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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 9 June 2017, 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

Output: No related provisions

Action to be taken: Paragraph 39

Related documents: C 117/17 and C 117/17/Add.1

GENERAL INTRODUCTION

1 This document reports on developments, since the 117th session of the Council, held in December 2016, 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 15); 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 16 to 37).

2 The annex to this document provides the list of instruments of acceptance, accession and ratification received since the 117th session of the Council.

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

A CONVENTIONS AND PROTOCOLS

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

4 With the deposit by Finland, on 8 September 2016, of an instrument of acceptance of this Convention, the entry-into-force requirements for the Convention were met, and therefore, in accordance with article 18 thereof, the Convention will enter into force on **8 September 2017** (circular BWM.1/Circ.38 refers). As of 9 June 2017, there are 59 Contracting States to the Convention, representing 65.18%¹ of the gross tonnage of the world's merchant fleet.

B AMENDMENTS TO CONVENTIONS AND PROTOCOLS

AMENDMENTS TO LOAD LINES 1966

2013 Amendments to the International Convention on Load Lines, 1966 (A.1082(28)) and 2013 Amendments to the International Convention on Load Lines, 1966 (A.1083(28))

5 These amendments were adopted on 4 December 2013 by the Assembly at its twenty-eighth session, by resolutions A.1082(28) and A.1083(28). The conditions for the entry into force were met on 28 February 2017 and the amendments will enter into force on **28 February 2018**.

MARPOL AMENDMENTS TO ENTER INTO FORCE ON 1 SEPTEMBER 2017

6 The amendments are listed in paragraphs 6.1 to 6.4 below. The conditions for the entry into force were met on 1 March 2017 and the amendments will enter into force on **1 September 2017**:

- .1 ***Amendments to the Annex of the International Convention for the Prevention of Pollution From Ships, 1973, as modified by the Protocol of 1978 relating thereto (Amendments to Annex II – Appendix I – Abbreviated legend of the revised GESAMP hazard evaluation procedure) (MEPC.270(69));***
- .2 ***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 regulation 13 of MARPOL Annex VI – Record requirements for operational compliance with NO_x Tier III emission control areas) (MEPC.271(69));***

¹ Tonnage based on world tonnage figures provided by IHS Maritime and Trade current as of 31 December 2016.

- .3 ***Amendments to the Technical Code on Control of emission of nitrogen oxides from marine diesel engines (Testing of gas-fuelled and dual fuel engines) (MEPC.272(69));*** and
- .4 ***Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (Amendments to MARPOL Annex IV – Amendments to regulations 1 and 11 concerning the Baltic Sea Special Area and to the appendix concerning the form of the International Sewage Pollution Prevention Certificate) (MEPC.274(69)).***

Amendments to TONNAGE 1969

2013 Amendments to the International Convention on Tonnage Measurement of Ships, 1969 (A.1084(28))

7 These amendments were adopted by the Assembly at its twenty-eighth session on 4 December 2013 in accordance with article 18(3)(b) of the Convention. The conditions for their entry into force were met on 28 February 2016 and these amendments entered into force on **28 February 2017**.

Instruments that entered into force or took effect on 1 January 2017 are listed in paragraphs 8 to 15 below

INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS (POLAR CODE)

Amendments under SOLAS

Adoption of the International Code for Ships Operating in Polar Waters (Polar Code) (MSC.385(94))

8 The Maritime Safety Committee, at its ninety-fourth session, adopted, on 21 November 2014, the safety-related provisions of the Introduction and the whole of parts I-A and I-B of the Polar Code, by resolution MSC.385(94). At the time of its adoption, the Committee determined that the Code would take effect on 1 January 2017, upon the entry into force of the amendments to SOLAS 1974, adopted by resolution MSC.386(94) (see paragraph 9 below).

2014 amendments to SOLAS 1974 (new chapter XIV) (amendments to make use of the safety-related provisions of the Polar Code mandatory) (MSC.386(94))

9 These amendments were adopted on 21 November 2014 by the Maritime Safety Committee at its ninety-fourth session, by resolution MSC.386(94). The conditions for the entry into force were met on 1 July 2016 and the amendments entered into force on **1 January 2017**.

Amendments under MARPOL

Adoption of the International Code for Ships Operating in Polar Waters (Polar Code) (MEPC.264(68))

10 The Marine Environment Protection Committee, at its sixty-eighth session, adopted, on 15 May 2015, the environment-related provisions of the Introduction and the whole of parts II-A and II-B of the Polar Code, by resolution MEPC.264(68). At the time of its adoption, the Committee determined that the Code would take effect on 1 January 2017, upon the entry into force of the amendments to MARPOL Annexes I, II, IV and V, adopted by resolution MEPC.265(68) (see paragraph 11 below).

2015 amendment 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, IV and V to make the use of the environment-related provisions of the Polar Code mandatory) (MEPC.265(68))

11 These amendments were adopted on 15 May 2015 by the Marine Environment Protection Committee at its sixty-eighth session, by resolution MEPC.265(68). The conditions for the entry into force were met on 1 July 2016 and the amendments entered into force on **1 January 2017**.

OTHER MARPOL AMENDMENTS

2015 amendment 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 – regulation 12) (MEPC.266(68))

12 The conditions for the entry into force were met on 1 July 2016 and the amendments entered into force on **1 January 2017**.

OTHER SOLAS AMENDMENTS

International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) (MSC.391(95)) and other SOLAS amendments

13 At the time of its adoption, the Committee determined that the Code would take effect on **1 January 2017**, upon the entry into force of the amendments to SOLAS 1974, adopted by resolution MSC.392(95) (see paragraph 14.1 below).

14 The amendments are listed in paragraphs 14.1 to 14.4 below. The conditions for the entry into force were met on 1 July 2016 and the amendments entered into force on **1 January 2017**:

- .1 **2015 amendments to the International Convention for the Safety of Life at Sea, 1974 (chapters II-1, II-2 and appendix) (MSC.392(95));**
- .2 **2015 amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) (MSC.393(95));**
- .3 **2015 amendments to the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 (MSC.394(95)); and**
- .4 **2015 amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (MSC.395(95)).**

2015 STCW AMENDMENTS

15 The amendments are listed in paragraphs 15.1 and 15.2 below. The conditions for the entry into force were met on 1 July 2016 and the amendments entered into force on **1 January 2017**:

- .1 **2015 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978 (MSC.396(95)); and**
- .2 **2015 amendments to part A of the Seafarers' Training, Certification and Watchkeeping (STCW) Code (MSC.397(95)).**

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

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

16 As of 9 June 2017, there were still five Contracting States to this Convention, representing approximately 19.99% 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 55,792².

17 In accordance with its 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 .1 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

18 With the deposit on 21 April 2017 of an instrument of ratification by Norway, there is at present one Contracting State to the Protocol. This Contracting State has more than 2 million³ units of gross tonnage. Information on the total quantity of contributing cargo received by Norway in 2016 can be found in circular HNS.2/Circ.1.

19 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.

² Recycling data provided by IHS Maritime & Trade and based on the volumes recycled between 2007 and 2016.

³ Tonnage figures provided by IHS Maritime and Trade current as of 31 December 2016.

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 As of 9 June 2017, there were still seven Contracting States to the Agreement, representing approximately 4.01% of the gross tonnage of the world's merchant shipping with an aggregate number of fishing vessels of 24 m in length and over operating on the high seas equivalent to 884. 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.

21 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 AND PROTOCOLS

2016 AMENDMENTS UNDER SOLAS

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

22 At the time of their adoption, the Maritime Safety Committee invited Contracting Governments to SOLAS 1974 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 23 below).

Amendments to the International Convention for the Safety of Life at Sea, 1974 (MSC.404(96))

23 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 Contracting Governments to the 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 9 June 2017, no objections to these amendments had been received.

Amendments to the International Code for Fire Safety Systems (FSS Code) (MSC.403(96))

24 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 Contracting Governments to the 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 9 June 2017, no objections to these amendments had been received.

Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) (MSC.405(96))

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 2017, and shall enter into force on **1 January 2018** unless, prior to the former date, more than one third of Contracting Governments to the 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 9 June 2017, no objections to these amendments had been received.

Amendments to the International Maritime Dangerous Goods (IMDG Code) (MSC.406(96))

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 2017, and shall enter into force on **1 January 2018** unless, prior to the former date, more than one third of Contracting Governments to the 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 9 June 2017, no objections to these amendments had been received.

OTHER AMENDMENTS UNDER SOLAS

27 The amendments are listed in paragraphs 27.1 to 27.3 below. At the time of the 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 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 Convention for the Safety of Life at Sea, 1974 (Chapters II-1, II-2 and XI-1) (MSC.409(97));***
- .2 ***2016 amendments to the International Code for Fire Safety Systems (FSS Code) (Chapter 13 – Arrangement of means of escape) (MSC.410(97));*** and
- .3 ***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)).***

As of 9 June 2017, no objections to these amendments had been received.

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))

28 At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2018 and shall enter into force on **1 July 2018** unless, prior to the former date, more than one third of the Contracting Governments to the 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 9 June 2017, no objections to these amendments had been received.

2016 amendments to the introduction and Part A of the International Code on Intact Stability, 2008 (2008 IS Code) (MSC.413(97))

29 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 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 9 June 2017, no objections to these amendments had been received.

2016 AMENDMENTS UNDER THE 1988 LOAD LINES PROTOCOL**2016 amendments to the Introduction and Part A of the International Code on Intact Stability, 2008 (2008 IS Code) (MSC.414(97))**

30 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 to the Secretary-General of the Organization their objections to the amendments. As of 9 June 2017, no objections to these amendments had been received.

2016 AMENDMENTS UNDER STCW 1978

31 The amendments are listed in paragraphs 31.1 and 31.2 below. At the time of the adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2018 and shall enter into force on **1 July 2018** unless, prior to the former date, more than one third of Parties, or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping of ships of 100 gross register tonnes or more, have notified to the Secretary-General of the Organization their objections to the amendments:

- .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)).**

As of 9 June 2017, no objections to these amendments had been received.

2016 MARPOL AMENDMENTS

32 The amendments are listed in paragraphs 32.1 to 32.3 below. At the time of the adoption, the Marine Environment Protection Committee determined that the amendments shall be deemed to have been accepted on 1 September 2017 and shall enter into force on 1 March 2018 unless, prior to the former date, not less than one third of the Parties 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 ***Amendments to the Annex of the International Convention for the Prevention of Pollution From Ships, 1973, as modified by the Protocol of 1978 relating thereto (Amendments to MARPOL Annex I – Appendix II – Form B of the Supplement to the International Oil Pollution Prevention Certificate) (MEPC.276(70));***
- .2 ***Amendments to the Annex of the International Convention for the Prevention of Pollution From Ships, 1973, as modified by the Protocol of 1978 relating thereto (Amendments to MARPOL Annex V – Substances that are Harmful to the Marine Environment (HME) and Form of Garbage Record Book) (MEPC.277(70)); and***
- .3 ***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 – Data collection system for fuel oil consumption) (MEPC.278(70)).***

As of 9 June 2017, no objections to these amendments had been received.

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

33 These amendments were adopted on 23 November 1995 by the Assembly at its nineteenth session, 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. Thus, the number of acceptances necessary for entry into force is 107. As of 9 June 2017, seven instruments of acceptance 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))

34 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 47. Thus, the number of acceptances necessary for entry into force is 31. As of 9 June 2017, one instrument of acceptance had been received.

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))

35 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 47. Thus, the number of acceptances necessary for entry into force is 31. As of 9 June 2017, four instruments of acceptance had been received.

IMSO C 1976***2008 amendments to the Convention on the International Mobile Satellite Organization (IMSO Convention)***

36 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 9 June 2017, 21 States have accepted the amendments.

SOLAS PROT 1988***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))***

37 These amendments were adopted on 18 May 2006 by the Maritime Safety Committee at its eighty-first session, 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 109. The number of acceptances necessary for entry into force is, therefore, 66. As of 9 June 2017, two instruments of acceptance had been received.

ACTION TAKEN BY THE SECRETARY-GENERAL

38 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, 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

39 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 from 26 November 2016 to 9 June 2017

DECEMBER 2016	Treaty	Method of deposit	Date of deposit	Date of Entry into force
Belarus	FAL 1965	Accession	05-Dec-16	03-Feb-17
Belarus	SOLAS PROT 1988	Accession	05-Dec-16	05-Mar-17
Belarus	LL PROT 1988	Accession	05-Dec-16	05-Mar-17
United Republic of Tanzania	SUA PROT 1988	Accession	08-Dec-16	08-Mar-17
Myanmar	OPRC 1990	Accession	15-Dec-16	15-Mar-16
JANUARY 2017				
New Zealand	BWM 2004	Accession	09-Jan-17	08-Sep-17
Slovenia	PAL PROT 2002	Accession	09-Jan-17	09-Apr-17
Belgium	NAIROBI WRC 2007	Accession	17-Jan-17	17-Apr-17
Portugal	STCW-F 1995	Accession	23-Jan-17	23-Apr-17
FEBRUARY 2017				
Togo	AFS 2001	Accession	06-Feb-17	06-May-17
Togo	SUA 2005	Accession	06-Feb-17	07-May-17
Cayman Islands (UK territory)	NAIROBI WRC 2007	Extension	07-Feb-17	07-Feb-17
Benin	SAR 1979	Accession	08-Feb-17	10-Mar-17
APRIL 2017				
Lebanon	BUNKERS 2001	Accession	05-Apr-17	05-Jul-17
Belgium	OPRC 1990	Accession	19-Apr-17	19-Jul-17
Belgium	OPRC/HNS 2000	Accession	19-Apr-17	19-Jul-17

Norway	HNS PROT 2010	Ratification	21-Apr-17	Not yet in force
Saudi Arabia	BWM 2004	Accession	27-Apr-17	08-Sep-17
MAY 2017				
Argentina	IMSO C 2008 amendments	Acceptance	04-May-17	Not yet in force
Democratic People's Republic of Korea	NAIROBI WRC 2007	Accession	08-May-17	08-Aug-17
Gabon	SAR 1979	Accession	09-May-17	08-Jun-17
JUNE 2017				
Finland	PAL PROT 2002	Accession	05-Jun-17	05-Sep-17
United Arab Emirates	BWM 2004	Accession	06-Jun-17	08-Sep-17
Australia	BWM 2004	Ratification	07-Jun-17	08-Sep-17
Singapore	BWM 2004	Accession	08-Jun-17	08-Sep-17
Singapore	NAIROBI WRC 2007	Accession	08-Jun-17	08-Sep-17
Bahamas	MARPOL ANNEX IV	Accession	08-Jun-17	08-Sep-17
Bahamas	BWM 2004	Accession	08-Jun-17	08-Sep-17