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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 reports on the status, as at 17 May 2013, of treaties and amendments thereto deposited with IMO, in respect of which the Organization performs functions
<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 49
<i>Related documents:</i>	None

GENERAL INTRODUCTION

1 This document reports on developments, since the 109th session of the Council, held in November 2012, 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 12); 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 13 to 47).

2 In line with the Council's decision, at its 108th session, to move, insofar as possible, towards a paperless approach for Council documentation (document C 109/14/Add.1 refers), the list of the conventions and other multilateral instruments in respect of which the Organization performs depositary and other functions is no longer annexed to this document but is available, and regularly updated, 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***Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974***

3 With the deposit by the Kingdom of Belgium, on 23 April 2013, of an instrument of accession to the Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974, the first entry-into-force requirement of the Protocol was met and, therefore, in accordance with article 20 thereof, the Protocol will enter into force 12 months after the Belgian deposit, on 23 April 2014.

AMENDMENTS TO CONVENTIONS AND PROTOCOLS***2011 amendments (chapter III) to the International Convention for the Safety of Life at Sea, 1974, as amended***

4 These amendments were adopted by the Maritime Safety Committee on 20 May 2011, by resolution MSC.317(89). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2011 amendments to the International Maritime Solid Bulk Cargoes (IMSBC) Code

5 These amendments were adopted by the Maritime Safety Committee on 20 May 2011, by resolution MSC.318(89). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2011 amendments to the International Life-Saving Appliance (LSA) Code

6 These amendments were adopted by the Maritime Safety Committee on 20 May 2011, by resolution MSC.320(89). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2011 amendments (Special Area Provisions and the Designation of the Baltic Sea as a Special Area under MARPOL Annex IV) to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973

7 These amendments were adopted by the Marine Environment Protection Committee on 15 July 2011, by resolution MEPC.200(62). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2011 amendments (Revised MARPOL Annex V) to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973

8 These amendments were adopted by the Marine Environment Protection Committee on 15 July 2011, by resolution MEPC.201(62). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2011 amendments (Designation of the United States Caribbean Sea Emission Control Area and exemption of certain ships operating in the North American Emission Control Area and the United States Caribbean Sea Emission Control Area under regulations 13 and 14 and appendix VII of MARPOL Annex VI) 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

9 These amendments were adopted by the Marine Environment Protection Committee on 15 July 2011, by resolution MEPC.202(62). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2011 amendments (Inclusion of regulations on energy efficiency for ships in MARPOL Annex VI) 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

10 These amendments were adopted by the Marine Environment Protection Committee on 15 July 2011, by resolution MEPC.203(62). The conditions for their entry into force were met on 1 July 2012 and the amendments entered into force on 1 January 2013.

2012 amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Regional arrangements for port reception facilities under MARPOL Annexes I, II and V)

11 These amendments were adopted by the Marine Environment Protection Committee on 2 March 2012, by resolution MEPC.216(63). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 February 2013 and shall enter into force on 1 August 2013 unless, prior to 1 February 2013, not less than one third of the Parties 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 February 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 August 2013.

2012 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 (Regional arrangements for port reception facilities under MARPOL Annex VI and Certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NO_x Technical Code 2008)

12 These amendments were adopted by the Marine Environment Protection Committee on 2 March 2012, by resolution MEPC.217(63). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 February 2013 and shall enter into force on 1 August 2013 unless, prior to that date, not less than one third of the Parties 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 February 2013, no such notification of objection had been received and the amendments will, therefore, enter into force on 1 August 2013.

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

Protocol of 1990 to amend the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974

13 In accordance with article V, this Protocol is to enter into force 90 days following the date on which 10 States have expressed their consent to be bound by it. As at 17 May 2013, there were six Contracting States. This Protocol has, however, been superseded by its 2002 Protocol, which will enter into force on 23 April 2014 (refer to paragraph 3).

Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

14 In accordance with article 10, this Protocol will enter into force 12 months after the date on which not less than 15 States, the aggregate number of whose fishing vessels of 24 m in length and over is not less than 14,000, have expressed their consent to be bound by it. As at 17 May 2013, there were 17 Contracting States, their aggregate number of fishing vessels of the required length being approximately 3,254. Certain provisions of this Protocol have been updated and revised by the Cape Town Agreement of 2012 on the Implementation of the Provisions of the Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (refer to paragraph 20).

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

15 In accordance with article 46, this Convention 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 43, that those persons in such States, who would be liable to contribute, pursuant to article 18, paragraphs 1(a) and (c), have received, during the preceding calendar year, a total quantity of at least 40 million tonnes of cargo contributing to the general account.

As at 17 May 2013, there were 14 Contracting States. The remaining entry-into-force requirements have not been fulfilled. This Convention has been superseded by its 2010 Protocol (refer to paragraph 19).

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

16 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 per cent 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 at 17 May 2013, there were 36 Contracting States, representing approximately 29.06 per cent of the gross tonnage of the world's merchant shipping.

Nairobi International Convention on the Removal of Wrecks, 2007

17 In accordance with article 18, this Convention shall enter into force 12 months following the date on which 10 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 17 thereof. As at 17 May 2013, there were six Signatory States, all of which signed "subject to ratification" and six Contracting States, representing approximately 2.81 per cent 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, the Convention will enter into force 24 months after the date on which the following conditions are met:

- .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 per cent 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 per cent of the gross tonnage of the combined merchant shipping of the same States.

As at 17 May 2013, there were five Signatory States, all of which signed either "subject to acceptance" or "subject to ratification", but no Contracting States to the Convention.

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 the terms of article 21, this Protocol shall 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 at 17 May 2013, there were eight Signatory States, which signed "subject to acceptance" or "subject to ratification", but no Contracting States to the Protocol. This Protocol effectively supersedes the 1996 parent Convention (refer to paragraph 15) and, in accordance with resolution 3 of the International Conference on the Revision of the HNS Convention, Governments should 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 The Agreement amends certain provisions of the 1993 Torremolinos Protocol. It opened for signature at IMO Headquarters from 11 February 2013 and will remain open until 10 February 2014; thereafter it will remain open for accession. As at 17 May 2013, there were neither Signatory nor Contracting States. In accordance with article 4, the 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

1978 (Disputes) amendments to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended

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 at 17 May 2013, there were 20 acceptances¹.

1993 amendments to the International Convention for Safe Containers, 1972, as amended

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 78. The number of acceptances necessary for entry into force is, therefore, 52. As at 17 May 2013, there were nine acceptances².

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

23 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

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

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

entry into force is, therefore, 61. As at 17 May 2013, 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

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 at 17 May 2013, there were seven acceptances³.

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

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 104. The number of acceptances necessary for entry into force is, therefore, 69. As at 17 May 2013, two acceptances of the amendments had been received.

2010 amendments (Revised MARPOL Annex III) to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973

27 These amendments were adopted by the Marine Environment Protection Committee on 1 October 2010, by resolution MEPC.193(61). 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, 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 17 May 2013, no such notification of objection had been received.

2012 amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)

28 These amendments were adopted by the Marine Environment Protection Committee on 5 October 2012, by resolution MEPC.254(64). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 December 2013, and shall enter into force on 1 June 2014 unless, prior to the former date, more than one third of the Contracting Governments to MARPOL, or Contracting Governments, the combined merchant fleets of which constitute not less than 50 per cent of

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

the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 17 May 2013, no such notification of objection had been received.

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 of the LLMC Protocol)

29 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, within that period, 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 them. As at 17 May 2013, no such notification of objection had been received. The Legal Committee further determined, in accordance with article 8(8) of the 1996 LLMC Protocol, that these amendments, deemed so to have been accepted, shall enter into force 18 months after their acceptance (i.e. 8 June 2015).

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

30 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 17 May 2013, no such notification of objection had been received.

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

31 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 17 May 2013, no such notification of objection had been received.

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

32 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 17 May 2013, no such notification of objection had been received.

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

33 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 17 May 2013, no such notification of objection had been received.

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

34 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 17 May 2013, no such notification of objection had been received.

Code on Noise Levels on Board Ships (under SOLAS 1974)

35 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 will take effect on 1 July 2014, upon the entry into force of regulation II-1/3-12 of the 1974 SOLAS Convention, adopted by resolution MSC.338(91) (refer to paragraph 36).

2012 amendments (chapters II-1, II-2 and III and appendix) to the International Convention for the Safety of Life at Sea, 1974, as amended

36 These amendments were adopted by the Maritime Safety Committee on 30 November 2012, by resolution MSC.338(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 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 17 May 2013, no such notification of objection had been received.

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

37 These amendments were adopted by the Maritime Safety Committee on 30 November 2012, by resolution MSC.339(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 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 17 May 2013, no such notification of objection had been received.

2012 amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)

38 These amendments were adopted by the Maritime Safety Committee on 30 November 2012, by resolution MSC.340(91). At the time of their adoption, the Committee determined that the amendments shall be deemed to have been accepted on 1 December 2013 and shall enter into force on 1 June 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 17 May 2013, no such notification of objection had been received.

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))

39 These amendments were adopted by the Maritime Safety Committee on 30 November 2012, by resolution MSC.341(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 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 17 May 2013, no such notification of objection had been received.

2012 amendments to the Performance Standard for protective coatings for cargo oil tanks of crude oil tankers (resolution MSC.288(87))

40 These amendments were adopted by the Maritime Safety Committee on 30 November 2012, by resolution MSC.342(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 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 17 May 2013, no such notification of objection had been received.

2012 amendments to the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended

41 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 17 May 2013, no such notification of objection had been received.

2012 amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974, as amended

42 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 17 May 2013, no such notification of objection had been received.

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

43 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 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 17 May 2013, no such notification of objection had been received.

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)

44 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 17 May 2013, no such notification of objection had been received.

2013 amendments to the Condition Assessment Scheme under MARPOL Annex I

45 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 17 May 2013, no such notification of objection had been received.

2013 Code for recognized organizations (RO Code)

46 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). For information on these amendments, refer to paragraph 47.

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 to RO Code mandatory)

47 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 17 May 2013, no such notification of objection had been received.

III ACTION TAKEN BY THE SECRETARY-GENERAL

48 Pursuant to the requests and authorizations of the Council and the Assembly, the Secretary-General continues to communicate with the Governments concerned, inviting them to take action to ratify, accede to, accept or approve, IMO treaty instruments, or amendments thereto, which they have not yet accepted. In this context, Governments are made aware of the Organization's willingness and readiness to provide appropriate advice or assistance in this connection, as well as with implementation thereafter. 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

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