

MANDATORY COMPLIANCE - SOLAS (continued)

Regulation/Reference	Ship Type	Relevant Survey	Compliance Date	Age Determinant	Age of Ship	Overview of Regulation (refer to actual regulation for details)
SOLAS II-1/3-6 Permanent Means of Access MSC.133(76) Superseded by MSC.158(78)	Oil ≥ 500 GT		1 Jan 2005	KL	≥ 1 Jan 2005	Mandatory Technical Provisions for the fitting of permanent platforms at every overhead deck transverse web of cargo and ballast tanks > 5m width and with ladders to every transverse web in cargo and ballast tanks > 5m width and between horizontal stringers > 6m in wing ballast tanks < 5m width.
SOLAS II-1/3-6 Permanent Means of Access MSC.134(76) Superseded by MSC.151(78)	Oil ≥ 500 GT		1 Jan 2005	KL	≥ 1 Jan 2005	Mandates compliance with the Technical Provisions of MSC.133(76) and requires an approved Access Manual (providing arrangement details and maintenance instructions) to be maintained on board for the safe provision of crew and class society inspection and survey.
SOLAS II-1/3-6 Permanent Means of Access MSC.133(76) Superseded by MSC.158(78)	Bulk ≥ 20,000 GT		1 Jan 2005	KL	≥ 1 Jan 2005	Mandatory Technical Provisions for the fitting of permanent platforms and ladders to gain access to the cross deck structure (if > 17m abv tank top) and to 25% of the side shell framing within all cargo holds and access to top of clear opening in all ballast tanks within the cargo tank area.
SOLAS II-1/3-6 Permanent Means of Access MSC.134(76) Superseded by MSC.151(78)	Bulk > 20,000 GT		1 Jan 2005	KL	≥ 1 Jan 2005	Mandates compliance with the Technical Provisions of MSC.133(76) and requires an approved Access Manual (providing arrangement details and maintenance instructions) to be maintained on board for the safe provision of crew and class society inspection and survey.
SOLAS V/11 Particularly Sensitive Sea Area MEPC.121(52)	All Ships > 12 Passengers ≥ 500 GT		15 Apr 2005	KL	All	The Western coasts of the United Kingdom, Ireland, Belgium, France, Spain and Portugal, from the Shetland Islands in the North to Cape S. Vicente in the South, and the English Channel and its approaches, are designated as a Particularly Sensitive Sea Area (PSSA). A PSSA is subject to special discharge requirements and ship routing because of its significance for recognized ecological, socio-economic, or scientific reasons and because it may be vulnerable to damage by international shipping activities.
SOLAS V/11 Reporting Requirements MSC.190(79)	Oil ≥ 600 DWT		1 Jul 2005	KL	All	When carrying a cargo of heavy crude oil – meaning 1) crude oils with a density at 15°C of higher than 900 kg/m ³ , 2) heavy fuel oils, meaning fuel oils with a density at 15°C of higher than 900 kg/m ³ , or a kinematic viscosity at 50°C of higher than 180 mm ² /s; or 3) bitumen and tar and their emulsions – operators shall, upon entering the Western European Particularly Sensitive Sea Area – except for innocent passage, report under the West European Tanker Reporting System (WETREP).
SOLAS 1997 Edition SLS II-1/8-1 Damage Stability Upgrades	RoRo > 12 Passengers	P	1 Oct 2005	KL	< 1 Jul 1997	With any one compartment flooded ships with A/Amix > 97.5 must possess a residual GZ with an area ≥ 0.015 m-rad, a magnitude ≥ 0.10m and sufficient to resist the larger moment due to passenger crowding, wind pressure or launching of all life boats fully loaded from one side.
2000 SOLAS II-2/10.5.6 Fixed Local Application Fire Fighting System MSC.99(73) MSC/Circ.913	Passenger > 12 Passengers ≥ 2,000 GT		1 Oct 2005	KL	< 1 Jul 2002	Category A machinery spaces > 500 m ³ shall also be provided with an approved water-based, or equivalent, system fitted with a visual and distinct audible alarm in the space and at continuously manned stations. Fire hazards of internal combustion machinery, incinerators, boiler fronts shall be protected.
SOLAS II-1/3-6 Permanent means of access MSC.151(78)	Oil ≥ 500 GT		1 Jan 2006	KL	≥ 1 Jan 2006	Mandates compliance with the Technical Provisions of MSC.158(78) and requires an approved Access Manual (providing arrangement details and maintenance instructions) to be maintained on board for the safe provision of crew and class society inspection and survey. This resolution supersedes MSC.134(76).