

COUNCIL
113th session
Agenda item 14

C 113/14
17 October 2014
Original: ENGLISH

**REPORT ON THE STATUS OF CONVENTIONS AND OTHER
MULTILATERAL INSTRUMENTS IN RESPECT OF WHICH
THE ORGANIZATION PERFORMS FUNCTIONS**

Note by the Secretary-General

SUMMARY

Executive summary: This document reports on the status, as of 17 October 2014, of treaties and amendments thereto deposited with IMO, in respect of which the Organization performs functions

Strategic direction: 2

High-level action: 2.0.1

Planned output: No related provisions

Action to be taken: Paragraph 35

Related documents: C 112/17 and C 112/17/Add.1

GENERAL INTRODUCTION

1 This document reports on developments, since the 112th session of the Council (16 to 20 June 2014) concerning treaties and amendments thereto deposited with IMO, in respect of which the Organization performs functions. This information is provided in two sections:

- Section I reports on the entry into force of instruments and amendments thereto (paragraphs 3 to 16); and
- Section II reports on developments with regard to instruments in respect of which the conditions for entry into force have not yet been fulfilled (paragraphs 17 to 33).

2 A comprehensive list of conventions and other multilateral instruments in respect of which the Organization performs depository and other functions is available on the IMO public website at the following link: <http://www.imo.org/About/Conventions/StatusOfConventions/Pages/Default.aspx>.

I ENTRY INTO FORCE OF INSTRUMENTS AND AMENDMENTS THERETO**A CONVENTIONS AND PROTOCOLS*****Nairobi International Convention on the Removal of Wrecks, 2007***

3 With deposit by Denmark, on 14 April 2014, of an instrument of ratification to the Nairobi International Convention on the Removal of Wrecks, 2007, the entry into force requirement of the Convention was met. In accordance with article 18 thereof, the Convention will enter into force on 14 April 2015, 12 months after the deposit by Denmark. With accession by Congo on 19 May 2014, there are, as of 17 October 2014, 11 Contracting States to this Convention, representing approximately 5.38% of the gross tonnage of the world's merchant shipping.

B AMENDMENTS TO CONVENTIONS AND PROTOCOLS***2012 amendments to the Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976 (amendments to the limitation amounts set out in article 3) (LEG.5(99))***

4 These amendments were adopted by the Legal Committee on 19 April 2012, by resolution LEG.5(99) under cover of a Note Verbale of notification, issued on 8 June 2012. At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted at the end of a period of 18 months after the date of notification (i.e. 8 December 2013) unless, prior to that date, not less than one fourth of the States that were Contracting States on the date of the adoption of the amendments had communicated to the Secretary-General that they did not accept these amendments. As of 8 December 2013, no such notification of objection had been received. Therefore, in accordance with article 8(8) of the 1996 Protocol, these amendments, deemed to have been accepted, will enter into force on 8 June 2015 (i.e. 18 months after their acceptance).

Code on Noise Levels on Board Ships (MSC.337(91))

5 The Code on Noise Levels on Board Ships was adopted by the Maritime Safety Committee on 30 November 2012 by resolution MSC.337(91). At the time of its adoption, the Committee determined that the Code would take effect on 1 July 2014, upon the entry into force of regulation II-1/3-12 of the SOLAS 1974 Convention, adopted by resolution MSC.338(91) (see paragraph 6.1).

2012 amendments to SOLAS 1974

6 The Maritime Safety Committee, at its ninety-first session in November 2012, determined that the amendments in paragraphs 6.1 to 6.4 shall be deemed to have been accepted on 1 January 2014 and shall enter into force on 1 July 2014 unless, prior to the former date, more than one third of the Contracting Governments to SOLAS 1974, or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 ***2012 amendments (chapters II-1, II-2 and III and appendix) to the International Convention for the Safety of Life at Sea, 1974 (MSC.338(91));***

-
- .2 **2012 amendments to the International Code for Fire Safety Systems (FSS Code) (MSC.339(91));**
 - .3 **2012 amendments to the Performance Standard for protective coatings for dedicated seawater ballast tanks in all types of ships and double-side skin spaces of bulk carriers (resolution MSC.215(82)) (MSC.341(91)); and**
 - .4 **2012 amendments to the Performance Standard for protective coatings for cargo oil tanks of crude oil tankers (resolution MSC.288(87)) (MSC.342(91)).**

As of 1 January 2014, no objections had been received and, accordingly, these amendments entered into force on 1 July 2014.

2012 amendments to the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 (MSC.343(91))

7 These amendments were adopted by the Maritime Safety Committee on 30 November 2012, by resolution MSC.343(91). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 January 2014 and shall enter into force on 1 July 2014 unless, prior to the former date, more than one third of the Parties to the 1978 SOLAS Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As of 1 January 2014, no objections had been received and, accordingly, the amendments entered into force on 1 July 2014.

2012 amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (MSC.344(91))

8 These amendments were adopted by the Maritime Safety Committee on 30 November 2012 by resolution MSC.344(91). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 January 2014 and shall enter into force on 1 July 2014 unless, prior to the former date, more than one third of the Parties to the 1988 SOLAS Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As of 1 January 2014, no objections had been received and, accordingly, the amendments entered into force on 1 July 2014.

2012 amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (MSC.345(91))

9 These amendments were adopted by the Maritime Safety Committee on 30 November 2012 by resolution MSC.345(91). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 January 2014 and shall enter into force on 1 July 2014 unless, prior to the former date, more than one third of the Parties to the 1988 Load Lines Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As of 1 January 2014, no objections had been received and, accordingly, the amendments entered into force on 1 July 2014.

2013 amendments to the International Convention for Safe Containers (CSC), 1972 (MSC.355(92))

10 These amendments were adopted by the Maritime Safety Committee on 21 June 2013 by resolution MSC.355(92). At the time of their adoption, the Committee determined that the amendments shall enter into force on 1 July 2014 unless, prior to 1 January 2014, five or more of the Contracting Parties have notified their objections to the amendments. As of 1 January 2014, no objections had been received and, accordingly, the amendments entered into force on 1 July 2014.

2013 amendments to MARPOL Annex I

11 The Marine Environment Protection Committee, at its sixty-fifth session in May 2013, determined that the amendments in paragraphs 11.1 to 11.2 shall be deemed to have been accepted on 1 April 2014 and shall enter into force on 1 October 2014 unless, prior to the former date, not less than one third of the Parties to MARPOL or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 **2013 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (amendments to Form A and Form B of Supplements to the IOPP Certificate under MARPOL Annex I) (MEPC.235(65)); and**
- .2 **2013 amendments to the Condition Assessment Scheme under MARPOL Annex I (MEPC.236(65)).**

As of 1 April 2014, no objections had been received and, accordingly, these amendments entered into force on 1 October 2014.

2013 Code for Recognized Organizations (RO Code) (MSC.349(92))

12 This Code was adopted by the Maritime Safety Committee on 21 June 2013 by resolution MSC.349(92). At the time of its adoption, the Committee determined that the Code would take effect on 1 January 2015, upon the entry into force of the respective amendments to SOLAS 1974 and the 1988 Load Lines Protocol adopted under resolutions MSC.350(92) and MSC.356(92), respectively (see paragraphs 13.1 and 14). The RO Code was also adopted by the Marine Environment Protection Committee (see paragraph 15).

2013 amendments to SOLAS 1974

13 The Maritime Safety Committee, at its ninety-second session in June 2013, determined that the amendments in paragraphs 13.1 to 13.5 shall be deemed to have been accepted on 1 July 2014 and shall enter into force on 1 January 2015 unless, prior to the former date, more than one third of the Contracting Governments to SOLAS 1974 or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 **2013 amendments to the International Convention for the Safety of Life at Sea, 1974, as amended (RO Code under SOLAS 1974) (MSC.350(92));**

- .2 **2013 amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (MSC.351(92));**
- .3 **2013 amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) (MSC.352(92));**
- .4 **2013 amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) (MSC.353(92)); and**
- .5 **2013 amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code (MSC.354(92)).**

As of 1 July 2014, no objections had been received and, accordingly, these amendments will enter into force on 1 January 2015.

2013 amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (MSC.356(92))

14 These amendments were adopted by the Maritime Safety Committee on 21 June 2013, by resolution MSC.356(92). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2014 and shall enter into force on 1 January 2015 unless, prior to former date, more than one third of the Parties to the Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of all the merchant fleets of all Parties, have notified their objections to the amendments. As of 1 July 2014, no objections had been received and, accordingly, the amendments will enter into force on 1 January 2015.

2013 Code for Recognized Organizations (RO Code) (MEPC.237(65))

15 This Code was adopted by the Marine Environment Protection Committee on 17 May 2013 by resolution MEPC.237(65). At the time of its adoption, the Committee determined that the Code will take effect on 1 January 2015, upon the entry into force of the respective amendments to Annex I and Annex II of MARPOL, adopted by resolution MEPC.238(65) (see paragraph 16). The RO Code was also adopted by the Maritime Safety Committee (see paragraph 12).

2013 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (amendments to MARPOL Annexes I and II to make the RO Code mandatory) (MEPC.238(65))

16 These amendments were adopted by the Marine Environment Protection Committee on 17 May 2013 by resolution MEPC.238(65). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2014 and shall enter into force on 1 January 2015 unless, prior to the former date, not less than one third of the Parties to MARPOL or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As of 1 July 2014, no objections had been received and, accordingly, the amendments will enter into force on 1 January 2015.

II DEVELOPMENTS WITH REGARD TO INSTRUMENTS IN RESPECT OF WHICH THE CONDITIONS FOR ENTRY INTO FORCE HAVE NOT YET BEEN FULFILLED

A CONVENTIONS AND PROTOCOLS

International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004

17 In accordance with article 18, this Convention will enter into force 12 months after the date on which not less than 30 States, the combined merchant fleets of which constitute not less than 35% of the gross tonnage of the world's merchant shipping, have either signed it without reservation as to ratification, acceptance or approval, or have deposited instruments of ratification, acceptance, approval or accession in accordance with article 17. As of 17 October 2014, there were 43 Contracting States, representing approximately 32.54% of the gross tonnage of the world's merchant shipping.

Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

18 In accordance with article 17(1), the Convention will enter into force 24 months after the date on which the following conditions have been fulfilled:

- .1 not less than 15 States have either signed it without reservation as to ratification, acceptance or approval, or have deposited the requisite instrument of ratification, acceptance, approval or accession with the Secretary-General in accordance with article 16;
- .2 the combined merchant fleets of the States mentioned in .1 above constitute not less than 40 percent of the gross tonnage of the world's merchant shipping; and
- .3 the combined maximum annual ship recycling volume of the States mentioned in .2 above during the preceding 10 years constitutes not less than 3% of the gross tonnage of the combined merchant shipping of the same States.

As of 17 October 2014, there were three Contracting States to the Convention, representing approximately 1.98% of the gross tonnage of the world's merchant shipping.

Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996

19 In accordance with article 21, the Protocol will enter into force 18 months after the date on which the following conditions have been fulfilled:

- (a) at least 12 States, including four States each with not less than 2 million units of gross tonnage, have expressed their consent to be bound by it; and
- (b) the Secretary-General has received information in accordance with article 20, paragraphs 4 and 6, that those persons in such States who would be liable to contribute pursuant to article 18, paragraphs 1(a) and (c), of the Convention, as amended by this Protocol, have received during the preceding calendar year a total quantity of at least 40 million tonnes of cargo contributing to the general account.

As of 17 October 2014, there were no Contracting States to this Protocol. This Protocol effectively supersedes the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (1996 HNS Convention) which is not intended to enter into force. In accordance with resolution 3 of the International Conference on the Revision of the HNS Convention, Governments should therefore express their consent to be bound only by the 2010 Protocol, without any reference to the 1996 HNS Convention.

Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

20 In accordance with article 4, this Agreement will enter into force 12 months after the date on which not less than 22 States, the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600, have expressed their consent to be bound by it. As of 17 October 2014, there were three Contracting States to the Agreement. This Agreement effectively updates and revises the Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, which is therefore not intended to enter into force.

B AMENDMENTS TO CONVENTIONS AND PROTOCOLS

1978 (Disputes) amendments to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (LDC Res.6(III))

21 These amendments will enter into force 60 days after acceptance by two thirds of the Contracting Parties. The number of Contracting Parties to the Convention is currently 87. The number of acceptances necessary for entry into force is, therefore, 58. As of 17 October 2014, there were 20 acceptances.¹

1993 amendments to the International Convention for Safe Containers, 1972 (A.737(18))

22 These amendments were adopted by the Assembly on 4 November 1993 by resolution A.737(18). The amendments will enter into force 12 months after the date on which they are accepted by two thirds of the Contracting Parties to the Convention. The number of Contracting Parties to the Convention is currently 81. The number of acceptances necessary for entry into force is, therefore, 54. As of 17 October 2014, there were nine acceptances.²

2008 amendments to the Convention on the International Mobile Satellite Organization (IMSO)

23 These amendments to the IMSO Convention (extending IMSO's oversight to all GMDSS providers recognized by IMO, and enhancing IMSO's role as LRIT Coordinator) were adopted on 3 October 2008 by the IMSO Assembly, at its twentieth session, in conformity with article 18 of the Convention. The IMSO Assembly decided on a provisional application of the amendments, with effect from 6 October 2008, pending their formal entry into force. The amendments will enter into force 120 days after notices of acceptance have been received from two thirds of those States which, at the time of adoption by the Assembly, were Parties to the Convention. The number of Parties to the Convention at the time of adoption of the amendments was 92. The number of acceptances necessary for entry

¹ The number of acceptances has remained unaltered since October 1996.

² The number of acceptances has remained unaltered since April 2006.

into force is, therefore, 61. As of 17 October 2014, 12 such notices of acceptance had been received.

24 Following the adoption of these amendments, the IMSO Assembly decided to reverse its previous decision regarding the adoption and provisional application of the previous 2006 amendments to the Convention.

1995 amendments to the International Convention on Load Lines, 1966 (A.784(19))

25 These amendments were adopted by the Assembly on 23 November 1995 by resolution A.784(19). The amendments will enter into force 12 months after the date on which they are accepted by two thirds of the Contracting Governments. The number of Contracting Governments to the Convention is currently 161. The number of acceptances necessary for entry into force is, therefore, 107. As of 17 October 2014, there were seven acceptances.³

2006 amendments to the annex to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (MSC.204(81))

26 These amendments were adopted by the Maritime Safety Committee on 18 May 2006, by resolution MSC.204(81). In accordance with article VIII(b)(iv) of the International Convention for the Safety of Life at Sea, 1974, and article VI(b) of the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, the amendments shall be deemed to have been accepted on the date on which they have been accepted by two thirds of the Parties to the Protocol and shall enter into force six months after that date. The number of Contracting Governments to the Protocol is currently 105. The number of acceptances necessary for entry into force is, therefore, 70. As of 17 October 2014, there were two acceptances.

1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Protocol) (LP.4(8))

27 These amendments were adopted by the Contracting Parties to the London Protocol on 18 October 2013 by resolution LP.4(8). At the time of their adoption, the Contracting Parties determined that the amendments will enter into force 60 days after two thirds of the Contracting Parties have deposited an instrument of acceptance of the amendment. As of 17 October 2014, no such instrument of acceptance had been received.

2014 amendments to MARPOL

28 The Marine Environment Protection Committee, at its sixty-sixth session in March-April 2014, determined that the amendments in paragraphs 28.1 to 28.5 shall be deemed to have been accepted on 1 July 2015 and shall enter into force on 1 January 2016 unless, prior to the former date, not less than one third of the Parties to MARPOL or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 ***2014 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory) (MEPC.246(66));***

³ The number of acceptances has remained unaltered since September 2003.

- .2 **2014 amendments to the annex of 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 (to make the use of the III Code mandatory) (MEPC.247(66));**
- .3 **2014 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (amendments to MARPOL Annex I) (Mandatory carriage requirements for a stability instrument) (MEPC.248(66));**
- .4 **2014 amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) (Cargo containment and Form of Certificate of Fitness) (MEPC.249(66)); and**
- .5 **2014 amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (General, Ship survival capability and location of cargo tanks, Cargo tank venting and gas-freeing arrangements, Environmental control, Fire protection and fire extinction, Special requirements, Summary of minimum requirements, and Form of Certificate of Fitness) (MEPC.250(66)).**

As of 17 October 2014, no objections to these amendments had been received.

2014 amendments to the annex of 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 (amendments to MARPOL Annex VI and the NO_x Technical Code 2008) (MEPC.251(66))

29 These amendments were adopted by the Marine Environment Protection Committee on 4 April 2014 by resolution MEPC.251(66). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 March 2015 and shall enter into force on 1 September 2015 unless, prior to the former date, not less than one third of the Parties to MARPOL or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As of 17 October 2014, no objections had been received.

30 The Marine Environment Protection Committee, at its sixty-seventh session in October 2014, determined that the amendments in paragraphs 30.1 to 30.3 shall be deemed to have been accepted on 1 September 2015 and shall enter into force on 1 March 2016 unless, prior to the former date, not less than one third of the Parties to MARPOL or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 **2014 amendment to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (amendment to MARPOL Annex I, regulation 43);**
- .2 **2014 amendment to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (amendment to MARPOL Annex III, Appendix - Criteria for the identification of harmful substances in packaged form); and**

3. ***2014 amendments to the annex of 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 (amendments to MARPOL Annex VI, regulations 2 and 13 and the Supplement to the IAPP certificate).***

The above amendments were adopted on 17 October 2014.⁴ No objections to these amendments had been received.

2014 amendments to SOLAS 1974

31 The Maritime Safety Committee, at its ninety-third session in May 2014, determined that the amendments in paragraphs 31.1 to 31.8 shall be deemed to have been accepted on 1 July 2015 and shall enter into force on 1 January 2016 unless, prior to the former date, more than one third of the Contracting Governments to SOLAS 1974, or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 ***2014 amendments to the International Convention for the Safety of Life at Sea, 1974, as amended (chapters II-1 and II-2) (MSC.365(93));***
- .2 ***2014 amendments to the International Convention for the Safety of Life at Sea, 1974, as amended (addition of a new chapter XIII) (MSC.366(93));***
- .3 ***2014 amendments to the International Code for Fire Safety Systems (FSS Code) (MSC.367(93));***
- .4 ***2014 amendments to the International Life-Saving Appliance (LSA) Code (MSC.368(93));***
- .5 ***2014 amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (MSC.369(93));***
- .6 ***2014 amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (MSC.370(93));***
- .7 ***2014 amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) (MSC.371(93));*** and
- .8 ***2014 amendments to the International Maritime Dangerous Goods (IMDG) Code (MSC.372(93))***⁵.

As of 17 October 2014, no objections to these amendments had been received.

⁴ The resolution numbers will be assigned on the completion of the report of the sixty-seventh session of the Marine Environment Protection Committee.

⁵ The Committee agreed that Contracting Governments to the Convention may apply these amendments in whole or in part on a voluntary basis as from 1 January 2015.

2014 amendments to STCW

32 The Maritime Safety Committee, at its ninety-third session in May 2014, determined that the amendments in paragraphs 32.1 to 32.2 shall be deemed to have been accepted on 1 July 2015 and shall enter into force on 1 January 2016 unless, prior to the former date, more than one third of Parties to STCW, or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments:

- .1 **2014 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 (MSC.373(93));** and
- .2 **2014 amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code (MSC.374(93)).**

As of 17 October 2014, no objections to these amendments had been received.

2014 amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (MSC.375(93))

33 These amendments were adopted by the Maritime Safety Committee on 22 May 2014 by resolution MSC.375(93). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2015 and shall enter into force on 1 January 2016 unless, prior to the former date, more than one third of Parties to the 1988 Load Lines Protocol, or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As of 17 October 2014, no such notification of objection had been received.

III ACTION TAKEN BY THE SECRETARY-GENERAL

34 Since the last session of the Council, the Secretary-General has received a total of 13 instruments of ratification or accession to conventions in respect of which the Organization performs functions (see annex to this document). Comprehensive information on the status of treaties is available on the IMO website at: <http://www.imo.org/About/Conventions/StatusOfConventions/Pages/Default.aspx>. Pursuant to the requests and authorizations of the Council and the Assembly, the Secretary-General continues to communicate with Member Governments, inviting them to take action to ratify, accede to, accept or approve IMO treaty instruments, or amendments thereto, where these have not yet been accepted. In this context, Governments are made aware of the Organization's willingness and readiness to provide appropriate advice or assistance. The Secretary-General will continue these efforts in order to ensure the widest possible acceptance and the most effective implementation of all instruments in respect of which IMO performs depositary and other functions.

IV ACTION REQUESTED OF THE COUNCIL

35 The Council is invited to take note of the information provided in this document and to comment or decide as may be deemed appropriate.

ANNEX**List of instruments received since C112
as of 17 October 2014**

Country	Treaty	Instrument deposited	Date of deposit	Date of entry into force
Turkey	BWM Convention 2004	Accession	14-Oct-14	Not yet in force
Turkey	MARPOL Annex III	Acceptance	14-Oct-14	14-Jan-15
Turkey	MARPOL Annex IV	Acceptance	14-Oct-14	14-Jan-15
Japan	BWM Convention 2004	Accession	10-Oct-14	Not yet in force
Sweden	SUA 2005	Ratification	22-Sep-14	21-Dec-14
Sweden	SUA PROT 2005	Ratification	22-Sep-14	21-Dec-14
Indonesia	BUNKERS Convention 2001	Accession	11-Sep-14	11-Dec-14
Indonesia	AFS Convention 2001	Accession	11-Sep-14	11-Dec-14
Jordan	BWM Convention 2004	Accession	09-Sep-14	Not yet in force
Ireland	PAL Protocol 2002	Accession	07-Aug-14	07-Nov-14
Uruguay	MARPOL Protocol 1997 (Annex VI)	Accession	01-Aug-14	01-Nov-14
France	Hong Kong Convention	Ratification	02-Jul-14	Not yet in force
Turkey	Salvage 1989	Accession	27-Jun-14	27-Jun-15