<tr>
<td>Reg. 13C(2)(b)</td>
<td>Existing tankers engaged in specific trades – agreement with port States</td>
<td></td>
</tr>
<tr>
<td>Reg. 13D(1)(a)</td>
<td>Existing oil tankers having special ballast arrangements – approval</td>
<td></td>
</tr>
<tr>
<td>Reg. 13D(1)(b)</td>
<td>Existing oil tankers having special ballast arrangements – agreement with port States</td>
<td></td>
</tr>
<tr>
<td>Reg. 13D(3)</td>
<td>Existing oil tankers having special ballast arrangements – communication to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 13G(8)(a)</td>
<td>Prevention of accidental oil pollution – Measures for existing oil tankers – communication to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 13H(8)(a)</td>
<td>Prevention of oil pollution from oil tankers carrying heavy grades of oil as cargo – communication to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 15(2)(a)</td>
<td>Retention of oil on board – approval of slop tanks</td>
<td></td>
</tr>
<tr>
<td>Reg. 15(3)</td>
<td>Retention of oil on board – approval</td>
<td></td>
</tr>
<tr>
<td>Reg. 16(3)(b)</td>
<td>Oil discharge monitoring and control system and oil filtering equipment – ships of less than 400 tons gross tonnage</td>
<td></td>
</tr>
<tr>
<td>Reg. 16(4) and (5)</td>
<td>Oil discharge monitoring and control system</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>-------------------------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Reg. 18(6)(e)(ii)</td>
<td>and oil filtering equipment – approval</td>
<td></td>
</tr>
<tr>
<td>Reg. 20(7)</td>
<td>Pumping, pipiing and discharge arrangements of oil tankers – establishment of requirements</td>
<td></td>
</tr>
<tr>
<td>Reg. 21(b)</td>
<td>Special requirements for drilling rigs and other platforms – approval of record of operation</td>
<td></td>
</tr>
<tr>
<td>Reg. 23(5)</td>
<td>Hypothetical outflow of oil – information to IMO on accepted arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. 25(3)(d)</td>
<td>Subdivision and stability – sufficient stability during flooding</td>
<td></td>
</tr>
<tr>
<td>Reg. 25A(4)</td>
<td>Intact stability – approval of written procedures for liquid transfer operations</td>
<td></td>
</tr>
<tr>
<td>Reg. 26(1)</td>
<td>Shipboard oil pollution emergency plan – approval</td>
<td></td>
</tr>
</tbody>
</table>

**Annex II**

<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reg. 2(6)</td>
<td>Application – communication to IMO on alternatives</td>
<td></td>
</tr>
<tr>
<td>Reg. 2(7)(b)</td>
<td>Application – communication to IMO on relaxations</td>
<td></td>
</tr>
<tr>
<td>Reg. 3(4)</td>
<td>Establishment of Tripartite Agreements – Notification to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(2)(b) and (3)(b)</td>
<td>Discharge of noxious liquid substances – approval of procedures and arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(8)(a)</td>
<td>Discharge of noxious liquid substances of Category B – in special areas – approval of pre-wash procedures</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(8)(c)</td>
<td>Discharge of noxious liquid substances of Category B – in special areas – approval of procedures and washings</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(9)(b)</td>
<td>Discharge of noxious liquid substances of Category C – approval of procedures and arrangements</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>-----------------</td>
<td>------------------------------------------------------------------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Reg. 5A(5)</td>
<td>Pumping, piping and unloading arrangements – approval of pumping conditions</td>
<td></td>
</tr>
<tr>
<td></td>
<td>– approval of pumping efficiency tests</td>
<td></td>
</tr>
<tr>
<td>Reg. 5A(6)(b)(iv)</td>
<td>Pumping, piping and unloading arrangements – communication of information to IMO on exemptions</td>
<td></td>
</tr>
<tr>
<td>Reg. 5A(7)(e)</td>
<td>Pumping, piping and unloading arrangements – communication to IMO on exemptions</td>
<td></td>
</tr>
<tr>
<td>Reg. 6(c)</td>
<td>Exceptions – discharge of NLS for the purpose of combating pollution incidents</td>
<td></td>
</tr>
<tr>
<td>Reg. 7(4)</td>
<td>Notification on alleged inadequacies of port reception facilities</td>
<td></td>
</tr>
<tr>
<td>Reg. 10</td>
<td>Surveys</td>
<td></td>
</tr>
<tr>
<td>Reg. 11</td>
<td>Issue or endorsement of certificates</td>
<td></td>
</tr>
<tr>
<td>Reg. 12(9)(c)</td>
<td>Transfer of flag</td>
<td></td>
</tr>
<tr>
<td>Reg. 13(4)</td>
<td>Requirements for minimizing accidental pollution – ships other than chemical tankers carrying noxious liquid substances of Category A, B or C in bulk</td>
<td></td>
</tr>
<tr>
<td>Reg. 14(d)</td>
<td>Carriage and discharge of oil-like substances – approval of oil content meter</td>
<td></td>
</tr>
<tr>
<td>Reg. 16(1)</td>
<td>Shipboard marine pollution emergency plan for NLS – approval</td>
<td></td>
</tr>
</tbody>
</table>

**Annex IV**

<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reg. 4</td>
<td>Surveys</td>
<td></td>
</tr>
<tr>
<td>Reg. 5</td>
<td>Issue or endorsement of certificates</td>
<td></td>
</tr>
<tr>
<td>Reg. 8(8)(2)</td>
<td>Transfer of flag</td>
<td></td>
</tr>
<tr>
<td>Reg. 9</td>
<td>Approval of sewage systems</td>
<td></td>
</tr>
<tr>
<td>Reg. 12(2)</td>
<td>Notification on alleged inadequacies of port reception facilities</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------</td>
<td>----------</td>
</tr>
<tr>
<td><strong>Annex V</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 5(5)(b)</td>
<td>Disposal of garbage within special areas – Antarctic area</td>
<td></td>
</tr>
<tr>
<td>Reg. 7(2)</td>
<td>Notification on alleged inadequacies of port reception facilities</td>
<td></td>
</tr>
<tr>
<td><strong>Annex VI</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reg. 4(2)</td>
<td>Equivalents – communication to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(3)</td>
<td>Surveys</td>
<td></td>
</tr>
<tr>
<td>Reg. 5(5)</td>
<td>Surveys – unscheduled inspections</td>
<td></td>
</tr>
<tr>
<td>Reg. 6</td>
<td>Issue of International Air Pollution Certificate</td>
<td></td>
</tr>
<tr>
<td>Reg. 9(4)(c)</td>
<td>Transfer of flag</td>
<td></td>
</tr>
<tr>
<td>Reg. 11</td>
<td>Detection of violations and enforcement – investigations</td>
<td></td>
</tr>
<tr>
<td>Reg. 13(1)(b)(ii)</td>
<td>Nitrogen oxides – alternative control measures</td>
<td></td>
</tr>
<tr>
<td>Reg. 13(2)(b)</td>
<td>Nitrogen oxides – approval of documentation</td>
<td></td>
</tr>
<tr>
<td>Reg. 13(3)(b)</td>
<td>Nitrogen oxides – approvals of exhaust gas cleaning systems or equivalent methods</td>
<td></td>
</tr>
<tr>
<td>Reg. 14(4)(b) and (c)</td>
<td>Sulphur oxides – approvals of exhaust gas cleaning systems or alternatives</td>
<td></td>
</tr>
<tr>
<td>Reg. 15(5)</td>
<td>Volatile organic compounds – approval of vapour collection systems</td>
<td></td>
</tr>
<tr>
<td>Reg. 16(2)(a)</td>
<td>Shipboard incineration – approvals</td>
<td></td>
</tr>
<tr>
<td>Reg. 17(2)</td>
<td>Notification on alleged inadequacies of port reception facilities</td>
<td></td>
</tr>
<tr>
<td><strong>Res.MSC.133(76), as amended</strong></td>
<td>Technical provisions for means of access for inspections</td>
<td>from 1.1.06 text of Technical provisions replaced by annex to res. MSC.158(78)</td>
</tr>
<tr>
<td>Specific flag State obligations</td>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Para 3.7</td>
<td>Vertical or spiral ladders – acceptance</td>
<td></td>
</tr>
<tr>
<td>Para 3.9.7</td>
<td>Other means of access – approval and acceptance</td>
<td></td>
</tr>
<tr>
<td>Res. A.739(18)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Para 2</td>
<td>Assignment of authority</td>
<td></td>
</tr>
<tr>
<td>Para 3</td>
<td>Verification and monitoring</td>
<td></td>
</tr>
<tr>
<td>ISM Code</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Para 13.2</td>
<td>Issue of DOC</td>
<td></td>
</tr>
<tr>
<td>Para 13.4</td>
<td>Annual verification (DOC)</td>
<td></td>
</tr>
<tr>
<td>Para 13.5</td>
<td>Withdrawal of DOC</td>
<td></td>
</tr>
<tr>
<td>Para 13.7</td>
<td>Issue of SMC</td>
<td></td>
</tr>
<tr>
<td>Para 13.8</td>
<td>Intermediate verification (SMC)</td>
<td></td>
</tr>
<tr>
<td>Para 13.9</td>
<td>Withdrawal of SMC</td>
<td></td>
</tr>
<tr>
<td>Para 14.1</td>
<td>Issue of Interim DOC</td>
<td></td>
</tr>
<tr>
<td>Para 14.2</td>
<td>Issue of Interim SMC</td>
<td></td>
</tr>
<tr>
<td>Para 14.4</td>
<td>Verification required for issuance of an Interim SMC</td>
<td></td>
</tr>
<tr>
<td>Para 15.1</td>
<td>Verification – acceptance of procedures</td>
<td></td>
</tr>
<tr>
<td>Para 16</td>
<td>Forms of certificates</td>
<td></td>
</tr>
<tr>
<td>INF Code</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Para 1.3.2</td>
<td>Issue of certificate</td>
<td></td>
</tr>
<tr>
<td>Para 2.1</td>
<td>Damage stability (INF.1 ship)</td>
<td></td>
</tr>
<tr>
<td>Para 3.1</td>
<td>Fire safety measures (INF.1 cargo)</td>
<td></td>
</tr>
<tr>
<td>Para 4.1.3</td>
<td>Temperature control of cargo spaces (INF.1, 2 and 3 ship)</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
<td>------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Para 6.2</td>
<td>Safe stowage and securing – approval of principles</td>
<td></td>
</tr>
<tr>
<td>Para 7.1</td>
<td>Electrical power supplies (INF.1 ship)</td>
<td></td>
</tr>
<tr>
<td>Chapter 8</td>
<td>Radiological protection</td>
<td></td>
</tr>
<tr>
<td>Chapter 9</td>
<td>Management and training</td>
<td></td>
</tr>
<tr>
<td>Para 10.2</td>
<td>Shipboard emergency plan – approval</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FSS Code</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Para 1/4</td>
<td>Use of toxic extinguishing media</td>
</tr>
<tr>
<td>Para 4/2</td>
<td>Type approval of fire extinguishers</td>
</tr>
<tr>
<td>Para 4/3.1.1.2</td>
<td>Determine equivalents of fire extinguishers</td>
</tr>
<tr>
<td>Para 5/2.1.1.4</td>
<td>Containers for the storage of fire-extinguishing medium, etc.</td>
</tr>
<tr>
<td>Para 5/2.1.2.3</td>
<td>Spare parts</td>
</tr>
<tr>
<td>Para 5/2.3</td>
<td>Steam systems</td>
</tr>
<tr>
<td>Para 5/2.5</td>
<td>Equivalent systems – approval</td>
</tr>
<tr>
<td>Para 6/2.2.1.1 and 6/2.3.1.1</td>
<td>Foam concentrates – approval</td>
</tr>
<tr>
<td>Para 7/2.1.1.1</td>
<td>Type approval of spraying nozzles</td>
</tr>
<tr>
<td>Para 7/2.1.1.2</td>
<td>Number and arrangement of nozzles</td>
</tr>
<tr>
<td>Para 7/2.2</td>
<td>Equivalent systems – approval</td>
</tr>
<tr>
<td>Para 8/2.1.2</td>
<td>Equivalent sprinkler systems – approval</td>
</tr>
<tr>
<td>Para 9/2.3.1.3</td>
<td>Heat detectors temperature limits</td>
</tr>
<tr>
<td>Para 9/2.4.1.3</td>
<td>Limiting the number of enclosed spaces included in each section</td>
</tr>
<tr>
<td>Para 10/2.1.2</td>
<td>Sequential scanning – overall response time</td>
</tr>
<tr>
<td>Para 10/2.2.2</td>
<td>Extractor fans – overall response time</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>-----------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td>Para 10/2.3.1.1</td>
<td>Means to isolate smoke accumulators</td>
</tr>
<tr>
<td>Para 11/2.1</td>
<td>Low-location lighting – approval</td>
</tr>
<tr>
<td>Para 14/2.2.1.2</td>
<td>Medium expansion ratio foam – application rate, etc.</td>
</tr>
<tr>
<td>Para 15/2.1.2</td>
<td>Inert gas systems – approval</td>
</tr>
<tr>
<td>Para 15/2.2.4.6</td>
<td>Adequate reserve of water</td>
</tr>
<tr>
<td><strong>FTP Code</strong></td>
<td></td>
</tr>
<tr>
<td>Para 4.2.1</td>
<td>Recognition of testing laboratories</td>
</tr>
<tr>
<td>Para 5.1.1</td>
<td>Approval procedures</td>
</tr>
<tr>
<td>Para 5.2.2</td>
<td>Requirement of manufactures’ quality control system audit</td>
</tr>
<tr>
<td>Para 7.2</td>
<td>Use of equivalents and modern technology – information to IMO</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>--------------</td>
<td>--------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>LSA Code</strong></td>
<td></td>
</tr>
<tr>
<td>Para 1.2.3</td>
<td>Determine the period of acceptability of LSAs subject to deterioration with age</td>
</tr>
<tr>
<td>Para 4.4.1.2</td>
<td>Endorsement of lifeboat certificate of approval</td>
</tr>
<tr>
<td>Para 4.5.4</td>
<td>Fixed two-way VHF radiotelephone apparatus – sheltered space</td>
</tr>
<tr>
<td>Para 5.1.1.4</td>
<td>Rescue boats – combination of rigid and inflatable construction</td>
</tr>
<tr>
<td>Para 5.1.3.8</td>
<td>Rubbing strips on inflated rescue boats</td>
</tr>
<tr>
<td>Paras 6.1.2.9 and 6.1.2.10</td>
<td>Lowering speed of a fully equipped liferaft</td>
</tr>
<tr>
<td>Para 6.2.1.2</td>
<td>MES – strength and construction of passage and platform</td>
</tr>
<tr>
<td>Para 7.2.2.1</td>
<td>Broadcast of messages from other places on board</td>
</tr>
<tr>
<td><strong>1994 HSC Code</strong></td>
<td></td>
</tr>
<tr>
<td>Para 1.3.5</td>
<td>Verification</td>
</tr>
<tr>
<td>Para 1.4.29</td>
<td>Determination of “maximum operational weight”</td>
</tr>
<tr>
<td>Para 1.5.1.2</td>
<td>Specifying intervals for renewal surveys</td>
</tr>
<tr>
<td>Para 1.5.4</td>
<td>Inspection and survey</td>
</tr>
<tr>
<td>Para 1.5.5</td>
<td>Recognized organizations and nominated surveyors</td>
</tr>
<tr>
<td>Para 1.5.7</td>
<td>Completeness of survey and inspection</td>
</tr>
<tr>
<td>Para 1.8.1</td>
<td>Issue / endorsement of certificate</td>
</tr>
<tr>
<td>Para 1.9.2</td>
<td>Issue of permit to operate</td>
</tr>
<tr>
<td>Para 1.11.2</td>
<td>Equivalents – reporting</td>
</tr>
<tr>
<td>Para 1.12.1</td>
<td>Adequate information and guidance provided</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Paras 1.13.2 and 1.13.3</td>
<td>to the craft by the company</td>
</tr>
<tr>
<td>Para 1.14.1</td>
<td></td>
</tr>
<tr>
<td>Paras 2.7.4 and 2.14.2</td>
<td></td>
</tr>
<tr>
<td>Para 3.4</td>
<td></td>
</tr>
<tr>
<td>Para 3.5</td>
<td></td>
</tr>
<tr>
<td>Para 4.8.3</td>
<td></td>
</tr>
<tr>
<td>Para 7.5.6.3</td>
<td></td>
</tr>
<tr>
<td>Para 7.7.2.3.2</td>
<td></td>
</tr>
<tr>
<td>Para 7.7.6.1.5</td>
<td></td>
</tr>
<tr>
<td>Para 7.7.6.1.12</td>
<td></td>
</tr>
<tr>
<td>Para 7.7.8.5</td>
<td></td>
</tr>
<tr>
<td>Para 8.1</td>
<td></td>
</tr>
<tr>
<td>Para 8.9.7.1.2</td>
<td></td>
</tr>
<tr>
<td>Para 10.2.4.9</td>
<td></td>
</tr>
<tr>
<td>Para 10.3.7</td>
<td></td>
</tr>
<tr>
<td>Para 12.6.2</td>
<td></td>
</tr>
<tr>
<td>Para 13.1.2</td>
<td></td>
</tr>
<tr>
<td>Para 13.13</td>
<td></td>
</tr>
<tr>
<td>Para 14.3.3</td>
<td></td>
</tr>
<tr>
<td>Para 14.13.1</td>
<td></td>
</tr>
<tr>
<td>Para 14.14.5</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Para 14.15</td>
<td>Radio personnel</td>
</tr>
<tr>
<td>Para 14.16</td>
<td>Radio records</td>
</tr>
<tr>
<td>Para 15.3.1</td>
<td>Operating station – field of vision</td>
</tr>
<tr>
<td>Para 15.7.2</td>
<td>Ensuring clear view through windows</td>
</tr>
<tr>
<td>Para 17.8</td>
<td>Acceleration and deceleration</td>
</tr>
<tr>
<td>Para 18.1.4</td>
<td>Determining maximum allowable distance from a base port or place of refuge</td>
</tr>
<tr>
<td>Para 18.2</td>
<td>Craft documentation</td>
</tr>
<tr>
<td>Paras 18.3.1 to 18.3.7</td>
<td>Training and qualifications</td>
</tr>
<tr>
<td>Chapter 19</td>
<td>Inspection and maintenance requirements</td>
</tr>
<tr>
<td><strong>2000 HSC Code</strong></td>
<td></td>
</tr>
<tr>
<td>Para 1.3.7</td>
<td>Verification</td>
</tr>
<tr>
<td>Para 1.4.36</td>
<td>Determination of “maximum operational weight”</td>
</tr>
<tr>
<td>Para 1.5.1.2</td>
<td>Specifying intervals for renewal surveys</td>
</tr>
<tr>
<td>Para 1.5.4</td>
<td>Inspection and survey</td>
</tr>
<tr>
<td>Para 1.5.5</td>
<td>Recognized organizations and nominated surveyors</td>
</tr>
<tr>
<td>Para 1.5.7</td>
<td>Completeness of survey and inspection</td>
</tr>
<tr>
<td>Para 1.7.3</td>
<td>Investigation to determine the need of survey</td>
</tr>
<tr>
<td>Para 1.8.1</td>
<td>Issue/endorsement of certificate</td>
</tr>
<tr>
<td>Para 1.9.2</td>
<td>Issue of permit to operate</td>
</tr>
<tr>
<td>Para 1.11.2</td>
<td>Equivalents – reporting</td>
</tr>
<tr>
<td>Para 1.12.1</td>
<td>Adequate information and guidance provided to the craft by the company</td>
</tr>
<tr>
<td>Paras 1.13.2 and 1.13.3</td>
<td>Novel designs</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Para 1.14.1</td>
<td>Investigation reports to IMO</td>
</tr>
<tr>
<td>Para 2.9.3</td>
<td>Verification of load line marks</td>
</tr>
<tr>
<td>Paras 2.7.4 and 2.14.2</td>
<td>Inclining and stability information – approval</td>
</tr>
<tr>
<td>Para 3.4</td>
<td>Determination of service life</td>
</tr>
<tr>
<td>Para 3.5</td>
<td>Design criteria</td>
</tr>
<tr>
<td>Para 4.2.2</td>
<td>Approval of public address system</td>
</tr>
<tr>
<td>Para 4.8.3</td>
<td>Documentation and verification of evacuation time</td>
</tr>
<tr>
<td>Para 7.3.2</td>
<td>Approval of structural fire protection details</td>
</tr>
<tr>
<td>Para 7.5.6.3</td>
<td>Safe outlets for exhaust fans in fuel tank spaces</td>
</tr>
<tr>
<td>Para 7.7.1.1.8</td>
<td>Limitation of number of enclosed spaces in each section</td>
</tr>
<tr>
<td>Para 7.7.1.3.2</td>
<td>Sensitivity limits of smoke detectors</td>
</tr>
<tr>
<td>Para 7.7.3.2.6</td>
<td>Additional quantity of fire-extinguishing medium</td>
</tr>
<tr>
<td>Para 7.7.5.5</td>
<td>Maximum length of fire hoses</td>
</tr>
<tr>
<td>Para 7.17.1</td>
<td>Reduced requirements for cargo craft of less than 500 GT</td>
</tr>
<tr>
<td>Para 7.17.3.3</td>
<td>Smoke detection systems – equivalent protection</td>
</tr>
<tr>
<td>Para 7.17.4</td>
<td>Issue of Document of Compliance for craft carrying dangerous goods</td>
</tr>
<tr>
<td>Para 8.1</td>
<td>Approval and acceptance of LSA and arrangements</td>
</tr>
<tr>
<td>Para 8.9.7.1.2</td>
<td>Approval of servicing stations</td>
</tr>
<tr>
<td>Para 8.9.8</td>
<td>Rotational deployment of marine evacuation systems</td>
</tr>
<tr>
<td>Para 8.9.11</td>
<td>Extension of liferaft service intervals – notification</td>
</tr>
<tr>
<td>Para 8.11</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>--------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Para 10.2.4.9</td>
<td>Helicopter pick-up areas – approval</td>
</tr>
<tr>
<td>Para 10.3.7</td>
<td>Flexible oil fuel pipes</td>
</tr>
<tr>
<td>Para 12.6.2</td>
<td>Internal diameters of suction branches</td>
</tr>
<tr>
<td>Para 13.1.2</td>
<td>Specified voltages to earth</td>
</tr>
<tr>
<td>Para 13.17</td>
<td>Ship borne navigational system and equipment and voyage data recorder and their installation</td>
</tr>
<tr>
<td>Para 14.3.3</td>
<td>Type approval</td>
</tr>
<tr>
<td>Para 14.4.2</td>
<td>Exemptions – reporting</td>
</tr>
<tr>
<td>Para 14.14.1</td>
<td>GMDSS Identities – suitable arrangements</td>
</tr>
<tr>
<td>Para 14.15.5</td>
<td>Type approval</td>
</tr>
<tr>
<td>Para 15.3.1</td>
<td>Ensuring maintenance</td>
</tr>
<tr>
<td>Para 15.7.2</td>
<td>Radio personnel</td>
</tr>
<tr>
<td>Para 17.8</td>
<td>Radio records</td>
</tr>
<tr>
<td>Para 18.1.4</td>
<td>Operating station – field of vision</td>
</tr>
<tr>
<td>Para 18.2</td>
<td>Ensuring clear view through windows</td>
</tr>
<tr>
<td>Para 18.1.4</td>
<td>Acceleration and deceleration</td>
</tr>
<tr>
<td>Para 18.2</td>
<td>Determining maximum allowable distance from a base port or place of refuge</td>
</tr>
<tr>
<td>Paras 18.3.1 to 18.3.7</td>
<td>Craft documentation</td>
</tr>
<tr>
<td>Chapter 19</td>
<td>Training and qualifications</td>
</tr>
<tr>
<td>Chapter 19</td>
<td>Inspection and maintenance requirements</td>
</tr>
<tr>
<td>Res. A.744(18), as amended</td>
<td>Repair of damage affecting the ship’s structural, watertight or weathertight integrity</td>
</tr>
<tr>
<td>Annex A – Bulk carriers</td>
<td></td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>--------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Para 1.3.2</td>
<td>Corrosion or structural defects impairing the ship’s fitness</td>
</tr>
<tr>
<td>Para 3.3.4</td>
<td>Repairs of cargo hatch securing system</td>
</tr>
<tr>
<td>Para 5.1.1</td>
<td>Survey programme</td>
</tr>
<tr>
<td>Para 5.1.4</td>
<td>Maximum acceptable structural corrosion diminution levels</td>
</tr>
<tr>
<td>Para 5.2.1.1</td>
<td>Provisions for proper and safe access</td>
</tr>
<tr>
<td>Para 6.2.2</td>
<td>Survey report file</td>
</tr>
<tr>
<td>Para 8.1.2</td>
<td>Evaluation of survey report</td>
</tr>
<tr>
<td>Para 8.2.3</td>
<td>Condition evaluation report</td>
</tr>
<tr>
<td>Annex 4B, para 1</td>
<td>Survey planning questionnaire</td>
</tr>
<tr>
<td>Annex 5, para 3.1</td>
<td>Certification of thickness measurement</td>
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<tr>
<td>Annex 9, para 2.3</td>
<td>Technical assessment in conjunction with the planning of enhanced surveys for bulk carriers</td>
</tr>
<tr>
<td>Annex 13, para 3</td>
<td>Cargo hatch cover securing arrangements</td>
</tr>
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**Annex B – Oil tankers**

**Part A – Double hull oil tankers**

<table>
<thead>
<tr>
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<td>Repair of damage affecting the ship’s structural, watertight or weathertight integrity</td>
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<td>Para 1.3.2</td>
<td>Corrosion or structural defects impairing the ship’s fitness</td>
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<td>Para 2.4.3.2</td>
<td>Approval of corrosion prevention system</td>
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<td>Para 5.1.1</td>
<td>Survey programme</td>
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<td>Para 5.1.4</td>
<td>Maximum acceptable structural corrosion diminution levels</td>
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<td>Para 5.2.1.1</td>
<td>Provisions for proper and safe access</td>
<td></td>
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<td>Para 6.2.2</td>
<td>Survey report file</td>
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<td>Para 8.1.3</td>
<td>Evaluation of survey report</td>
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</tr>
<tr>
<td>Para 8.2.3</td>
<td>Condition evaluation report</td>
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<tr>
<td>Annex 6B</td>
<td>Survey planning questionnaire</td>
<td></td>
</tr>
<tr>
<td>Annex 7, para 3.1</td>
<td>Certification of thickness measurement</td>
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<td>Annex 9</td>
<td>Diminution limits of structural members</td>
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<tr>
<td>Annex 11, para 2.3</td>
<td>Technical assessment in conjunction with the planning of enhanced surveys for oil tankers</td>
<td></td>
</tr>
<tr>
<td>Annex 12</td>
<td>Criteria for longitudinal strength of hull girder for oil tankers</td>
<td></td>
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</table>

**Part B – Oil tankers other than double hull oil tankers**

<p>| Para 1.3.1 | Repair of damage affecting the ship’s structural, watertight or weathertight integrity | |
| Para 1.3.2 | Corrosion or structural defects impairing the ship’s fitness | |
| Para 2.4.3.2 | Approval of corrosion prevention system | |
| Para 5.1.1 | Survey programme | |
| Para 5.1.4 | Maximum acceptable structural corrosion diminution levels | |
| Para 5.2.1.1 | Provisions for proper and safe access | |
| Para 6.2.2 | Survey report file | |
| Para 8.1.3 | Evaluation of survey report | |
| Para 8.2.3 | Condition evaluation report | |
| Annex 6B | Survey planning questionnaire | |
| Annex 7, para 3.1 | Certification of thickness measurement | |
| Annex 9 | Diminution limits of structural members | |
| Annex 11, para 2.3 | Technical assessment in conjunction with the planning of enhanced surveys for oil tankers | |</p>
<table>
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<th>Source</th>
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<tr>
<td>Annex 12</td>
<td>planning of enhanced surveys for oil tankers</td>
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<td></td>
<td>Criteria for longitudinal strength of hull girder for oil tankers</td>
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<td>Res.4 of the 1997 SOLAS Conference</td>
<td>Dimension and selection of weld connections and materials</td>
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<tr>
<td>Section 5</td>
<td></td>
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<td>Res. MSC.168(79)</td>
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<td>Para 1.2.2</td>
<td>Full responsibility</td>
<td></td>
</tr>
<tr>
<td>Chapter 2</td>
<td>Survey and certification</td>
<td></td>
</tr>
<tr>
<td>Para 4.3.5</td>
<td>Review selection of parent engine</td>
<td></td>
</tr>
<tr>
<td>Para 4.3.7</td>
<td>Adequate arrangements to ensure effective control of conformity of production</td>
<td></td>
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<tr>
<td>Para 4.3.9.1</td>
<td>Agree and approve method of selection of parent engine</td>
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<td>Para 4.3.10</td>
<td>Certification of an engine family</td>
<td></td>
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<td>Paras 4.4.3 and 4.4.4</td>
<td>Engine group concept – approval</td>
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<td>Para 5.1.7</td>
<td>Auxiliary loss exceeding 5% – approval</td>
<td></td>
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<tr>
<td>Para 5.3.2</td>
<td>Test fuels</td>
<td></td>
</tr>
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<td>Para 5.4.2</td>
<td>Other systems or analysers – approval</td>
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<td>Para 5.10.1</td>
<td>File a certified true copy of test report</td>
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<td>Para 5.12.3.3</td>
<td>Other corrective formulae – approval</td>
<td></td>
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<td>Comments</td>
</tr>
<tr>
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<td>Para 6.2.2.2</td>
<td>Adjustments on settings</td>
<td></td>
</tr>
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<td>Para 6.2.3.2</td>
<td>Approval of documentation on board</td>
<td></td>
</tr>
<tr>
<td>Para 6.2.3.4.2</td>
<td>Engine technical file – approval</td>
<td></td>
</tr>
<tr>
<td>Para 6.3.1.3</td>
<td>Measurement of torque</td>
<td></td>
</tr>
<tr>
<td>Para 6.3.4.2</td>
<td>Test fuels – approval</td>
<td></td>
</tr>
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<td>Para 6.3.9</td>
<td>Test cycles – approval</td>
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<table>
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<tbody>
<tr>
<td>Para 1.1.3</td>
<td>Prescribe preliminary suitable conditions for carriage of products not listed in chapter 17 or 18</td>
</tr>
<tr>
<td>Para 1.4.2</td>
<td>Equivalents – communication to IMO</td>
</tr>
<tr>
<td>Section 1.5</td>
<td>Survey and certification</td>
</tr>
<tr>
<td>Para 2.2.2</td>
<td>Intact stability in all seagoing conditions</td>
</tr>
<tr>
<td>Para 2.9.2.3</td>
<td>Residual stability during intermediate stages of flooding</td>
</tr>
<tr>
<td>Para 5.1.6.4</td>
<td>Dimensions for flanges not complying with the standards</td>
</tr>
<tr>
<td>Para 8.3.5</td>
<td>Devices to prevent the passage of flames into cargo tanks – requirements for the design, testing and locating</td>
</tr>
<tr>
<td>Para 10.1.3</td>
<td>Electrical installations – appropriate steps for uniform implementation</td>
</tr>
<tr>
<td>Para 10.1.5</td>
<td>Electrical equipment in hazardous locations</td>
</tr>
<tr>
<td>Para 11.2.2</td>
<td>Approval of an appropriate fire-extinguishing systems</td>
</tr>
<tr>
<td>Paras 11.3.5 and 11.3.7</td>
<td>Minimum capacity of foam monitor for ships less than 4,000 tonnes deadweight</td>
</tr>
<tr>
<td>Para 11.3.13</td>
<td>Alternative provisions to deck foam system</td>
</tr>
<tr>
<td>Chapter 15</td>
<td>Approval of special requirements for specific</td>
</tr>
<tr>
<td>Source</td>
<td>Summary description</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
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<tr>
<td>Para 16.5.1</td>
<td>Stowage of cargo samples – approval</td>
</tr>
<tr>
<td>Para 16A.3.1</td>
<td>Procedures and Arrangements Manual – approval</td>
</tr>
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<td>Para 19.4.2</td>
<td>Design and construction of incinerators – acceptance of safety standards</td>
</tr>
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<td></td>
</tr>
<tr>
<td>Para 1.5.2</td>
<td>Equivalents – communication to IMO</td>
</tr>
<tr>
<td>Section 1.6</td>
<td>Survey requirements</td>
</tr>
<tr>
<td>Section 1.8</td>
<td>New products – establishing suitable conditions – notification to IMO</td>
</tr>
<tr>
<td>Para 2.2.4</td>
<td>Determination of the ability to survive flooding of the machinery space in Type 3 below 125m in length</td>
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<tr>
<td>Para 2.2.5</td>
<td>Nature of alternative measures prescribed for small ships – duly noted on certificate</td>
</tr>
<tr>
<td>Para 2.9.5</td>
<td>Access to void spaces, cargo tanks, etc. – approval of smaller dimensions in special circumstances</td>
</tr>
<tr>
<td>Section 2.10</td>
<td>Cargo piping systems – setting standards</td>
</tr>
<tr>
<td>Section 2.12</td>
<td>Cargo hoses – setting standards</td>
</tr>
<tr>
<td>Para 2.14.2</td>
<td>High-velocity vent valves – type approval</td>
</tr>
<tr>
<td>Para 2.15.1</td>
<td>Cargo heating and cooling systems</td>
</tr>
<tr>
<td>Section 2.17</td>
<td>Structural materials for tank construction, etc.</td>
</tr>
<tr>
<td>Para 3.1.2(f)</td>
<td>Ventilation fans – approval</td>
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<tr>
<td>Para 3.14.1</td>
<td>Alternative provisions for ships dedicated to the carriage of specific cargoes</td>
</tr>
<tr>
<td>Para 3.14.2</td>
<td>Additional arrangements when foam is not effective or is incompatible</td>
</tr>
<tr>
<td>Specific flag State obligations</td>
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<td>Foam monitors on ships of less than 4,000 tonnes deadweight – minimum capacity</td>
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<tr>
<td>Para 3.15.2</td>
<td>Protection of cargo pump-rooms with fire-extinguishing systems – approval</td>
</tr>
<tr>
<td>Para 3.15.5</td>
<td>Products evolving flammable vapours – fire-extinguishing systems – approval</td>
</tr>
<tr>
<td>Chapter IV</td>
<td>Approval of special requirements for specific chemicals</td>
</tr>
<tr>
<td>Para 5A.3.1</td>
<td>Procedures and Arrangements Manual – approval</td>
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<td>Para 2.9.1.3</td>
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<tr>
<td>Section 3.8</td>
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<tr>
<td>Paras 4.4.2.5 and 4.4.4.1</td>
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<td>Para 4.4.7.2.1</td>
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<td>Para 4.5.1.11</td>
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<td>Para 4.7.7</td>
</tr>
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<td>Para 4.8.4.4</td>
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<td>Para 4.10.1.2.2</td>
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</tr>
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<td>Para 5.4.2.3</td>
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<td>Section 7.1</td>
</tr>
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<td>Para 16.5.2</td>
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<td>Para 16.5.6</td>
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**STCW Code, Part A**

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<th>Comments</th>
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<tr>
<td>Section A-I/10.2</td>
<td>Withdrawal of endorsement – information</td>
<td></td>
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<td></td>
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<td>Watch schedules to be posted</td>
<td></td>
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<td>Section A-VIII/2.84</td>
<td>Principles to be observed in keeping radio watch – direct attention of companies masters, radio watchkeeping personnel to comply with provisions in Part 3-3 to ensure that and adequate safety radio watch is maintained when the ship is at sea</td>
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<td><strong>Res. MEPC.94(46), as amended</strong></td>
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<td>Issue instructions to the recognized organization (RO) for Condition Assessment Scheme (CAS) survey</td>
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<td>Para 4.3</td>
<td>Require oil tankers to remain out of service until Statement of Compliance is issued</td>
<td></td>
</tr>
<tr>
<td>Para 7.1.3</td>
<td>CAS surveyors’ requirements</td>
<td></td>
</tr>
<tr>
<td>Para 11</td>
<td>Verification of CAS</td>
<td></td>
</tr>
<tr>
<td>Para 12</td>
<td>Reassessment of ships that have failed</td>
<td></td>
</tr>
<tr>
<td>Para 13</td>
<td>Issue, suspension or withdrawal of Statement of Compliance</td>
<td></td>
</tr>
<tr>
<td>Para 14</td>
<td>Communication to IMO</td>
<td></td>
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ANNEX 3

SPECIFIC COASTAL STATE OBLIGATIONS

The following tables contain a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<table>
<thead>
<tr>
<th>Source</th>
<th>Summary description</th>
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<tbody>
<tr>
<td>SOLAS 74</td>
<td>Search and rescue services – necessary arrangements</td>
<td></td>
</tr>
<tr>
<td>Reg. V/7.1</td>
<td>Search and rescue services – information to IMO</td>
<td></td>
</tr>
<tr>
<td>Reg. V/7.2</td>
<td>Life-saving signals</td>
<td></td>
</tr>
<tr>
<td>Reg. V/8</td>
<td>Reporting of incidents involving dangerous goods</td>
<td></td>
</tr>
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<td>Reg. VII/6.1 and 7-4.1</td>
<td>Reporting of incidents involving dangerous goods</td>
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<td>MARPOL</td>
<td></td>
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<td>Reg. 11(c)</td>
<td>Exceptions – approval of discharge of substances containing oil for the purpose of combating pollution incidents</td>
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<td>Annex II</td>
<td></td>
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<td>Reg. 6(c)</td>
<td>Exceptions – approval of discharge of NLS for the purpose of combating pollution incidents</td>
<td></td>
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ANNEX 4

SPECIFIC PORT STATE OBLIGATIONS

The following tables contain a non-exhaustive list of obligations, including those obligations imposed when a right is exercised.

<table>
<thead>
<tr>
<th>Specific port State obligations</th>
<th>Source</th>
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<th>Comments</th>
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<tr>
<td></td>
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<td>Art. 12</td>
<td>Inspection</td>
</tr>
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<td></td>
<td>LL 66 and LL PROT 88</td>
<td>Art. 21</td>
<td>Control</td>
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<tr>
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<td>STCW 78</td>
<td>Art. X</td>
<td>Control</td>
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<td>Reg. I/4</td>
<td>Control procedures</td>
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<td>SOLAS 74</td>
<td>Reg. I/6(c)</td>
<td>Ships not allowed to sail</td>
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<td>Control</td>
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<td>Reg. VII/7-2.2</td>
<td>Documents relating to carriage of dangerous goods in solid form</td>
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<td></td>
<td>Reg. VIII/11</td>
<td>Special control for nuclear ships</td>
</tr>
<tr>
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<td>Reg. XI-1/4</td>
<td>Port State control on operational requirements</td>
</tr>
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<td>MARPOL</td>
<td>Art. 5(2)</td>
<td>Certificates and special rules on inspection of ships – port State control</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Art. 5(3)</td>
<td>Certificates and special rules on inspection of ships – denial of entry</td>
</tr>
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<td>--------</td>
<td>---------------------</td>
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<td>Detection of violations and enforcement of the Convention – inspection</td>
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<td>Detection of violations and enforcement of the Convention – inspection upon request – reporting</td>
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<td><strong>Annex I</strong></td>
<td></td>
<td></td>
<td></td>
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<td>Reg. 8A</td>
<td>Port State control on operational requirements</td>
<td></td>
<td></td>
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<td>Reg. 10(7)</td>
<td>Reception facilities within special areas</td>
<td></td>
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</tr>
<tr>
<td>Reg. 10(8)(a)</td>
<td>Provision of reception facilities – Antarctic area</td>
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<td>Reg. 12(1)-(4)</td>
<td>Reception facilities</td>
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<td>Reg. 13C(2)(b)</td>
<td>Existing tankers engaged in specific trades – agreement with flag States</td>
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<td>Reg. 13C(2)(c)</td>
<td>Existing tankers engaged in specific trades – approval by port State</td>
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<td>Reg. 13D(1)(b)</td>
<td>Existing oil tankers having special ballast arrangements – agreements with flag States</td>
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<td>Reg. 13G(8)(b)</td>
<td>Denial of entry – communication to IMO</td>
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<td>Reg. 13H(8)(b)</td>
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<td>Reg. 20(6)</td>
<td>Oil Record Book – Inspection</td>
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<td><strong>Annex II</strong></td>
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<td>Reg. 5A(6)(b)(iii)</td>
<td>Pumping, piping and unloading arrangements – approval of adequacy of reception facilities</td>
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<tr>
<td>Reg. 7(1)-(3)</td>
<td>Reception facilities and cargo unloading terminal arrangements</td>
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<tr>
<td>Reg. 9(7)</td>
<td>Cargo record book – inspections</td>
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<td>Reg. 15</td>
<td>Port State control on operational requirements</td>
<td></td>
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<tr>
<td><strong>Annex III</strong></td>
<td></td>
<td></td>
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<td>Reg. 8</td>
<td>Port State control on operational requirements</td>
<td></td>
<td></td>
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<tr>
<td><strong>Annex IV</strong></td>
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<td>Reg. 12(1)</td>
<td>Provision of reception facilities</td>
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<td>Reg. 5(4)</td>
<td>Reception facilities within special areas</td>
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<td>Reg. 5(5)(a)</td>
<td>Provision of reception facilities – Antarctic area</td>
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<td>Reg. 7(1)</td>
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<td>Reg. 8</td>
<td>Port State control on operational requirements</td>
<td></td>
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<tr>
<td>Reg. 9(5)</td>
<td>Inspection of Garbage Record Book</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Annex VI</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Reg. 10</td>
<td>Port State control on operational requirements</td>
<td></td>
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<td>Reg. 14(4)(b)</td>
<td>Discharge criteria – Communication to IMO</td>
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<td>Reg. 15(2) and (3)</td>
<td>Volatile organic compounds – approvals and notification to IMO</td>
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<td>Reg. 17(1)</td>
<td>Reception facilities</td>
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<td>Reg. 18(5)</td>
<td>Fuel oil quality – inspection of bunker delivery notes</td>
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</tr>
<tr>
<td>Reg. 18(8)</td>
<td>Fuel oil quality – information and remedial action</td>
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<td><strong>1994 HSC Code</strong></td>
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<td>Para 1.3.5</td>
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<td>Design approval</td>
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<td>Operational conditions – Permit to Operate</td>
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<td>Port State control</td>
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<td>Para 18.3.8</td>
<td>Training and qualifications</td>
<td></td>
<td></td>
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<td>Specific port State obligations</td>
<td>Source</td>
<td>Summary description</td>
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</tr>
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<td></td>
<td>Operational conditions – Permit to Operate</td>
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<td>Para 1.9.4</td>
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<td>Port State control</td>
<td></td>
</tr>
<tr>
<td>Para 18.3.8</td>
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<td>Training and qualifications</td>
<td></td>
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<td><strong>Grain Code</strong></td>
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<td>Para 3.4</td>
<td></td>
<td>Document of authorization</td>
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</tr>
<tr>
<td>Para 3.5</td>
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<td>Document of authorization</td>
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<td>Para 5</td>
<td></td>
<td>Exemptions for certain voyages</td>
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<tr>
<td>Para 7.2</td>
<td></td>
<td>Stability requirements</td>
<td></td>
</tr>
</tbody>
</table>
ANNEX 5

INSTRUMENTS MADE MANDATORY UNDER IMO CONVENTIONS

SOLAS 74

Res. MSC.133(76), as amended reg. II-1/3-6.2.1
FSS Code reg. II-2/3.22
FTP Code reg. II-2/3.23
LSA Code reg. III/3.10
CSS Code, sub-chapter 1.9 reg. VI/2.2.1
Grain Code reg. VI/8.1
IMDG Code reg. VII/1.1
IBC Code reg. VII/8.1
IGC Code reg. VII/11.1
INF Code reg. VII/14.1
ISM Code reg. IX/1.1
1994 HSC Code reg. X/1.1
2000 HSC Code reg. X/1.2
Res. A.739(18) reg. XI-1/1
Res. A.789(19) reg. XI-1/1
Res. A.744(18), as amended reg. XI-1/2
Res. 4 of the 1997 SOLAS Conf. reg. XII/1.5 (reg. XII/1.7 as of 1.7.06)
Res. MSC.169(79) reg. XII/7.2
Res. MSC.168(79) reg. XII/14

MARPOL 73/78

Res. MEPC.94(46), as amended Annex I, reg. 13G, 13H
IBC Code Annex II, reg. 1(10)
BCH Code Annex II, reg. 1(11)
NOx Technical Code Annex VI, reg. 2(5)

STCW 78

STCW Code, Part A reg. I/1.2.3
ANNEX 6

SUMMARY OF AMENDMENTS TO MANDATORY INSTRUMENTS REFLECTED IN THE CODE

The amendments of mandatory instruments reflected in the annexes 1 through 4 are summarized below to facilitate the amendment of corresponding tables in the future.

<table>
<thead>
<tr>
<th>Code</th>
<th>Amendments and References</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOLAS 1974</td>
<td>up to and including the 2004 amendments (Res. MSC.170(79))</td>
</tr>
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<td>Res. MSC.133(76), as amended</td>
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<td>FSS Code</td>
<td>Res. MSC.98(73)</td>
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<td>up to and including the 2004 amendments (Res. MSC.173(79))</td>
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<td>LSA Code</td>
<td>up to and including the 1991 amendments (Res. MSC.23(59))</td>
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<td>CSS Code, sub-chapter 1.9</td>
<td>up to and including the 2002 amendments (MSC/Circ. 1026)</td>
</tr>
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<td>GRAIN Code</td>
<td>up to and including the 1991 amendments (Res. MSC.23(59))</td>
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<tr>
<td>IMDG Code</td>
<td>up to and including the 2004 amendments (Res. MSC.157(78))</td>
</tr>
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<td>IBC Code</td>
<td>up to and including the 2000 amendments (Res. MSC.102(73))</td>
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<tr>
<td>IGC Code</td>
<td>up to and including the 2004 amendments (Res. MSC.177(79))</td>
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<td>INF Code</td>
<td>up to and including the 2004 amendments (Res. MSC.178(79))</td>
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<td>ISM Code</td>
<td>up to and including the 2004 amendments (Res. MSC.179(79))</td>
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<td>1994 HSC Code</td>
<td>up to and including the 2004 amendments (Res. MSC.174(79))</td>
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<tr>
<td>2000 HSC Code</td>
<td>up to and including the 2004 amendments (Res. MSC.175(79))</td>
</tr>
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<td>Res. A.739(18)</td>
<td>no amendments yet adopted</td>
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<tr>
<td>Res. A.789(19)</td>
<td>no amendments yet adopted</td>
</tr>
<tr>
<td>Res. A.744(18), amended</td>
<td>up to and including the 2003 amendments (Res. MSC.144(77))</td>
</tr>
<tr>
<td>Res. 4 of the 1997 SOLAS Conf.</td>
<td>no amendments yet adopted</td>
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<td>Res. MSC.169(79)</td>
<td>no amendments yet adopted</td>
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<td>no amendments yet adopted</td>
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<td>SOLAS PROT 1978</td>
<td>up to and including the 1988 amendments (Resolution of the 1988 GMDSS-P Conference)</td>
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<td>up to and including the 2004 amendments (Res. MSC.171(79))</td>
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MARPOL
   Res. MEPC.94(46), as amended
   up to and including the 2003 amendments
   (Res. MEPC.112(50))
IBC Code
   up to and including the 2000 amendments
   (Res. MEPC.90(45))
BCH Code
   up to and including the 2000 amendments
   (Res. MEPC.91(45))
NO₃ Code
   no amendments yet adopted
STCW 1978
   up to and including the 1997 amendments
   (Res. MSC.66(68))
   STCW Code Part A
   up to and including the 1998 amendments
   (Res. MSC.78(70))
LL 1966
LL PROT 1988
   up to and including the 2004 amendments
   (Res. MSC.172(79))
TONNAGE 1969
   no amendments yet adopted
COLREG 1972
   up to and including the 2001 amendments
   (Res. A.910(22))