

COUNCIL  
110th session  
Agenda item 20

C 110/20/Add.1  
5 July 2013  
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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**

<i>Executive summary:</i>	This document updates, to 5 July 2013, the status information contained in document C 110/20
<i>Strategic direction:</i>	2
<i>High-level action:</i>	2.0.1
<i>Planned output:</i>	No related provisions
<i>Action to be taken:</i>	Paragraph 19
<i>Related document:</i>	C 110/20

**GENERAL INTRODUCTION**

1 Since the preparation of document C 110/20, which reflected, as at 17 May 2013, the situation with regard to the status of conventions and other instruments in respect of which IMO performs functions, certain changes have occurred, which are detailed below.

**I ENTRY INTO FORCE OF INSTRUMENTS AND AMENDMENTS THERETO**

***2012 (chapter II-1) amendments to the International Convention for the Safety of Life at Sea, 1974, as amended***

2 These amendments were adopted by the Maritime Safety Committee on 25 May 2012, by resolution MSC.325(90). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2013, and shall enter into force on 1 January 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 1 July 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 January 2014.



***2012 amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)***

3 These amendments were adopted by the Maritime Safety Committee on 25 May 2012, by resolution MSC.326(90). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2013, and shall enter into force on 1 January 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 1 July 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 January 2014.

***2012 amendments to the International Code for Fire Safety Systems (FSS Code)***

4 These amendments were adopted by the Maritime Safety Committee on 25 May 2012, by resolution MSC.327(90). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2013, and shall enter into force on 1 January 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 1 July 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 January 2014.

***2012 amendments to the International Maritime Dangerous Goods (IMDG) Code***

5 These amendments were adopted by the Maritime Safety Committee on 25 May 2012, by resolution MSC.328(90). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2013, and shall enter into force on 1 January 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 1 July 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 January 2014.

***2012 amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended***

6 These amendments were adopted by the Maritime Safety Committee on 25 May 2012, by resolution MSC.329(90). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 July 2013, and shall enter into force on 1 January 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 1 July 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 January 2014.

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## II ADOPTION OF NEW INSTRUMENTS

### AMENDMENTS TO CONVENTIONS AND PROTOCOLS

#### ***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)***

7 These amendments were adopted by the Marine Environment Protection Committee on 17 May 2013, by resolution MEPC.235(65). At the time of their adoption, the Committee determined that the amendments 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

#### ***2013 amendments to the Condition Assessment Scheme (under MARPOL Annex I)***

8 These amendments were adopted by the Marine Environment Protection Committee on 17 May 2013, by resolution MEPC.236(65). At the time of their adoption, the Committee determined that the amendments 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

#### ***Code for Recognized Organisations, 2013 (RO Code) (under MARPOL, SOLAS 1974 and the 1988 Load Lines Protocol)***

9 This Code was adopted by the Marine Environment Protection Committee on 21 June 2013, by resolution MEPC.237(65). 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 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, adopted under resolution MEPC.238(65). For information on these amendments and for information on the RO Code as adopted by the Maritime Safety Committee, refer to paragraphs 10 and 11 below.

#### ***2013 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973***

10 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

***Code for Recognized Organizations, 2013 (RO Code) (under SOLAS 1974, the 1988 Load Lines Protocol and MARPOL)***

11 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 amendments to the International Convention for the Safety of Life at Sea, 1974, and the Protocol of 1988 relating to the International Convention on Load Lines, 1966, adopted under resolutions MSC.350(92) and MSC.356(92), respectively. For information on these amendments, refer to paragraphs 12 and 18. For information on the RO Code as adopted by the Marine Environment Protection Committee, refer to paragraph 9 above.

***2013 amendments to the International Convention for the Safety of Life at Sea, 1974, as amended***

12 These amendments were adopted by the Maritime Safety Committee on 21 June 2013, by resolution MSC.350(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 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

***2013 amendments to the International Code of Safety for High Speed Craft, 1994 (1994 HSC Code)***

13 These amendments were adopted by the Maritime Safety Committee on 21 June 2013, by resolution MSC.351(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 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

***2013 amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)***

14 These amendments were adopted by the Maritime Safety Committee on 21 June 2013, by resolution MSC.352(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 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

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***2013 amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)***

15 These amendments were adopted by the Maritime Safety Committee on 21 June 2013, by resolution MSC.353(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 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

***2013 amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code***

16 These amendments were adopted by the Maritime Safety Committee on 21 June 2013, by resolution MSC.354(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 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

***2013 amendments to the International Convention for Safe Containers (CSC), 1972***

17 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 to CSC 1972 notify the Secretary-General of their objection to the amendments. As at 5 July 2013, no such notification of objection had been received.

***2013 amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966, as amended***

18 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 the former date, more than one third of the Contracting Governments to the 1988 Load Lines Protocol, or Contracting Governments, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of all the merchant fleets of all Parties, have notified their objections to the amendments. As at 5 July 2013, no such notification of objection had been received.

**III ACTION REQUESTED OF THE COUNCIL**

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