



IMO

E

ASSEMBLY
24th session
Agenda item 7

A 24/7
22 September 2005
Original: ENGLISH

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

Note by the Secretary-General

SUMMARY

<i>Executive summary:</i>	This document shows the status, as at 19 August 2005, of the treaties and amendments thereto deposited with IMO, in respect of which the Organization performs functions
<i>Action to be taken:</i>	Paragraph 82
<i>Related documents:</i>	None

GENERAL INTRODUCTION

1 The annex to this document contains a consolidated list showing the status, as at 19 August 2005, of the conventions and other multilateral instruments in respect of which IMO performs depositary and other functions.

2 The following developments, since its twenty-third regular session, are brought to the attention of the Assembly.

I ADOPTION OF NEW INSTRUMENTS

INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004

3 The International Conference on Ballast Water Management for Ships, held in London from 9 to 13 February 2004, adopted the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (see also document A 24/15(a)). The Convention was open for signature at IMO from 1 June 2004 to 31 May 2005, and now remains open for accession in accordance with the provisions of article 17. In accordance with article 18 of the Convention, it shall 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 the requisite instrument of ratification, acceptance, approval or accession with the Secretary-General in accordance with article 17.

For reasons of economy, this document is printed in a limited number. Delegates are kindly asked to bring their copies to meetings and not to request additional copies.

II ENTRY INTO FORCE OF INSTRUMENTS AND AMENDMENTS THERETO

A CONVENTIONS AND PROTOCOLS

Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1973

4 At its ninety-second session in June 2004, the Council expressed its concern over the length of time between the adoption and entry into force of certain IMO instruments, particularly the Torremolinos Protocol of 1993, relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1973, and the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995. The Council placed particular emphasis on the first of these treaties, and requested the Secretary-General to initiate a study into the legal and practical implications of amending its entry-into-force provisions, to take account of any changes in the size of the world fishing fleet since 1977.

5 The outcome of the study was reported to the Council at its ninety-third session in November 2004, at which time the Council took note of the current estimate for the size of the world fishing vessel fleet (which had, in fact, increased since the adoption of the Protocol) as well as the legal analysis of the issues arising from amending the entry-into-force provisions of the Protocol. Since relatively few Member Governments had responded to the Secretary-General's request for information, the Council decided to urge them to provide the requested information, in order for the Organization to gain insights into the reasons why some States were reluctant to ratify the Protocol and to urge them to accept it as soon as possible.

6 Information on the status of this Protocol, as at 19 August 2005, may be found in paragraph 35 below.

International Convention on Standards of Training Certification and Watchkeeping for Fishing Vessel personnel, 1995

7 With regard to the International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995, the Council decided that the Organization should continue its technical co-operation activities related to fishing vessel safety, noting the need to instil a safety culture in fishing operations, as pursued through technical co-operation activities, to promote the entry-into force of the Convention.

8 Information on the status of this International Convention, as at 19 August 2005, may be found in paragraph 36 below.

International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001

9 At its ninety-fourth session, in June 2004, the Council endorsed the measures taken by the Secretary-General to encourage the early entry-into-force of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, adopted in 2001, given the significant benefits to the marine environment to be derived once this Convention has entered into force.

10 Information on the status of this International Convention, as at 19 August 2005, may be found in paragraph 41 below.

Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976

11 On 13 February 2004, with the deposit of an instrument of accession by the Republic of Malta, the entry into force requirements of the Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976 were met. The Protocol, therefore, entered into force on 13 May 2004, 90 days following this deposit, in accordance with article 11.

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

12 On 18 May 2004, with the deposit of an instrument of accession by the Independent State of Samoa, the entry into force requirements 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, were met. The Protocol, therefore, entered into force on 19 May 2005, 12 months after this deposit, in accordance with article 6.

Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992

13 On 3 December 2004, with the deposit of an instrument of ratification by the Kingdom of Spain and upon the receipt of information by the Secretary-General that those persons liable to contribute pursuant to article 10 of the Protocol had received, during the preceding calendar year, a total quantity of at least 450 million tons of contributing oil, the entry into force requirements of the Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992, were met. The Protocol, therefore, entered into force on 3 March 2005, three months following this deposit, in accordance with article 21.

14 In accordance with the provisions of article 22 of the Protocol, the first session of the Assembly of the Supplementary Fund was convened by the Secretary-General and took place during the week 14 to 18 March 2005.

B AMENDMENTS TO CONVENTIONS AND PROTOCOLS

2002 (Chapters IV, V, VI and VII and appendix to the Annex) amendments to the International Convention for the Safety of Life at Sea, 1974

15 These amendments were adopted by the Maritime Safety Committee on 24 May 2002 by resolution MSC.123(75). The conditions for their entry into force were met on 1 July 2003 and the amendments entered into force on 1 January 2004.

2002 amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974

16 These amendments were adopted by the Maritime Safety Committee on 24 May 2002 by resolution MSC.124(75). The conditions for their entry into force were met on 1 July 2003 and the amendments entered into force on 1 January 2004.

2002 amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) (under SOLAS 74)

17 These amendments were adopted by the Maritime Safety Committee on 24 May 2002 by resolution MSC.125(75). The conditions for their entry into force were met on 1 July 2003 and the amendments entered into force on 1 January 2004.

International Maritime Dangerous Goods (IMDG) Code (under SOLAS 74)

18 This Code was adopted by the Maritime Safety Committee on 24 May 2002 by resolution MSC.122(75). The Code took effect on 1 January 2004, upon entry into force of the corresponding 2002 amendments to chapter VII of the International Convention for the Safety of Life at Sea, 1974, adopted by resolution MSC.123(75).

2002 amendments to the Condition Assessment Scheme (under MARPOL 73/78)

19 These amendments were adopted by the Marine Environment Protection Committee on 11 October 2002 by resolution MEPC.99(48). The conditions for their entry into force were met on 1 September 2003 and the amendments entered into force on 12 March 2004.

2002 amendments to the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973

20 These amendments, consisting of an amended list of substances to be annexed to the above-mentioned Protocol, were adopted by the Marine Environment Protection Committee on 11 October 2002, by resolution MEPC.100(48). The conditions for their entry into force were met on 22 March 2004 and the amendments entered into force on 22 June 2004.

2002 (chapter V, new chapter XI, chapter XI-2) amendments to the Annex to the International Convention for the Safety of Life at Sea, 1974

21 These amendments were adopted by resolution 1 of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974, on 12 December 2002. The conditions for their entry into force were met on 1 January 2004 and the amendments entered into force on 1 July 2004. The entry into force of the new chapter XI (Special measures to enhance maritime security) gave effect, also on 1 July 2004, to the International Ship and Port Facility Security (ISPS) Code.

2002 (chapter II-1) amendments to the International Convention for the Safety of Life at Sea, 1974

22 These amendments were adopted by the Maritime Safety Committee on 12 December 2002 by resolution MSC.134(76). The conditions for their entry into force were met on 1 January 2004 and the amendments entered into force on 1 July 2004.

2002 amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code) (under SOLAS 1974)

23 These amendments were adopted by the Maritime Safety Committee on 12 December 2002 by resolution MSC.135(76). The conditions for their entry into force were met on 1 January 2004 and the amendments entered into force on 1 July 2004.

Adoption of technical provisions for means of access for inspections (under SOLAS 1974)

24 These technical provisions were adopted by the Maritime Safety Committee on 12 December 2002 by resolution MSC.133(76). They became mandatory on 1 July 2004, upon entry into force of the new regulation II-1/3-6 of the International Convention for the Safety of Life at Sea, 1974, adopted by resolution MSC.134(76), but took effect only on 1 January 2005. For details of the 2004 amendments to these technical provisions, adopted by resolution MSC.158(78), please refer to paragraph 31 of this document.

2003 (Annex B) amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966

25 These amendments were adopted by the Maritime Safety Committee on 5 June 2003 by resolution MSC.143(77). The conditions for their entry into force were met on 1 July 2004 and the amendments entered into force on 1 January 2005.

2003 amendments to the Guidelines on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers (resolution A.744(18)) (under SOLAS 1974)

26 These amendments were adopted by the Maritime Safety Committee on 5 June 2003 by resolution MSC.144(77). The conditions for their entry into force were met on 1 July 2004 and the amendments entered into force on 1 January 2005.

2003 amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973, (amendments to regulation 13G, addition of a new regulation 13H and consequential amendments to the Supplement to the IOPP Certificate of Annex I to MARPOL 73/78)

27 These amendments were adopted by the Marine Environment Protection Committee on 4 December 2003 by resolution MEPC.111(50). The conditions for their entry into force were met on 4 October 2004 and the amendments entered into force on 5 April 2005.

2003 amendments to the Condition Assessment Scheme

28 These amendments were adopted by the Marine Environment Protection Committee on 4 December 2003 by resolution MEPC.112(50). The conditions for their entry into force were met on 4 October 2004 and the amendments entered into force on 5 April 2005.

2004 amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Revised Annex IV of MARPOL 73/78)

29 These amendments were adopted by the Marine Environment Protection Committee on 1 April 2004, by resolution MEPC.115(51). The conditions for their entry into force were met on 1 February 2005 and the amendments entered into force on 1 August 2005.

2004 amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution for Ships, 1973 (amendments to the Appendix to Annex V of MARPOL 73/78)

30 These amendments were adopted by the Marine Environment Protection Committee on 1 April 2004, by resolution MEPC.116(51). The conditions for their entry into force were met on 1 February 2005 and the amendments entered into force on 1 August 2005.

2004 (Chapter II-1) amendments to the International Convention for the Safety of Life at Sea, 1974

31 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.151(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2005 and shall enter into force on 1 January 2006, unless, prior to 1 July 2005, more than one-third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute more 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 2005, no such notification of objection had been received. The amendments will, therefore, enter into force on 1 January 2006.

2004 amendments to the International Maritime Dangerous Goods (IMDG) Code

32 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.157(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2005 and shall enter into force on 1 January 2006, unless, prior to 1 July 2005, more than one-third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute more 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 2005, no such notification of objection had been received. The amendments will, therefore, enter into force on 1 January 2006.

2004 amendments to the technical provisions for means of access for inspections

33 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.158(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2005 and shall enter into force on 1 January 2006, unless, prior to 1 July 2005, more than one-third of the Contracting Governments to the Convention or Contracting Governments the combined merchant fleets of which constitute more 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 2005, no such notification of objection had been received. The amendments will, therefore, enter into force on 1 January 2006.

III 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

34 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 19 August 2005, there were five Contracting States.

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

35 The 1993 Protocol absorbs the parent Convention of 1977 and amends the provisions therein which had caused difficulties for States. It also takes into account developments in fishing and fishing vessel technology since the adoption of the 1977 Convention. It 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 metres in length and over is not less than 14,000, have expressed their consent to be bound by it. As at 19 August, there were 11 Contracting States.

International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995

36 In accordance with article 12, this Convention is to enter into force 12 months after the date on which 15 States have expressed their consent to be bound by it. As at 19 August 2005, there were five Contracting States.

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

37 In accordance with article 46, this Convention will enter into force 18 months after the date on which the following conditions are fulfilled:

- (a) at least twelve 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 19 August 2005, there were eight Contracting States.

1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972

38 In accordance with article 25, this Protocol will enter into force on the thirtieth day following the date on which 26 States, including 15 Contracting Parties to the 1972 London Convention, have expressed their consent to be bound by it. As at 19 August 2005, there were 21 Contracting States.

Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000

39 In accordance with article 15, this Protocol will enter into force 12 months after the date on which not less than 15 States 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 13 of the Protocol. As at 19 August 2005, there were 13 Contracting States.

International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

40 In accordance with article 14, the Convention will enter into force one year following the date on which 18 States, including 5 States each with ships whose combined gross tonnage is not less than 1 million, have either signed it without reservation as to ratification, acceptance or approval or have deposited instruments of ratification, acceptance, approval or accession with the Secretary-General. As at 19 August 2005, there were seven Contracting States.

International Convention on the Control of Harmful Anti-Fouling Substances on Ships, 2001

41 In accordance with article 18, the Convention shall enter into force 12 months after the date on which not less than 25 States, the combined merchant fleets of which constitute not less than 25 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 with the Secretary-General. As at 19 August 2005, there were 11 Contracting States.

Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974

42 In accordance with article 20, this Protocol will 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 instruments of ratification, acceptance, approval or accession with the Secretary-General. As at 19 August 2005, there were three Contracting States.

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

43 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 19 August 2005, there was one Contracting State.

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

44 These amendments will enter into force 60 days after acceptance by two-thirds of the Contracting Parties. The number of acceptances necessary for entry into force is, therefore, at present, 54. As at 19 August 2005, there were 20 acceptances.

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

45 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 acceptances necessary for entry into force is, therefore, at present, 51. As at 19 August 2005, there were eight acceptances.

1994 amendments to the Inmarsat Convention and Operating Agreement

46 Amendments to the Inmarsat Convention and Operating Agreement were adopted and confirmed, respectively, on 9 December 1994 by the Inmarsat Assembly at its tenth (extraordinary) session, to change the name of the Organization. Amendments were also adopted to article 13 of the Convention relating to the composition of the Council.

47 The amendments to the Convention will enter into force 120 days after their acceptance by two-thirds of the States Parties to the Convention at the time of the adoption of the amendments, and representing at least two-thirds of the total investment shares. The number of States Parties at the time of the adoption of the amendments was 75. The number of acceptances necessary for entry into force is, therefore, 50. As at 19 August 2005, the amendments had been approved by 40 Signatories.

48 The amendments to the Operating Agreement will enter into force 120 days after their approval by two-thirds of the Signatories of the Operating Agreement at the time of the confirmation of the amendments, and holding at least two-thirds of the total investment shares. The number of Signatories at the time of the confirmation of the amendments was 75. The number of approvals necessary for entry into force is, therefore, 50. As at 19 August 2005, the amendments had been approved by 38 Signatories.

49 In December 1994 the Inmarsat Assembly decided that the new name, “International **Mobile** Satellite Organization”, should be used immediately, pending and subject to entry into force of the amendments in accordance with articles 34(2) and XVIII(2) of the Convention and Operating Agreement and that the shortened version of the name “Inmarsat” shall continue to be used, though in lower case. With respect to article 13, the Inmarsat Assembly decided that the additional procedures shall be implemented immediately, pending and subject to entry into force of the amendments in accordance with the requirements of article 34(2) of the Convention.

1995 amendments to the International Convention on Load Lines, 1966

50 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 acceptances necessary for entry into force is, therefore, 103. As at 19 August 2005, there were seven acceptances.

2003 (Chapter V) amendments to the International Convention for the Safety of Life at Sea, 1974

51 These amendments were adopted by the Maritime Safety Committee on 5 June 2003 by resolution MSC.142(77). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006 unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention, or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 (Chapters III and IV) amendments to the International Convention for the Safety of Life at Sea, 1974

52 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.152(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 (Chapter V) amendments to the International Convention for the Safety of Life at Sea, 1974

53 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.153(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974

54 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.154(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Parties to the Protocol or Parties, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Convention on Maritime Search and Rescue, 1979, as amended

55 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.155(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Parties to the Convention have notified their objections to the amendments. As at 31 August 2005, no such notification of objection had been received.

2004 amendments to the Seafarers' Training, Certification and Watchkeeping (STCW) Code

56 These amendments were adopted by the Maritime Safety Committee on 20 May 2004, by resolution MSC.156(78). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Parties to the Convention or Parties, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant shipping of ships of 100 gross tonnage or more, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (revised Annex I of MARPOL 73/78)

57 These amendments were adopted by the Marine Environment Protection Committee on 15 October 2004 by resolution MEPC.117(52). 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 2006 and shall enter into force on 1 January 2007, unless, prior to 1 July 2006, 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 19 August 2005, one such notification of objection had been received, from the United States of America.

2004 amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Revised Annex II of MARPOL 73/78)

58 These amendments were adopted by the Marine Environment Protection Committee on 15 October 2004 by resolution MEPC.118(52). 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 2006 and shall enter into force on 1 January 2007, unless, prior to 1 July 2006, 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 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (under MARPOL 73/78)

59 These amendments were adopted by the Marine Environment Protection Committee on 15 October 2004 by resolution MEPC.119(52). 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 2006 and shall enter into force on 1 January 2007, unless, prior to 1 July 2006, 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 19 August 2005, no such notification of objection had been received.

2004 Standards and criteria for side structures of bulk carriers of single-side skin construction (under SOLAS 1974)

60 These standards and criteria were adopted by the Maritime Safety Committee on 9 December 2004 by resolution MSC.168(79). At the time of their adoption, the Maritime Safety Committee determined that they will take effect on 1 July 2006, upon the entry into force of the revised Chapter XII of the 1974 SOLAS Convention, adopted under resolution MSC.170(79).

2004 Standards for owners' inspection and maintenance of bulk carrier hatch covers (under SOLAS 1974)

61 These standards were adopted by the Maritime Safety Committee on 9 December 2004 by resolution MSC.169(79). At the time of their adoption, the Maritime Safety Committee determined that they will take effect on 1 July 2006, upon the entry into force of the revised chapter XII of the 1974 SOLAS Convention, adopted under resolution MSC.170(79).

2004 (Chapters II-1, III, V and XII) amendments to the International Convention for the Safety of Life at Sea, 1974

62 These amendments were adopted by the Maritime Safety Committee on 9 December 2004 by resolution MSC.170(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974

63 These amendments were adopted by the Maritime Safety Committee on 9 December 2004 by resolution MSC.171(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Parties to the 1988 SOLAS Protocol or Parties, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966

64 These amendments were adopted by the Maritime Safety Committee on 9 December 2004 by resolution MSC.172(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Parties to the 1988 Load Lines Protocol or Parties, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code for application of Fire Test Procedures (FTP Code)

65 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 by resolution MSC.173(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code of Safety for High-Speed Craft, 1994 (1994 HSC Code)

66 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 by resolution MSC.174(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code of Safety for High-Speed Craft, 2000 (2000 HSC Code)

67 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 by resolution MSC.175(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) (under SOLAS 1974)

68 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 by resolution MSC.176(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2006 and shall enter into force on 1 January 2007, unless, prior to 1 July 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code)

69 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 by resolution MSC.177(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Waste (INF Code)

70 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 by resolution MSC.178(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code)

71 These amendments were adopted by the Maritime Safety Committee on 10 December 2004 under resolution MSC.179(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless prior to 1 January 2006, more than one-third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2004 amendments to the Seafarers' Training, Certification and Watchkeeping (STCW Code)

72 These amendments were adopted by the Maritime Safety Committee on 9 December 2004 by resolution MSC.180(79). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 January 2006 and shall enter into force on 1 July 2006, unless, prior to 1 January 2006, more than one-third of the Parties to the Convention or Parties, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant shipping of ships of 100 gross tonnage or more, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2005 (Chapters II-1, II-2, VI, IX, XI-1, XI-2 and appendix to the Annex) amendments to the International Convention for the Safety of Life at Sea, 1974

73 These amendments were adopted by the Maritime Safety Committee on 19 May 2005 by resolution MSC.194(80), comprising two sets of annexed amendments. At the time of their adoption, the Maritime Safety Committee determined that the first set of amendments (to Chapter II-1, parts A, A-1, B and C of the Convention) shall be deemed to have been accepted on 1 July 2006 and shall enter into force on 1 January 2007 unless, prior to 1 July 2006, more than one-third of the Contracting Governments to the Convention, or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments.

74 With regard to second set of amendments (to Chapter II-1, parts A, B, B-1 and C, II-2, VI, IX, XI-1, XI-2 and the amendments to the appendix to the Annex to the Convention), the Maritime Safety Committee determined that they shall be deemed to have been accepted on 1 July 2008 and shall enter into force on 1 January 2009 unless, prior to 1 July 2008, more than one-third of the Contracting Government to the Convention, or Contracting Governments, the combined merchant fleets of which constitute not less 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments.

75 As at 10 June 2005, no such notification of objection had been received with regard to either set of amendments.

2005 amendments to the International Safety Management (ISM) Code

76 These amendments were adopted by the Maritime Safety Committee on 19 May 2005 by resolution MSC.195(80). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2008 and shall enter into force on 1 January 2009 unless, prior to 1 July 2008, more than one-third of the Contracting Governments to the Convention, or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2005 amendments to the International Ship and Port Facility Security (ISPS) Code

77 These amendments were adopted by the Maritime Safety Committee on 19 May 2005 by resolution MSC.196(80). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2008 and shall enter into force on 1 January 2009 unless, prior to 1 July 2008, more than one-third of the Contracting Governments to the Convention, or Contracting Governments, the combined

merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2005 amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18))

78 These amendments were adopted by the Maritime Safety Committee on 19 May 2005 by resolution MSC.197(80). At the time of their adoption, the Maritime Safety Committee determined that the amendments shall be deemed to have been accepted on 1 July 2006 and shall enter into force on 1 January 2007 unless, prior to 1 July 2006, more than one-third of the Contracting Governments to the Convention, or Contracting Governments, the combined merchant fleets of which constitute more than 50 per cent of the gross tonnage of the world's merchant fleet have notified their objections to the amendments. As at 19 August 2005, no such notification of objection had been received.

2005 amendments to the annex to the Convention on Facilitation of International Maritime Traffic, 1965, as amended

79 These amendments were adopted by the Facilitation Committee on 7 July 2005 by resolution FAL.8(32). At the time of their adoption, the Facilitation Committee determined that the amendments shall enter into force on 1 November 2006, unless, prior to 1 August 2006, at least one-third of Contracting Governments have notified the Secretary-General in writing that they do not accept the amendments. As at 19 August 2005, no such notification of objection had been received.

IV ACTION BY THE SECRETARY-GENERAL

80 Pursuant to the requests and authorizations of the Council and the Assembly, the Secretary-General has communicated with Governments concerned, inviting them to expedite the necessary measures for considering and accepting the treaty instruments which they had not yet accepted. In this respect, Governments have been made aware of the Secretary-General's readiness and willingness to provide appropriate advice or assistance in connection with the implementation of the respective treaty instruments. 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.

81 Any further changes, which may occur in the status of the Conventions and instruments referred to in this document, following its issuance, will be reported to the Assembly in an appropriate manner.

V ACTION REQUESTED OF THE ASSEMBLY

82 The Assembly 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.

ANNEX

The table appended to this annex gives, for each instrument, data on the number of States which have signed or accepted it, including the number of Member States which have not yet deposited the necessary instruments in each case.

(1)(a) International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS (amended) 1974)

Entry into force:	25 May 1980
1981 amendments (MSC.1(XLV)) (subdivision, machinery and electrical installations, fire protection, radiocommunications, navigation, carriage of grain)	1 September 1984
1983 amendments (MSC.6(48)) (subdivision, electrical installation, fire protection, life-saving appliances, radiocommunications, carriage of dangerous goods, IBC and IGC Codes)	1 July 1986
1988 amendments (MSC.11(55)) (ro-ro passenger ship door indicators and television surveillance)	22 October 1989
1988 amendments (MSC.12(56)) (passenger ship damage stability)	29 April 1990
1988 amendments (GMDSS) (Conference resolution 1)	1 February 1992
1989 amendments (MSC.13(57)) (subdivision, fire protection, radiocommunications, navigation)	1 February 1992
1990 amendments (MSC.19(58)) (cargo ship subdivision and damage stability)	1 February 1992
1991 amendments (MSC.22(59)) (fire protection, life-saving appliances, navigation, carriage of cargoes, (Grain Code), carriage of dangerous goods)	1 January 1994
1992 amendments (MSC.24(60)) (existing passenger ship fire protection)	1 October 1994
1992 amendments (MSC.26(60)) (existing ro-ro passenger ship damage stability)	1 October 1994

1992 amendments (MSC.27(61)) (fire protection, life-saving appliances radiocommunications)	1 October 1994
1994 amendments (MSC.31(63))	
Annex 1 (ship reporting systems, emergency towing arrangements on tankers)	1 January 1996
Annex 2 (protection of fuel lines, navigation bridge visibility)	1 July 1998
1994 amendments (Conference resolution 1)	
Annex 1 (new chapter X - Safety measures for high speed craft, (HSC Code), new chapter XI - Special measures to enhance maritime safety)	1 January 1996
Annex 2 (new chapter IX - Management for the safe operation of ships, (ISM Code))	1 July 1998
2004 amendments (MSC.179(79))	[1 July 2006]
1994 amendments (MSC.42(64)) (cargo information, loading, stowage and securing)	1 July 1996
1995 amendments (MSC.46(65)) (ships' routeing)	1 January 1997
1995 amendments (Conference resolution 1) (ro-ro passenger ship safety)	1 July 1997
1996 amendments (MSC.47(66)) (construction, subdivision and stability, life-saving appliances, (LSA Code), carriage of cargoes, authorization of recognized organizations)	1 July 1998
1996 amendments (MSC.57(67)) (construction; machinery and electrical installations; fire protection, fire detection and fire extinction (FTP Code); carriage of dangerous goods)	1 July 1998
1997 amendments (MSC.65(68)) (passenger ship subdivision and stability; vessel traffic services)	1 July 1999
1997 amendments (Conference resolution 1) (new chapter XII on bulk carrier safety)	1 July 1999

1998 amendments (MSC.69(69)) (construction; radiocommunications; carriage of cargoes; carriage of dangerous goods)	1 July 2002
1999 (chapter VII) amendments (MSC.87(71))	1 January 2001
2000 (chapter III) amendments (MSC.91(72)) (life-saving appliances and arrangements, form of certificates)	1 January 2002
2000 (chapters II-1, II-2, V, IX and X) amendments (MSC.99(73))	1 July 2002
2001 (chapter VII) amendments (MSC.117(74))	1 January 2003
2002 (chapters IV, V, VI and VII and appendix to the Annex) amendments (MSC.123(75))	1 January 2004
2002 (chapter V, new chapter XI, chapter XI-2) amendments to the Annex (Conference resolution 1)	1 July 2004
2002 technical provisions for means of access for inspections (MSC.133(76))	1 July 2004
2004 amendments (MSC.158(78))	[1 January 2006]
2002 (chapter II-1) amendments (MSC.134(76))	1 July 2004
2003 (chapter V) amendments (MSC.142(77))	[1 July 2006]
2004 (Chapter II-1) amendments (MSC.151(78))	[1 January 2006]
2004 (Chapters III and IV) amendments (MSC.152(78))	[1 January 2006]
2004 (Chapter V) amendments (MSC.153(78))	[1 January 2006]
2004 Standards and criteria for side structures of bulk carriers of single-skin construction (MSC.168(79))	[1 July 2006]
2004 Standards for owners' inspection and maintenance of bulk carrier hatch covers (MSC.169(79))	[1 July 2006]
2004 (Chapters II-1, III, V, VII and XII) amendments (MSC.170(79))	[1 July 2006]

2005 (Chapters II-1, II-2, VI, IX, XI-1 and XI-2) amendments
(MSC.194(80))

Chapter II-1, parts A, A-1, B and C [1 January 2007]

Chapter II-1, parts A, A-1, B-1 and C, II-2, VI, IX
XI-1 and XI-2 [1 January 2009]

(1)(b) Codes and other instruments made mandatory under SOLAS:

International Code for the Construction and Equipment of Ships Carrying Dangerous
Chemicals in Bulk (IBC Code) (MSC.4(48))

Effective as from:	1 July 1986
1987 amendments (MSC.10(54)) (lists of chemicals)	30 October 1988
1989 amendments (MSC.14(57)) (lists of chemicals)	13 October 1990
1990 amendments (MSC.16(58)) (harmonized system of survey and certification)	3 February 2000
1992 amendments (MSC.28(61)) (list of chemicals, cargo tank venting and gas-freeing arrangements and other amendments)	1 July 1994
1996 amendments (MSC.50(66)) (lists of chemicals)	1 July 1998
1996 amendments (MSC.58(67)) (vague expressions)	1 July 1998
2000 (chapters 5, 8, 14, 15 and 16) amendments (MSC.102(73))	1 July 2002
2004 amendments (MSC.176(79))	[1 January 2007]

International Code for the Construction and Equipment of Ships Carrying Liquefied
Gases in Bulk (IGC Code) (MSC.5(48))

Effective as from:	1 July 1986
1990 amendments (MSC.17(58)) (harmonized system of survey and certification)	3 February 2000
1992 amendments (MSC.30(61)) (cargo containment, fire protection, use of cargo as fuel, special requirements and summary of minimum requirements)	1 July 1994

1994 amendments (MSC.32(63)) (filling limits for cargo tanks)	1 July 1998
1996 amendments (MSC.59(67)) (reference to recognized standards, miscellaneous)	1 July 1998
2000 (chapters 3, 4, 5, 8, 9, 11, 13, 14 and 18) amendments (MSC.103(73))	1 July 2002
2004 (chapters 3 and 10) amendments MSC.177(79))	[1 July 2006]
International Code for the Safe Carriage of Grain in Bulk (Grain Code) (MSC.23(59))	
Effective as from:	1 January 1994
International Code of Safety for High-Speed Craft (1994 HSC Code) (MSC.36(63))	
Effective as from:	1 January 1996
2001 amendments (MSC.119(74))	1 January 2003
2004 amendments (MSC.174(79))	[1 July 2006]
2000 International Code of Safety for High-Speed Craft (2000 HSC Code) (MSC.97(73))	
Effective as from:	1 July 2002
2004 amendments (MSC.175(79))	[1 July 2006]
Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers (resolution A.744(18))	
Effective as from:	1 January 1996
1996 amendments (MSC.49(66)) (new annex on guidelines for technical assessment in conjunction with planning of surveys)	1 July 1998
1997 amendments (Conference resolution 2) (new annex on requirements for extent of thickness measurement and associated amendments to the guidelines, new section on repairs relative to damages and wastage in holds)	1 July 1999
2000 amendments (MSC.105(73))	1 July 2002
2002 amendments (MSC.125(75))	1 January 2004
2003 amendments (MSC.144(77))	1 January 2005

2005 amendments (MSC.197(80))	[1 January 2007]
International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) (A.741(18))	
Effective as from:	1 July 1998
2000 amendments (MSC.104(73))	1 July 2002
2005 amendments (MSC.195(80))	[1 January 2007]
International Life-Saving Appliances (LSA) Code (MSC.48(66))	
Effective as from:	1 July 1998
International Code for Application of Fire Test Procedures (FTP Code) (MSC.61(67))	
Effective as from:	1 July 1998
2000 amendments (Annexes I and II) (MSC.101(73))	1 July 2002
2004 amendments (Annex I) (MSC.173(79))	[1 July 2006]
International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code) (MSC.88(71))	
Effective as from:	1 January 2001
2001 amendments (MSC.118(74))	1 January 2003
2002 amendments (MSC.135(75))	1 July 2004
2004 amendments (MSC.178(79))	[1 July 2006]
International Code for Fire Safety Systems (FSS Code) (MSC.98(73))	1 July 2002
International Maritime Dangerous Goods Code (IMDG Code) (MSC.122(75))	1 January 2004
2004 amendments (MSC.157(78))	[1 January 2006]
International Code for the Security of Ships and of Port Facilities (ISPS Code)	1 July 2004
2005 amendments (MSC.196(80))	[1 January 2009]

(1)(c) Special rules drawn up by agreement under SOLAS:

- | | |
|--|-------------------------|
| <p>Agreement concerning specific stability requirements for ro-ro passenger ships undertaking regular scheduled international voyages between or to or from designated ports in North West Europe and the Baltic Sea</p> | <p>1 April 1997</p> |
| <p>(2) Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS PROT (amended) 1978)</p> | |
| <p>Entry into force:</p> | <p>1 May 1981</p> |
| <p>1981 amendments (steering gear) (MSC.2(XLV))</p> | <p>1 September 1984</p> |
| <p>1988 amendments (GMDSS) (Conference resolution)</p> | <p>1 February 1992</p> |
| <p>(3) Protocol of 1988 relating to the International Convention for the Safety of Life at Sea, 1974 (SOLAS PROT (HSSC) 1988)</p> | |
| <p>Entry into force:</p> | <p>3 February 2000</p> |
| <p>2000 amendments (MSC.92(72))</p> | <p>1 January 2002</p> |
| <p>2000 amendments (to the Annex) (MSC.100(73))</p> | <p>1 July 2002</p> |
| <p>2002 amendments (MSC.124(75))</p> | <p>1 January 2004</p> |
| <p>2004 amendments (MSC.154(78))</p> | <p>[1 July 2006]</p> |
| <p>2004 amendments (MSC.171(79))</p> | <p>[1 July 2006]</p> |
| <p>(4) Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG (amended) 1972)</p> | |
| <p>Entry into force:</p> | <p>15 July 1977</p> |
| <p>1981 amendments (general) (A.464(XII))</p> | <p>1 June 1983</p> |
| <p>1987 amendments (general) (A.626(15))</p> | <p>19 November 1989</p> |
| <p>1989 amendments (general) (A.678(16))</p> | <p>19 April 1991</p> |
| <p>1993 amendments (general) (A.736(18))</p> | <p>4 November 1995</p> |
| <p>2001 amendments (general) (A.910(22))</p> | <p>29 November 2003</p> |

(5)(a) International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 relating thereto (MARPOL (amended) 73/78)

Entry into force:	2 October 1983
Annex I	2 October 1983
Annex II	6 April 1987
Annex III	1 July 1992
Annex IV	27 September 2003
Annex V	31 December 1988
1984 (Annex I) amendments (MEPC.14(20)) (extensive amendments to Annex I which had been agreed over the years)	7 January 1986
1985 (Annex II) amendments (MEPC.16(22)) (extensive amendments to Annex II in preparation for its implementation - pumping, piping, control, etc. (IBC and BCH Codes))	6 April 1987
1985 (Protocol I) amendments (MEPC.21(22)) (Reporting Protocol)	6 April 1987
1987 (Annex I) amendments (MEPC.29(25)) (designation of the Gulf of Aden as a special area)	1 April 1989
1989 (Annex II) amendments (MEPC.34(27)) (lists of chemicals)	13 October 1990
1989 (Annex V) amendments (MEPC.36(28)) (designation of the North Sea as a special area)	18 February 1991
1990 (Annexes I and II) amendments (MEPC.39(29)) (harmonized system of survey and certification)	3 February 2000
1990 (Annexes I and V) amendments (MEPC.42(30)) (designation of the Antarctic area as a special area)	17 March 1992
1991 (Annex I) amendments (MEPC.47(31)) (new regulation 26 (Shipboard Oil Pollution Emergency Plan) and other amendments)	4 April 1993
1991 (Annex V) amendments (MEPC.48(31)) (designation of the Wider Caribbean area as a special area)	4 April 1993
1992 (Annex I) amendments (MEPC.51(32)) (discharge criteria)	6 July 1993
1992 (Annex I) amendments (MEPC.52(32)) (oil tanker design)	6 July 1993

1992 (Annex II) amendments (MEPC.57(33)) (lists of chemicals and the designation of the Antarctic area as a special area)	1 July 1994
1992 (Annex III) amendments (MEPC.58(33)) (total revision of Annex III with the IMDG code as a vehicle for its implementation)	28 February 1994
1994 (Annexes I, II, III and V) amendments (Conference resolutions 1-3) (Port State control on operational requirements)	3 March 1996
1995 (Annex V) amendments (MEPC.65(37)) (guidelines for garbage management plans)	1 July 1997
1996 (Protocol I) amendments (MEPC.68(38)) (Reporting Protocol)	1 January 1998
1997 (Annex I) amendments (MEPC.75(40)) (designation of North West European waters as a special area; new regulation 25A)	1 February 1999
1999 (Annexes I and II) amendments (MEPC.78(43)) (amendments to regulations 13G and 26 and IOPP Certificate of Annex I and addition of new regulation 16 to Annex II)	1 January 2001
2000 (Annex III) amendments (MEPC.84(44)) (deletion of clause relating to tainting of sea food)	1 January 2002
2000 (Annex V) amendments (MEPC.89(45)) (amendments to regulations 1, 3, 5 and 9 to the Record of Garbage Discharge)	1 March 2002
2001 (Annex I) amendments (MEPC.95(46)) amendments to regulation 13G of Annex I)	1 September 2002
2002 amendments to the Condition Assessment Scheme (MEPC.99(48))	1 March 2004
2003 amendments to the Condition Assessment Scheme (MEPC.112(50))	5 April 2005
2003 amendments to the Annex (regulation 13G, addition of new regulation 13H and consequential amendments to the Supplement to the IOPP Certificate of Annex 1) (MEPC.111(50))	5 April 2005
2004 (Annex IV) amendments (MEPC.115(51))	1 August 2005
2004 (Annex V) amendments (MEPC.116(51))	1 August 2005

2004 amendments to the Annex (revised Annex I) amendments (MEPC.117(52))	[1 January 2007]
---	------------------

2004 amendments to the Annex (revised Annex II) amendments (MEPC.118(52))	[1 January 2007]
--	------------------

(5)(b) Codes made mandatory under MARPOL 73/78:

International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) (MEPC.19(22))

Effective as from:	6 April 1987
1989 amendments (MEPC.32(27)) (lists of chemicals)	13 October 1990
1990 amendments (MEPC.40(29)) (harmonized system of survey and certification)	3 February 2000
1992 amendments (MEPC.55(33)) (lists of chemicals, cargo tank venting and gas-freeing arrangements and other amendments)	1 July 1994
1996 amendments (MEPC.69(38)) (lists of chemicals)	1 July 1998
1997 amendments (MEPC.73(39)) (vague expressions)	10 July 1998
1999 amendments (MEPC.79(43)) (cargo-tank venting and gas-freeing arrangements)	1 July 2002
2000 amendments (MEPC.90(45)) (cargo transfer, personnel protection, special and operational requirements)	1 July 2002
2004 amendments (MEPC.119(52))	[1 January 2007]

Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) (MEPC.20(22))

Effective as from:	6 April 1987
1989 amendments (MEPC.33(27)) (lists of chemicals)	13 October 1990
1990 amendments (MEPC.41(29)) (harmonized system of survey and certification)	3 February 2000

1992 amendments (MEPC.56(33)) (lists of chemicals and other amendments)	1 July 1994
1996 amendments (MEPC.70(38)) (lists of chemicals)	1 July 1998
1999 amendments (MEPC.80(43)) (cargo containment)	1 July 2002
2000 amendments (MEPC.91(45)) (cargo containment, safety equipment, special requirements, operational requirements)	1 July 2002
(6) 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 (MARPOL PROT 1997) (Annex VI on the prevention of air pollution from ships)	
Entry into force	19 May 2005
(7) Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL (amended) 1965)	
Entry into force:	5 March 1967
(a) Amendment to the Convention:	
1973 amendment (amendment procedure)	2 June 1984
(b) Amendments to the Annex:	
1969 amendments (cruise ships)	12 August 1971
1977 amendments (sick/injured/transit persons, scientific services/relief work)	31 July 1978
1986 amendments (ADP/EDI)	1 October 1986
1987 amendments (FAL.1(17)) (upgrading of recommendations)	1 January 1989
1990 amendments (FAL.2(19)) (drugs trafficking)	1 September 1991
1992 amendments (FAL.3(21)) (restructuring of Annex, EDP/EDI, specialized equipment)	1 September 1993
1993 amendments (FAL.4(22)) (general)	1 September 1994

	1996 amendments (FAL.5(24)) (general/pre-import information/ pre-arrival clearance)	1 May 1997
	1999 amendments (FAL.6(27)) (definitions and general provisions/arrival, stay, departure of ship/persons/clearance of cargo, passengers, crew and baggage/arrival, stay and departure of cargo/clearance of cargo)	1 January 2001
	2002 amendments (FAL.7(29)) (definitions and general provisions/arrival, stay, departure of ship/stowaways)	1 May 2003
	2005 amendments (FAL.8(32)) (definitions and general provisions/arrival, stay, departure of ship/arrival, stay, departure of cargo)	[1 November 2006]
(8)	International Convention on Load Lines, 1966 (LL 1966)	
	Entry into force:	21 July 1968
	1971 amendments (general) (A.231(VII))	not yet in force
	1975 amendment (article 29) (A.319(IX))	not yet in force
	1979 amendment (seasonal area) (A.411(XI))	not yet in force
	1983 amendments (seasonal area) (A.513(13))	not yet in force
	1995 amendment (seasonal area) (A.784(19))	not yet in force
(9)	Protocol of 1988 relating to the International Convention on Load Lines, 1966 (LL PROT (HSSC) 1988)	
	Entry into force:	3 February 2000
	2003 (Annex B) amendments (MSC.143(77))	[1 July 2006]
	2004 (Annex B) amendments (MSC.172(79))	[1 July 2006]
(10)	International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969)	
	Entry into force:	18 July 1982
(11)	International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (INTERVENTION 1969)	
	Entry into force:	6 May 1975

- (12) Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil, 1973, as amended (INTERVENTION PROT (amended) 1973)

Entry into force: 30 March 1983

1991 amendments (list of substances) (MEPC.49(31)) 24 July 1992

1996 amendments (list of substances) (MEPC.72(38)) 19 December 1997

2002 amendments (lists of substances) (MEPC.100(48)) 22 June 2004

- (13) International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC 1969)

Entry into force: 19 June 1975

- (14) Protocol to the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC PROT 1976)

Entry into force: 8 April 1981

- (15) Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC PROT 1992)

Entry into force: 30 May 1996

2000 amendments (LEG.1(82)) 1 November 2003
(amendments of the limitation amounts)

- (16) Special Trade Passenger Ships Agreement, 1971 (STP 1971)

Entry into force: 2 January 1974

- (17) Protocol on Space Requirements for Special Trade Passenger Ships, 1973 (SPACE STP 1973)

Entry into force: 2 June 1977

- (18) Convention relating to Civil Liability in the Field of Maritime Carriage of Nuclear Material, 1971 (NUCLEAR 1971)

Entry into force: 15 July 1975

- (19) International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (FUND 1971)

Entry into force: 16 October 1978

Ceased to be in force on 24 May 2002, in accordance with article 2 of the Protocol of 2000 to the International Fund for Compensation for Oil Pollution Damage, 1971, when the number of Contracting States to the Convention fell to 24.

- (20) Protocol to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (FUND PROT 1976)

Entry into force: 22 November 1994

- (21) Protocol of 1992 to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (FUND PROT 1992)

Entry into force: 30 May 1996

2000 amendments (LEG.2(82))
(amendments of limits of compensation) 1 November 2003

- (22) Protocol of 2000 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971

Entry into force 27 June 2001

- (23) Protocol of 2003 to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992

Entry into force 3 March 2005

- (24) International Convention for Safe Containers, 1972, as amended (CSC (amended) 1972)

Entry into force: 6 September 1977

- (a) Amendments to the Convention and Annexes:

1993 amendments: (A.737(18))
(S.I. units) not yet in force

- (b) Amendments to the Annexes:

1981 amendments
(transitional arrangements for plating) 1 December 1981

1983 amendments (MSC.3(48))
(re-examination intervals) 1 January 1984

1991 amendments (MSC.20(59))
(modified containers/tank containers) 1 January 1993

- (25) Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 (PAL 1974)

Entry into force: 28 April 1987

- (26) Protocol to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 (PAL PROT 1976)

Entry into force: 30 April 1989

- (27) Protocol of 1990 to amend the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974 (PAL PROT 1990)

Not yet in force

- (28) Protocol of 2002 to the Athens Convention relating to the Carriage of Passengers and their Luggage by Sea, 1974

Not yet in force

- (29) Convention on the International Maritime Satellite Organization (INMARSAT), as amended (INMARSAT C (amended))

Entry into force: 16 July 1979

1985 amendments
(aeronautical-satellite communications) 13 October 1989

1989 amendments
(land mobile-satellite communications) 26 June 1997

1994 amendments
(change of title, Council composition) not yet in force

1998 amendments
(restructuring of the Organization) 31 July 2001

- (30) Operating Agreement on the International Maritime Satellite Organization (INMARSAT), as amended (INMARSAT OA (amended))

Entry into force: 16 July 1979

1985 amendments
(aeronautical-satellite communications) 13 October 1989

1989 amendments
(land mobile-satellite communications) 26 June 1997

1994 amendments
(change of title, Council composition) not yet in force

1998 amendments
(restructuring of the Organization) 31 July 2001

- (31) Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 1976)
- Entry into force: 1 December 1986
- (32) Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC PROT 1996)
- Entry into force 13 May 2004
- (33) Torremolinos Protocol of 1993 relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 (SFV PROT 1993)
- Not yet in force
- (34)(a) International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW (amended) 1978)
- Entry into force: 28 April 1984
- 1991 amendments (GMDSS and trials) (MSC.21(59)) 1 December 1992
- 1994 amendments (MSC.33(63))
(special training requirements for personnel on tankers) 1 January 1996
- 1995 amendments (Conference resolution 1)
(revised Annex to Convention, (STCW Code)) 1 February 1997
- 1997 amendments (MSC.66(68))
(training and qualification requirements for personnel
on passenger ships) 1 January 1999
- (34)(b) Code adopted by STCW Conference:
- Seafarers' Training, Certification and Watchkeeping (STCW) Code
(Conference resolution 2)
- Part A - (Mandatory standards) effective as from: 1 February 1997
- 1997 amendments (MSC.67(68))
(training and qualification requirements for personnel
on passenger ships) 1 January 1999
- 1998 amendments (MSC.78(70))
(cargo handling and stowage at the operational and
management level) 1 January 2003
- 2004 amendments (MSC.156(78)) [1 July 2006]
- 2004 amendments (MSC.180(79)) [1 July 2006]

- (35) International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F)

Not yet in force

- (36) International Convention on Maritime Search and Rescue, 1979 (SAR 1979)

Entry into force: 22 June 1985

1998 amendments (MSC.70(69)) 1 January 2000
(revised Annex)

2004 amendments (MSC.155(78)) [1 July 2006]

- (37) Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA 1988)

Entry into force: 1 March 1992

- (38) Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on the Continental Shelf (SUA PROT 1988)

Entry into force: 1 March 1992

- (39) International Convention on Salvage, 1989 (SALVAGE 1989)

Entry into force: 14 July 1996

- (40) International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC 1990)

Entry into force: 13 May 1995

- (41) 2000 Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC/HNS PROT 2000)

Not yet in force

- (42) International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS 1996)

Not yet in force:

- (43) Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended (LC (amended) 1972)

Entry into force: 30 August 1975

(a) Amendments to the Convention:

1978 amendments: (LDC.6(III)) not yet in force
(concerning procedures for the settlement of disputes)

- (b) Amendments to the Annexes:
- | | |
|---|------------------|
| 1978 amendments (LDC.5(III))
(concerning the control of incineration of wastes and other matter at sea) | 11 March 1979 |
| 1980 amendments (LDC.12(V))
(concerning the prohibition of dumping at sea of crude oil and oily substances and mixtures) | 11 March 1981 |
| 1989 amendments (LDC.37(12))
(concerning characteristics and composition of matter to be dumped at sea) | 19 May 1990 |
| 1993 amendments (LC.49(16))
(concerning phasing out sea disposal of industrial waste) | 20 February 1994 |
| 1993 amendments (LC.50(16))
(concerning incineration at sea) | 20 February 1994 |
| 1993 amendments (LC.51(16))
(concerning disposal at sea of radioactive wastes and other radioactive matter) | 20 February 1994 |
- (44) 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (LC PROT 1996)
- Not yet in force
- (45) International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001
- Not yet in force
- (46) International Convention on the Control of Harmful Anti-Fouling Substances on Ships, 2001
- Not yet in force
- (47) International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
- Not yet in force

Appendix

	1974 (amended) SOLAS	1978 (amended) SOLAS PROT	1988 SOLAS PROT	1972 (amended) COLREG	MARPOL 73/78 (amended)	1997 MARPOL PROT	1965 (amended) FAL	1966 LOAD LINES	1988 LOAD LINES PROT	1969 TONNAGE	1969 INTERVENTION	1973 (amended) INTERVENTION PROT	1969 CLC	1976 CLC PROT	1992 CLC PROT	1971 STP	1973 SPACE STP	1971 NUCLEAR	1971 FUND	1976 FUND PROT	1992 FUND PROT	1972 (amended) CSC	1993 amendments	1974 PAL	1976 PAL PROT	1990 PAL PROT	2002 PAL PROT	1976 (amended) INMARSAT C	1994 amendments	1976 (amended) INMARSAT OA	1994 amendments	1976 LLMC	1996 LLMC PROT	1993 SFV PROT	1978 (amended) STCW	1995 STCW-F	1979 SAR	1988 SUA	1988 SUA PROT	1989 SALVAGE	1990 OPRC	1996 HNS	1972 (amended) LC	1978 amendments	1996 LC PROT	2000 OPRC/HNS	2000 FUND PROT	2001 BUNKERS CONVENTION	2001 AFS CONVENTION	2003 FUND PROT	2004 BWM CONVENTION
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	(a)	23	24	25	26	27	(a)	28	(a)	29	30	31	32	33	34	35	36	37	38	39	40	(a)	41	42	43	44	45	46	47
Number of ratifications, acceptances, approvals or accessions*	a/ 155	109	78	a/ 147	a/ 133	a/ 27	a/ 102	a/ 155	74	144	a/ 82	48	b/ 43	54	110	17	16	17	b/ 24	32	94	77	(8)	31	25	(5)	(3)	a/ 90	(40)	c/ 87	(38)	** 47	17	(11)	a/ 149	a/ (5)	a/ 84	126	115	50	85	(8)	81	(21)	a/ (21)	(13)	i/ -	(7)	(11)	(11)	1
Number of ratifications, etc., necessary for entry into force	-	-	-	-	-	d/ 15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	-	-	10	10	-	e/ 50	-	e/ 50	-	-	f/ 15	-	15	-	-	-	-	-	g/ 12	-	52	h/ 26	i/ 15	-	k/ 18	l/ 25	m/ 8	n/ 30
Number of IMO Members having ratified, etc., the instrument	153	109	77	145	132	27	100	152	74	143	82	48	43	54	110	17	16	17	24	32	94	75	8	31	25	5	3	89	40	86	38	47	17	11	146	5	84	114	109	50	85	8	77	21	21	13	-	7	11	11	1
Number of non-IMO Members having ratified, etc. the Instrument	2	0	1	2	1	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3	0	0	12	6	0	0	0	4	0	0	0	-	0	0	0	0

a/ Include signature without reservation as to ratification, acceptance or approval.

b/ Convention ceased to be in force on 24 May 2002.

c/ Signatures in accordance with article 2 of the INMARSAT Convention.

d/ The combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant shipping.

e/ Representing at least two thirds of the total investment shares.

f/ The aggregate number of whose fishing vessels of 24 metres in length and over is not less than 14,000.

g/ Including four States each with not less than 2 million units of gross tonnage and a total quantity of at least 40 million tonnes of cargo contributing to the general account received during the preceding year by potential contributors.

h/ Including 15 Contracting Parties to the 1972 London Convention.

i/ States Parties to the 1990 OPRC Convention.

j/ Entered into force on 27 June 2001 in accordance with the tacit acceptance procedure.

k/ Including five States each with ships whose combined gross tonnage is not less than 1 million.

l/ The combined merchant fleets of which constitute not less than 25% of the gross tonnage of the world's merchant shipping.

m/ The Protocol will enter into force three months following the date on which eight States have expressed their consent to be bound by it and the Secretary-General has received information that persons liable to contribute to the Supplementary Fund have received at least 450 million tons of contributing oil in the preceding calendar year.

n/ The Convention will enter into force twelve months after the date on which not less than 30 States, the combined merchant fleets of which constitute not less than 35% of the gross tonnage of the world's merchant shipping, have expressed their consent to be bound by it.

* Figures in parentheses indicate ratifications, acceptances, etc., not yet operative.

** Figure reflects denunciations which have become effective.