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**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 18 May 2018, of treaties and amendments thereto deposited with IMO, in respect of which the Organization performs functions

*Strategic direction, if applicable:* Not applicable

*Output:* OW 20

*Action to be taken:* Paragraph 37

*Related documents:* A 30/20 and A 30/20/Add.1

**GENERAL INTRODUCTION**

1 This document reports on developments, since the twenty-ninth extraordinary session of the Council and the thirtieth regular session of the Assembly, held in November and December 2017, 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 4 to 9); and
- section II reports on developments with regard to instruments and amendments thereto in respect of which the conditions for entry into force have not yet been fulfilled (paragraphs 10 to 35).

2 The annex to this document provides the list of instruments of acceptance, accession and ratification received since the thirtieth session of the Assembly.

3 Comprehensive information on conventions and other multilateral instruments in respect of which the Organization performs depositary and other functions, with respective entry-into-force dates, is available on the IMO public website under Status of Conventions at this link: <http://www.imo.org/en/About/Conventions/StatusOfConventions/Pages/Default.aspx>; or through the GISIS module on Status of Treaties at this link: <https://gisis.imo.org/Public/ST/Treaties.aspx>.

## I ENTRY INTO FORCE OF INSTRUMENTS AND AMENDMENTS THERETO

### AMENDMENTS TO CONVENTIONS, PROTOCOLS AND CODES

#### LOAD LINES CONVENTION

4 **2013 amendments to the International Convention on Load Lines, 1966 (A.1082(28)) and (A.1083(28))** – the conditions for the entry into force were met on 28 February 2017 and the amendments entered into force on **28 February 2018**.

#### 2011 ESP CODE

5 **2016 amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) (annex A, parts A and B; annex B, parts A and B) (MSC.405(96))** – the conditions for the entry into force were met on 1 July 2017 and the amendments entered into force on **1 January 2018**.

6 **2016 amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) (annex A, Parts A and B; annex B, Parts A and B) (MSC.412(97))** – the conditions for the entry into force were met on 1 January 2018 and the amendments will enter into force on **1 July 2018**.

#### IMDG CODE

7 **2016 amendments to the International Maritime Dangerous Goods (IMDG) Code (MSC.406(96))** – the conditions for the entry into force were met on 1 July 2017 and the amendments entered into force on **1 January 2018**.

#### STCW CONVENTION AND STCW CODE

8 The conditions for the entry into force of the amendments to the STCW Convention, in paragraph .1 and .2 below, were met on 1 January 2018 and the amendments will enter into force on **1 July 2018**:

- .1 **2016 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 (MSC.416(97));** and
- .2 **2016 amendments to Part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code (MSC.417(97)).**

#### FAL CONVENTION

9 **2016 amendments to the annex to the Convention on Facilitation of International Maritime Traffic, 1965 (FAL.12(40))** – the conditions for the entry into force were met on 1 October 2017 and the amendments entered into force on **1 January 2018**.

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## II INSTRUMENTS AND AMENDMENTS THERETO IN RESPECT OF WHICH THE CONDITIONS FOR ENTRY INTO FORCE HAVE NOT YET BEEN FULFILLED

### A CONVENTIONS AND PROTOCOLS

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

10 As of 18 May 2018, there were **six** Contracting States to this Convention, representing approximately 20.48% of the gross tonnage of the world's merchant shipping and the combined maximum annual ship recycling volume of these States during the preceding 10 years amounts to 112,161.00 GT.

11 In accordance with article 17, 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 paragraph 1 above constitute not less than 40% of the gross tonnage of the world's merchant shipping; and
- .3 the combined maximum annual ship recycling volume of the States mentioned in paragraph 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.

#### ***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***

12 As of 18 May 2018, there were, **three** Contracting States to the Protocol. Each of these Contracting States has more than 2 million\* units of gross tonnage. The three Contracting States have received, in 2017, a total quantity of 28,713,155 million tonnes of cargo contributing to the general account.

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

- .1 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
- .2 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.

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\* Tonnage figures provided by IHS Maritime and Trade current as of 31 December 2017.

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***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***

14 As of 18 May 2018, there were **10** Contracting States to the Agreement with an aggregate number of fishing vessels of 24 m in length and over operating on the high seas equivalent to 1,020. 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 not intended to enter into force.

15 In accordance with its 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.

## **B AMENDMENTS TO CONVENTIONS, PROTOCOLS AND CODES**

### **SOLAS CONVENTION**

16 The amendments are listed in paragraphs .1 to .3 below. At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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 the Secretary-General of their objections to the amendments:

- .1 ***2017 amendments to the International Convention for the Safety of Life at Sea, 1974 (chapters II-1, II-2 and III, and appendix) (MSC.421(98));***
- .2 ***2016 amendments to the International Convention for the Safety of Life at Sea, 1974 (chapters II-1, II-2 and XI-1) (MSC.409(97));*** and
- .3 ***2016 amendments to the International Convention for the Safety of Life at Sea, 1974 (chapters II-1 and III) (MSC.404(96))***

As of 18 May 2018, no objections to these amendments had been received.

***Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (MSC.402(96))***

17 At the time of their adoption, the Maritime Safety Committee invited Contracting Governments to the SOLAS Convention to note that the Requirements will take effect on **1 January 2020**, upon the entry into force of the amendments to SOLAS 1974, adopted by resolution MSC.404(96) (see paragraph .3 above).

## **IGF CODE**

### ***2017 amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) (MSC.422(98))***

18 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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 the Secretary-General of their objections to the amendments. As of 18 May 2018, no objections to these amendments had been received.

## **1994 HSC CODE**

### ***2017 amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code) (MSC.423(98))***

19 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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 the Secretary-General of their objections to the amendments. As of 18 May 2018, no objections to these amendments had been received.

## **2000 HSC CODE**

### ***2017 amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code) (MSC.424(98))***

20 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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 the Secretary-General of their objections to the amendments. As of 18 May 2018, no objections to these amendments had been received.

## **LSA CODE**

### ***2017 amendments to the International Life-Saving Appliance (LSA) Code (MSC.425(98))***

21 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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 the Secretary-General of their objections to the amendments. As of 18 May 2018, no objections to these amendments had been received.

**IMSBC CODE*****2017 amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code (MSC.426(98))***

22 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2018, and shall enter into force on **1 January 2019** unless, prior to the former date, more than one third of Contracting Governments to the SOLAS Convention 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 the Secretary-General of their objections to the amendments. As of 18 May 2018, no objections to these amendments had been received.

**FSS CODE**

23 The amendments are listed in paragraphs .1 to .2 below. At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019 and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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 ***2016 amendments to the International Code for Fire Safety Systems (FSS Code) (chapter 13 – Arrangement of means of escape) (MSC.410(97)); and***
- .2 ***2016 amendments to the International Code for Fire Safety Systems (FSS Code) (chapter 8 and new chapter 17) (MSC.403(96)).***

As of 18 May 2018, no objections to these amendments had been received.

**IGC CODE*****2016 amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) (chapter 3 – Ship arrangements) (MSC.411(97))***

24 The amendments are listed in paragraphs .1 to .3 below. At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019 and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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. As of 18 May 2018, no objections to these amendments had been received.

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## 2008 IS CODE

### ***2016 amendments [under SOLAS] to the introduction and Part A of the International Code on Intact Stability, 2008 (2008 IS Code) (MSC.413(97))***

25 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019 and shall enter into force on **1 January 2020** unless, prior to the former date, more than one third of the Contracting Governments to the SOLAS Convention 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. As of 18 May 2018, no objections to these amendments had been received.

### ***2016 amendments [under Load Lines] to the Introduction and Part A of the International Code on Intact Stability, 2008 (2008 IS Code) (MSC.414(97))***

26 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019 and shall enter into force on **1 January 2020** 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 all the merchant fleets of all Parties, have notified the Secretary-General of the Organization of their objections to the amendments. As of 18 May 2018, no objections to these amendments had been received.

## BWM CONVENTION

27 At the time of their adoption of the amendments in paragraphs .1 to 3 below, the Marine Environment Protection Committee determined that the amendments shall be deemed to have been accepted on 13 April 2019, and shall enter into force on **13 October 2019** unless, prior to the former date, not less than one third of the Parties to the Ballast Water Management Convention or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments:

- .1 ***2018 amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (regulations A-1 and D-3 – Code for Approval of Ballast Water Management Systems (BWMS Code)) (MEPC.296(72));***
- .2 ***2018 amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (regulation B-3 – Implementation schedule of ballast water management for ships) (MEPC.297(72));*** and
- .3 ***2018 amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (regulations E-1 and E-5 – Endorsements of additional surveys on the International Ballast Water Management Certificate)) (MEPC.299(72)).***

As of 18 May 2018, no objections to these amendments had been received.

**BWMS CODE*****Code for Approval of Ballast Water Management Systems (BWMS Code) (MEPC.300(72))***

28 At the time of the adoption, the Marine Environment Protection Committee determined that the BWMS Code would take effect on **13 October 2019** upon entry into force of the associated amendments to the Ballast Water Management Convention, adopted by resolution MEPC.296(72) (see paragraph .1 above).

**MARPOL*****2018 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 (ECAs and required EEDI for ro-ro cargo ships and ro-ro passenger ships) (MEPC.301(72))***

29 At the time of their adoption, the Marine Environment Protection Committee determined that the amendments shall be deemed to have been accepted on 1 March 2019, and shall enter into force on **1 September 2019** 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 communicated to the Organization their objection to the amendments. As of 18 May 2018, no objections to these amendments had been received.

***2017 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 (Designation of the Baltic Sea and the North Sea Emission Control Areas for NO<sub>x</sub> Tier III control) (Information to be included in the bunker delivery note) (MEPC.286(71))***

30 At the time of their adoption, the Marine Environment Protection Committee determined that the amendments shall be deemed to have been accepted on 1 July 2018, and shall enter into force on **1 January 2019** 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 communicated to the Organization their objection to the amendments. As of 18 May 2018, no objections to these amendments had been received.

**IBC CODE*****2018 amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (Model form of International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk) (MEPC.302(72))***

31 At the time of their adoption, the Marine Environment Protection Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** 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 communicated to the Organization their objection to the amendments. As of 18 May 2018, no objections to these amendments had been received.



## **BCH CODE**

### ***2018 amendments to the International for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) (Model form of Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk) MEPC.303(72))***

32 At the time of their adoption, the Marine Environment Protection Committee determined that the amendments shall be deemed to have been accepted on 1 July 2019, and shall enter into force on **1 January 2020** 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 communicated to the Organization their objection to the amendments. As of 18 May 2018, no objections to these amendments had been received.

## **LC PROT 1996**

### ***2013 amendments to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Protocol) (LP.4(8))***

33 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 amendments. The number of Contracting Governments to the Convention is currently 50. Thus, the number of acceptances necessary for entry into force is 33. As of 18 May 2018, there were **two** acceptances of the amendments.

### ***2009 amendments to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Protocol) (LP.3(4))***

34 These amendments were adopted by the Contracting Parties to the London Protocol on 30 October 2009, by resolution LP.3(4). 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. The number of Contracting Governments to the Convention is currently 50. Thus, the number of acceptances necessary for entry into force is 33. As of 18 May 2018, there were **five** acceptances of the amendment.

## **IMSO CONVENTION 1976**

### ***2008 amendments to the Convention on the International Mobile Satellite Organization***

35 These amendments were adopted on 3 October 2008 by the IMSO Assembly, at its twentieth session, in accordance with article 18 of the IMSO 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. Thus, the number of acceptances necessary for entry into force is 61. As of 18 May 2018, **22** States had accepted the amendments.

### **ACTION TAKEN BY THE SECRETARY-GENERAL**

36 Pursuant to the requests and authorizations of the Council and the Assembly, the Secretary-General continued, during the period under review, to communicate with Governments concerned, inviting them to take early action to consider, with a view to acceptance, approval, ratification or accession, any IMO treaty instruments, or amendments thereto, which they have not accepted. In this context, Governments were made aware of the Organization's willingness and readiness to provide appropriate advice or assistance in connection with the acceptance, ratification, etc. of respective treaty instruments and their implementation thereafter. The Secretary-General will maintain 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.

### **ACTION REQUESTED OF THE COUNCIL**

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

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## ANNEX

## LIST OF INSTRUMENTS RECEIVED SINCE A 30 AS OF 18 MAY 2018

Country	Treaty	Method of deposit	Date of deposit	Date of entry into force
<b>DECEMBER 2017</b>				
Saint Kitts and Nevis	Cape Town Agreement 2012	Accession	01-Dec-17	Not yet in force
New Zealand	STCW-F 1995	Accession	04-Dec-17	04-Mar-18
Netherlands (Bonaire, Sint Eustatius and Saba)	NAIROBI WRC 2007	Extension	20-Dec-17	20-Dec-17
<b>JANUARY 2018</b>				
Iraq	COLREG 1972	Accession	04-Jan-18	04-Jan-18
Belize	NAIROBI WRC 2007	Accession	17-Jan-18	17-Apr-18
Myanmar	BUNKERS 2001	Accession	19-Jan-18	19-Apr-18
<b>FEBRUARY</b>				
Comoros	LLMC PROT 1996	Accession	01-Feb-18	02-May-18
Comoros	BUNKERS 2001	Accession	01-Feb-18	01-May-18
Comoros	NAIROBI WRC 2007	Accession	01-Feb-18	01-May-18
Iraq	MARPOL 73/78 (Annex I/II)	Accession	06-Feb-18	06-May-18
Iraq	MARPOL 73/78 (Annex III)	Acceptance	06-Feb-18	06-May-18
Iraq	MARPOL 73/78 (Annex IV)	Acceptance	06-Feb-18	06-May-18
Iraq	MARPOL 73/78 (Annex V)	Acceptance	06-Feb-18	06-May-18
Qatar	BWM 2004	Accession	08-Feb-18	08-May-18
Lithuania	BWM 2004	Accession	09-Feb-18	09-May-18
France	Cape Town Agreement 2012	Accession	23-Feb-18	Not yet in force
New Zealand	SUA 2005	Ratification	26-Feb-18	27-May-18
New Zealand	SUA PROT 2005	Ratification	26-Feb-18	27-May-18
Romania	STCW-F 1995	Accession	27-Feb-18	27-May-18
<b>MARCH</b>				
Bolivia	IMSO C 1976	Accession	09-Mar-18	09-Mar-18
Bolivia	IMSO C 2008 amendments	Acceptance	09-Mar-18	Not yet in force
<b>APRIL</b>				
Saudi Arabia	LLMC 1976	Accession	06-Apr-18	01-Aug-18

<b>Saudi Arabia</b>	<b>LLMC PROT 1996</b>	<b>Accession</b>	<b>06-Apr-18</b>	<b>05-Jul-18</b>
<b>United Arab Emirates</b>	<b>FAL 1965</b>	<b>Accession</b>	<b>10-Apr-18</b>	<b>09-Jun-18</b>
<b>Estonia</b>	<b>BWM 2004</b>	<b>Accession</b>	<b>17-Apr-18</b>	<b>17-Jul-18</b>
<b>Canada</b>	<b>HNS PROT 2010</b>	<b>Ratification</b>	<b>23-Apr-18</b>	<b>Not yet in force</b>
<b>Turkey</b>	<b>HNS PROT 2010</b>	<b>Ratification</b>	<b>23-Apr-18</b>	<b>Not yet in force</b>
<b>Philippines</b>	<b>SOLAS Protocol 1978</b>	<b>Accession</b>	<b>24-Apr-18</b>	<b>24-Jul-18</b>
<b>Philippines</b>	<b>LL PROT 1988</b>	<b>Accession</b>	<b>24-Apr-18</b>	<b>24-Jul-18</b>
<b>Philippines</b>	<b>MARPOL PROT 1997 (Annex VI)</b>	<b>Accession</b>	<b>24-Apr-18</b>	<b>24-Jul-18</b>
<b>Saudi Arabia</b>	<b>AFS 2001</b>	<b>Accession</b>	<b>25-Apr-18</b>	<b>25-Jul-18</b>
<b>Bulgaria</b>	<b>BWM 2004</b>	<b>Accession</b>	<b>30-Apr-18</b>	<b>30-Jul-18</b>

#### **MAY**

<b>Bosnia and Herzegovina</b>	<b>Tonnage 1969</b>	<b>Accession</b>	<b>08-May-18</b>	<b>08-Aug-18</b>
<b>France</b>	<b>SUA 2005</b>	<b>Approval</b>	<b>09-May-18</b>	<b>07-Aug-18</b>
<b>France</b>	<b>SUA PROT 2005</b>	<b>Approval</b>	<b>09-May-18</b>	<b>07-Aug-18</b>
<b>Saudi Arabia</b>	<b>FAL 1965</b>	<b>Accession</b>	<b>09-May-18</b>	<b>08-Jul-18</b>
<b>Belgium</b>	<b>STCW-F 1995</b>	<b>Accession</b>	<b>10-May-18</b>	<b>10-Aug-18</b>
<b>Belgium</b>	<b>Cape Town Agreement 2012</b>	<b>Accession</b>	<b>10-May-18</b>	<b>Not yet in force</b>
<b>Monaco</b>	<b>MARPOL PROT 1997</b>	<b>Accession</b>	<b>14-May-18</b>	<b>14-Aug-18</b>

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