

**THE ENVIRONMENTAL TREATIES ADOPTED BY THE INTERNATIONAL
MARITIME ORGANIZATION (IMO)**

BACKGROUND INFORMATION AND PRESENT STATUS

**Report prepared by the Secretariat of IMO for the consideration of the OSCE Economic
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INTRODUCTION

IMO, the only specialized agency within the United Nations system solely devoted to shipping, has a mandate as the competent international organization, to adopt rules and standards relating to pollution from vessels and pollution by dumping.

Several IMO safety treaty and non-treaty instruments include provisions which also aim at preventing and controlling pollution hazards posed by maritime accidents involving ships. In these provisions the management of safety and pollution risks is interconnected.

Other IMO instruments exclusively regulate anti-pollution measures, irrespective of whether the introduction of polluting substances into the sea is the result of an accident involving a ship, or operational discharges from vessels. In this regard, the following treaties should be noted:

- International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL);
- Protocol of 1997 to MARPOL concerning the prevention of air pollution from ships (1997 MARPOL Protocol);
- International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC);
- Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol);
- International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (INTERVENTION Convention);
- Protocol Relating to Intervention on the High Seas in Cases of Marine Pollution by Substances Other Than Oil, 1973 (INTERVENTION Protocol);
- International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS – it will enter into force on 17 September 2008); and
- International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM – not yet in force).

Prevention and control of pollution by dumping is regulated by two treaty instruments:

- Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (LC or London Convention);
- Protocol of 1996 to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (1996 LC Protocol).

Anti-pollution measures are also the subject of several IMO Assembly resolutions.

The following sections of this report refer to each of these instruments.

A final section contains information on their legal status, including a list of parties to each of them.

MARPOL 73/78

The MARPOL Convention is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. It is a combination of two treaties adopted in 1973 and 1978, respectively, and updated by amendments through the years.

The International Convention for the Prevention of Pollution from Ships (MARPOL) was adopted on 2 November 1973 at IMO and covered pollution by oil, chemicals, harmful substances in packaged form, sewage and garbage. The Protocol of 1978 relating to the 1973 International Convention for the Prevention of Pollution from Ships (1978 MARPOL Protocol) was adopted at a Conference on Tanker Safety and Pollution Prevention in February 1978 held in response to a spate of tanker accidents in 1976-1977. (Measures relating to tanker design and operation were also incorporated into a Protocol of 1978 relating to the 1974 Convention on the Safety of Life at Sea, 1974).

As the 1973 MARPOL Convention had not yet entered into force, the 1978 MARPOL Protocol absorbed the parent Convention. The combined instrument is referred to as the International Convention for the Prevention of Marine Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), and it entered into force on 2 October 1983 (Annexes I and II. See status at annex 1).

The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and currently includes six technical Annexes:

- Annex I Regulations for the Prevention of Pollution by Oil**
- Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk**
- Annex III Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form**
- Annex IV Prevention of Pollution by Sewage from Ships**
- Annex V Prevention of Pollution by Garbage from Ships**
- Annex VI Prevention of Air Pollution from Ships**

States Parties must accept Annexes I and II, but the other Annexes are optional.

All annexes have been amended several times as a response to the appearance of new pollution risks and the need to counteract them with effective international rules and standards.

The following paragraphs describe the main features of the annexes and their amendments.

Annex I: Prevention of pollution by oil

Entry into force: 2 October 1983

The 1973 Convention maintained the oil discharge criteria prescribed in the 1969 amendments to the 1954 Oil Pollution Convention, without substantial changes, namely, that operational discharges of oil from tankers are allowed only when all of the following conditions are met:

- the total quantity of oil which a tanker may discharge in any ballast voyage whilst under way must not exceed 1/15,000 of the total cargo carrying capacity of the vessel;
- the rate at which oil may be discharged must not exceed 60 litres per mile travelled by the ship; and
- no discharge of any oil whatsoever must be made from the cargo spaces of a tanker within 50 miles of the nearest land.

An oil record book is required, in which is recorded the movement of cargo oil and its residues, from loading to discharging, on a tank-to-tank basis.

In addition, in the 1973 Convention, the maximum quantity of oil permitted to be discharged on a ballast voyage of new oil tankers was reduced from 1/15,000 of the cargo capacity to 1/30,000 of the amount of cargo carried. These criteria applied equally both to persistent (black) and non-persistent (white) oils.

As with the 1969 OILPOL amendments, the 1973 Convention recognized the “load on top” (LOT) system which had been developed by the oil industry in the 1960s. On a ballast voyage the tanker takes on ballast water (departure ballast) in dirty cargo tanks. Other tanks are washed to take on clean ballast. The tank washings are pumped into a special slop tank. After a few days, the departure ballast settles and oil flows to the top. Clean water beneath is then decanted while new arrival ballast water is taken on. The upper layer of the departure ballast is transferred to the slop tanks. After further settling and decanting, the next cargo is loaded on top of the remaining oil in the slop tank, hence the term load on top.

A new and important feature of the 1973 Convention was the concept of “**special areas**” which are considered to be so vulnerable to pollution by oil that oil discharges within them have been completely prohibited, with minor and well-defined exceptions. The 1973 Convention identified the Mediterranean Sea, the Black Sea, and the Baltic Sea, the Red Sea and the Gulfs area as special areas. All oil-carrying ships are required to be capable of operating the method of retaining oily wastes on board through the “load on top” system or for discharge to shore reception facilities.

This involves the fitting of appropriate equipment, including an oil-discharge monitoring and control system, oily-water separating equipment and a filtering system, slop tanks, sludge tanks, piping and pumping arrangements.

New oil tankers (i.e. those for which the building contract was placed after 31 December 1975) of 70,000 tons deadweight and above, must be fitted with segregated ballast tanks large enough to provide adequate operating draught, without the need to carry ballast water in cargo oil tanks.

Secondly, new oil tankers are required to meet certain subdivision and damage stability requirements so that, in any loading conditions, they can survive after damage by collision or stranding.

The Protocol of 1978 made a number of changes to Annex I of the parent convention. Segregated ballast tanks (SBT) are required on all new tankers of 20,000 dwt and above (in the parent convention SBTs were only required on new tankers of 70,000 dwt and above). The Protocol also required SBTs to be protectively located - that is, they must be positioned in such a way that they will help protect the cargo tanks in the event of a collision or grounding.

Another important innovation concerned crude oil washing (COW), which had been developed by the oil industry in the 1970s and offered major benefits. Under COW, tanks are washed not with water but with crude oil - the cargo itself. COW was accepted as an alternative to SBTs on existing tankers and is an additional requirement on new tankers.

For existing crude oil tankers (built before entry into force of the Protocol) a third alternative was permissible for a period of two to four years after entry into force of MARPOL 73/78. The dedicated clean ballast tanks (CBT) system meant that certain tanks are dedicated solely to the carriage of ballast water. This was cheaper than a full SBT system since it utilized existing pumping and piping, but when the period of grace has expired other systems must be used.

Drainage and discharge arrangements were also altered in the Protocol, regulations for improved stripping systems were introduced.

Some oil tankers operate solely in specific trades between ports which are provided with adequate reception facilities. Some others do not use water as ballast. The TSPP Conference recognized that such ships should not be subject to all MARPOL requirements and they were consequently exempted from the SBT, COW and CBT requirements. It is generally recognized that the effectiveness of international conventions depends upon the degree to which they are obeyed, and this in turn depends largely upon the extent to which they are enforced. The 1978 Protocol to MARPOL therefore introduced stricter regulations for the survey and certification of ships.

The 1992 amendments to Annex I made it mandatory for new oil tankers to have double hulls – and it brought in a phase-in schedule for existing tankers to fit double hulls, which was subsequently revised in 2001 and 2003.

Annex II: Control of pollution by noxious liquid substances

Entry into force: 6 April 1987

Annex II details the discharge criteria and measures for the control of pollution by noxious liquid substances carried in bulk.

Some 250 substances were evaluated and included in the list appended to the Convention. The discharge of their residues is allowed only to reception facilities until certain concentrations and conditions (which vary with the category of substances) are complied with.

In any case, no discharge of residues containing noxious substances is permitted within 12 miles of the nearest land. More stringent restrictions applied to the Baltic and Black Sea areas.

Annex III: Prevention of pollution by harmful substances in packaged form

Entry into force: 1 July 1992. See status at annex 2.

The first of the convention's optional annexes. States ratifying the Convention must accept Annexes I and II but can choose not to accept the other three - hence they have taken much longer to enter into force.

Annex III contains general requirements for the issuing of detailed standards on packing, marking, labelling, documentation, stowage, quantity limitations, exceptions and notifications for preventing pollution by harmful substances.

The International Maritime Dangerous Goods (IMDG) Code has, since 1991, included marine pollutants.

Annex IV: Prevention of pollution by sewage from ships

Entry into force: 27 September 2003. See status at annex 3.

The second of the optional Annexes, Annex IV contains requirements to control pollution of the sea by sewage. A revised version was adopted in 2004

Annex V: Prevention of pollution by garbage from ships

Entry into force: 31 December 1988. See status at annex 4.

This deals with different types of garbage and specifies the distances from land and the manner in which they may be disposed of. The requirements are much stricter in a number of "special areas" but perhaps the most important feature of the Annex is the complete ban imposed on the dumping into the sea of all forms of plastic.

Annex VI: Prevention of Air Pollution from Ships

Adoption: September 1997

Entry into force: 19 May 2005. See status at annex 5.

The regulations in this annex set limits on sulphur oxide and nitrogen oxide emissions from ship exhausts and prohibit deliberate emissions of ozone depleting substances.

Enforcement

Any violation of the MARPOL 73/78 Convention within the jurisdiction of any Party to the Convention is punishable either under the law of that Party or under the law of the flag State. In this respect, the term “jurisdiction” in the Convention should be construed in the light of international law in force at the time the Convention is applied or interpreted.

With the exception of very small vessels, ships engaged on international voyages must carry on board valid international certificates which may be accepted at foreign ports as prima facie evidence that the ship complies with the requirements of the Convention.

If, however, there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificate, or if the ship does not carry a valid certificate, the authority carrying out the inspection may detain the ship until it is satisfied that the ship can proceed to sea without presenting unreasonable threat of harm to the marine environment.

Under Article 17, the Parties to the Convention accept the obligation to promote, in consultation with other international bodies and with the assistance of UNEP, support for those Parties which request technical assistance for various purposes, such as training, the supply of equipment, research, and combating pollution.

Amendment Procedure

Amendments to the technical Annexes of MARPOL 73/78 can be adopted using the “tacit acceptance” procedure, whereby the amendments enter into force on a specified date unless an agreed number of States Parties object by an agreed date.

In practice, amendments are usually adopted either by IMO's Marine Environment Protection Committee (MEPC) or by a Conference of Parties to MARPOL.

The 1984 amendments

Adoption: 7 September 1984

Entry into force: 7 January 1986

The amendments to Annex I were designed to make implementation easier and more effective. New requirements were designed to prevent oily water being discharged in special areas, and other requirements were strengthened. But in some cases they were eased, provided that various conditions were met: some discharges were now permitted below the waterline, for example, which helps to cut costs by reducing the need for extra piping.

The 1985 (Annex II) amendments

Adoption: 5 December 1985

Entry into force: 6 April 1987

The amendments to Annex II, which deals with liquid noxious substances (such as chemicals), were intended to take into account technological developments since the Annex was drafted in 1973 and to simplify its implementation. In particular, the aim was to reduce the need for reception facilities for chemical wastes and to improve cargo tank stripping efficiencies.

The amendments also made the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) mandatory for ships built on or after 1 July 1986. This is important because the Annex itself is concerned only with discharge procedures: the Code contains carriage requirements. The Code itself was revised to take into account anti-pollution requirements and therefore make the amended Annex more effective in reducing accidental pollution.

The 1985 (Protocol I) amendments

Adoption: 5 December 1985

Entry into force: 6 April 1987

The amendments made it an explicit requirement to report incidents involving discharge into the sea of harmful substances in packaged form.

The 1987 Amendments

Adoption: December 1987

Entry into force: 1 April 1989

The amendments extended Annex I Special area status to the Gulf of Aden

The 1989 (March) amendments

Adoption: March 1989

Entry into force: 13 October 1990

The amendments affected the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code), mandatory under both MARPOL 73/78 and SOLAS and apply to ships built on or after 1 July 1986 and the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH). In both cases, the amendments included a revised list of chemicals. The BCH Code is mandatory under MARPOL 73/78 but voluntary under SOLAS 1974.

Further amendments affected Annex II of MARPOL - updating and replacing the lists of chemicals in appendices II and III.

The October 1989 amendments

Adoption: 17 October 1989

Entry into force: 18 February 1991

The amendments make the North Sea a “special area” under Annex V of the convention. This greatly increases the protection of the sea against the dumping of garbage from ships

The 1990 (HSSC) amendments

Adoption: March 1990

Entry into force: 3 February 2000 (coinciding with the entry into force of the 1988 SOLAS and Load Lines Protocols).

The amendments are designed to introduce the harmonized system of survey and certificates (HSSC) into MARPOL 73/78 at the same time as it enters into force for the SOLAS and Load Lines Conventions.

All three instruments require the issuing of certificates to show that requirements have been met and this has to be done by means of a survey which can involve the ship being out of service for several days.

The harmonized system alleviates the problems caused by survey dates and intervals between surveys which do not coincide, so that a ship should no longer have to go into port or repair yard for a survey required by one convention shortly after doing the same thing in connection with another instrument.

The 1990 (IBC Code) amendments

Adoption: March 1990

Entry into force: On the same date as the March 1990 HSSC amendments i.e. 3 February 2000.

The amendments introduced the HSSC into the IBC Code

The 1990 (BCH) amendments

Adoption: March 1990

Entry into force: On the same date as the March 1990 HSSC amendments i.e. 3 February 2000.

The amendments introduced the HSSC into the BCH Code.

The 1990 (Annexes I and V) amendments Adoption: November 1990

Entry into force: 17 March 1992

The amendments extended Special Area Status under Annexes I and V to the Antarctic.

The 1991 amendments

Adoption: 4 July 1991

Entry into force: 4 April 1993

The amendments made the Wider Caribbean a Special Area under Annex V.

Other amendments added a new chapter IV to Annex I, requiring ships to carry an oil pollution emergency plan.

The 1992 amendments

Adoption: 6 March 1992

Entry into force: 6 July 1993

The amendments to Annex I of the convention which deals with pollution by oil brought in the “double hull” requirements for tankers, applicable to new ships (tankers ordered after 6 July 1993, whose keels were laid on or after 6 January 1994 or which are delivered on or after 6 July 1996) as well as existing ships built before that date, with a phase-in period.

New-build tankers are covered by Regulation 13F, while regulation 13G applies to existing crude oil tankers of 20,000 dwt and product carriers of 30,000 dwt and above. Regulation 13G came into effect on 6 July 1995.

Regulation 13F requires all new tankers of 5,000 dwt and above to be fitted with double hulls separated by a space of up to 2 metres (on tankers below 5,000 dwt the space must be at least 0.76m).

As an alternative, tankers may incorporate the “mid-deck” concept under which the pressure within the cargo tank does not exceed the external hydrostatic water pressure. Tankers built to this design have double sides but not a double bottom. Instead, another deck is installed inside the cargo tank with the venting arranged in such a way that there is an upward pressure on the bottom of the hull.

Other methods of design and construction may be accepted as alternatives “provided that such methods ensure at least the same level of protection against oil pollution in the event of a collision or stranding and are approved in principle by the Marine Environment Protection Committee based on guidelines developed by the Organization.

For oil tankers of 20,000 dwt and above new requirements were introduced concerning subdivision and stability.

The amendments also considerably reduced the amount of oil which can be discharged into the sea from ships (for example, following the cleaning of cargo tanks or from engine room bilges). Originally oil tankers were permitted to discharge oil or oily mixtures at the rate of 60 litres per nautical mile. The amendments reduced this to 30 litres. For non-tankers of 400 grt and above the permitted oil content of the effluent which may be discharged into the sea is cut from 100 parts per million to 15 parts per million.

Regulation 24(4), which deals with the limitation of size and arrangement of cargo tanks, was also modified.

Regulation 13G applies to existing crude oil tankers of 20,000 dwt and product carriers of 30,000 dwt and above.

Tankers that are **25 years old** and which were **not** constructed according to the requirements of the 1978 Protocol to MARPOL 73/78 have to be fitted with double sides and double bottoms. The Protocol applies to tankers ordered after 1 June 1979, which were begun after 1 January 1980 or completed after 1 June 1982. Tankers built according to the standards of the Protocol are exempt until they reach the age of **30**.

Existing tankers are subject to an enhanced programme of inspections during their periodical, intermediate and annual surveys. Tankers that are five years old or more must carry on board a completed file of survey reports together with a conditional evaluation report endorsed by the flag Administration.

Tankers built in the 1970s which are at or past their 25th must comply with Regulation 13F. If not, their owners must decide whether to convert them to the standards set out in regulation 13F, or to scrap them.

Another set of tankers built according to the standards of the 1978 protocol will soon be approaching their 30th birthday - and the same decisions must be taken.

The 1994 amendments

Adoption: 13 November 1994

Entry into force: 3 March 1996

The amendments affect four of the Convention's five technical annexes (II, III, V, and I) and are all designed to improve the way it is implemented. They make it possible for ships to be inspected when in the ports of other Parties to the Convention to ensure that crews are able to carry out essential shipboard procedures relating to marine pollution prevention. These are contained in resolution A.742 (18), which was adopted by the IMO Assembly in November 1993. The amendments are similar to those made to SOLAS in May 1994. Extending port State control to operational requirements is seen as an important way of improving the efficiency with which international safety and anti-pollution treaties are implemented.

The 1995 amendments

Adoption: 14 September 1995

Entry into force: 1 July 1997

The amendments concern Annex V. They are designed to improve the way the Convention is implemented. Regulation 2 was clarified and a new regulation 9 added dealing with placards, garbage management plans and garbage record keeping.

The 1996 amendments

Adoption: 10 July 1996

Entry into force: 1 January 1998

One set of amendments concerned Protocol I to the Convention which contains provisions for reporting incidents involving harmful substances. The amendments included more precise requirements for the sending of such reports. Other amendments brought requirements in MARPOL concerning the IBC and BCH Codes into line with amendments adopted to SOLAS.

The 1997 amendments

Adoption: 23 September 1997

Entry into force: 1 February 1999

Regulation 25A to Annex 1 specifies intact stability criteria for double hull tankers.

Another amendment made the North West European waters a "special area" under Regulation 10 of Annex 1. The waters cover the North Sea and its approaches, the Irish Sea and its approaches, the Celtic Sea, the English Channel and its approaches and part of the North East Atlantic immediately to the West of Ireland.

In special areas, discharge into the sea of oil or oily mixture from any oil tanker and ship over 400 gt is prohibited. Other special areas already designated under Annex I of MARPOL include: the Mediterranean Sea area, the Baltic Sea area, the Red Sea area, the Gulf of Aden area and the Antarctic area.

The Protocol of 1997 (Annex VI - Regulations for the Prevention of Air Pollution from Ships)

Adoption: 26 September 1997

Entry into force: 19 May 2005

The Protocol was adopted at a Conference held from 15 to 26 September 1997 and adds a new Annex VI on **Regulations for the Prevention of Air Pollution from Ships** to the Convention. The rules set limits on sulphur oxide (SO_x) and nitrogen oxide (NO_x) emissions from ship exhausts and prohibit deliberate emissions of ozone depleting substances.

The new Annex VI includes a global cap of 4.5% m/m on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel once the Protocol comes into force.

Annex VI contains provisions allowing for special “SO_x Emission Control Areas” to be established with more stringent control on sulphur emissions. In these areas, the sulphur content of fuel oil used on board ships must not exceed 1.5% m/m. Alternatively, ships must fit an exhaust gas cleaning system or use any other technological method to limit SO_x emissions.

The Baltic Sea is designated as a SO_x Emission Control area in the Protocol.

Annex VI prohibits deliberate emissions of ozone depleting substances, which include halons and chlorofluorocarbons (CFCs). New installations containing ozone-depleting substances are prohibited on all ships. But new installations containing hydro-chlorofluorocarbons (HCFCs) are permitted until 1 January 2020.

The requirements of the IMO Protocol are in accordance with the Montreal Protocol of 1987, as amended in London in 1990. The Montreal Protocol is an international environmental treaty, drawn up under the auspices of the United Nations, under which nations agreed to cut CFC consumption and production in order to protect the ozone layer.

Annex VI sets limits on emissions of nitrogen oxides (NO_x) from diesel engines. A mandatory NO_x Technical Code, developed by IMO, defines how this is to be done.

The Annex also prohibits the incineration on board ship of certain products, such as contaminated packaging materials and polychlorinated biphenyls (PCBs).

Format of Annex VI

Annex VI consists of three Chapters and a number of Appendices:

- Chapter 1 - General
- Chapter II - Survey, Certification and Means of Control
- Chapter III - Requirements for Control of Emissions from Ships
- Appendices, including the form of the International Air Pollution Prevention Certificate; criteria and procedures for designation of SO_x emission control areas; information for inclusion in the bunker delivery note; approval and operating limits for shipboard incinerators; test cycles and weighting factors for verification of compliance of marine diesel engines with the NO_x limits; and details of surveys and inspections to be carried out.

The 1999 amendments

Adoption: 1 July 1999

Entry into force: 1 January 2001 (under tacit acceptance).

Amendments to Regulation 13G of Annex I (Regulations for the Prevention of Pollution by Oil) make existing oil tankers between 20,000 and 30,000 tons deadweight carrying persistent product oil, including heavy diesel oil and fuel oil, subject to the same construction requirements as crude oil tankers.

Regulation 13G requires, in principle, existing tankers to comply with requirements for new tankers in Regulation 13F, including double hull requirements for new tankers or alternative arrangements, not later than 25 years after date of delivery.

The amendments extend the application from applying to crude oil tankers of 20,000 tons deadweight and above and product carriers of 30,000 tons deadweight and above, to also apply to tankers between 20,000 and 30,000 tons deadweight which carry heavy diesel oil or fuel oil.

The aim of the amendments is to address concerns that oil pollution incidents involving persistent oils are as severe as those involving crude oil, so regulations applicable to crude oil tankers should also apply to tankers carrying persistent oils.

Related amendments to the Supplement of the IOPP (International Oil Pollution Prevention) Certificate, covering in particular oil separating/filtering equipment and retention and disposal of oil residues were also adopted.

A third MARPOL 73/78 amendment adopted relates to Annex II of MARPOL Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk. The amendment adds a new regulation 16 requiring a Shipboard marine pollution emergency plan for noxious liquid substances.

Amendments were also made to the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code) and the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (BCH Code). The amendments address the maintenance of venting systems,

The 2000 amendments

Adoption: 13 March 2000

Entry into force: 1 January 2002 (under tacit acceptance)

The amendment to Annex III (*Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form*) deletes tainting as a criterion for marine pollutants from the Guidelines for the identification of harmful substances in packaged form. Tainting refers to the ability of a product to be taken up by an organism and thereby affect the taste or smell of seafood making it unpalatable. A substance is defined as tainting when it has been found to taint seafood.

The amendment means that products identified as being marine pollutants solely on the basis of their tainting properties will no longer be classified as marine pollutants.

The 2001 amendments

Adoption: 27 April 2001

Entry into force: 1 September 2002

The amendment to Annex I brought in a new global timetable for accelerating the phase-out of single-hull oil tankers which was subsequently revised again by the 2003 amendments.

The flag state administration may allow for some newer single hull ships registered in its country that conform to certain technical specifications to continue trading until the 25th anniversary of their delivery.

However, under the provisions of paragraph 8(b), any Port State can deny entry of those single hull tankers which are allowed to operate until their 25th anniversary to ports or offshore terminals. They must communicate their intention to do this to IMO.

As an additional precautionary measure, a Condition Assessment Scheme (CAS) will have to be applied to all Category 1 vessels continuing to trade after 2005 and all Category 2 vessels after 2010.

Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed.

The requirements of the CAS include enhanced and transparent verification of the reported structural condition and of the ship and verification that the documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Programme of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.

The 2003 Amendments

Adoption: 4 December 2003

Entry into force: April 2005

Under a revised regulation 13G of Annex I of MARPOL, the final phasing-out date for Category 1 tankers (pre-MARPOL tankers) is brought forward to 2005, from 2007. The final phasing-out date for category 2 and 3 tankers (MARPOL tankers and smaller tankers) is brought forward to 2010, from 2015.

The full timetable for the phasing out of single-hull tankers is as follows:

Category of oil tanker	Date or year
Category 1	5 April 2005 for ships delivered on 5 April 1982 or earlier 2005 for ships delivered after 5 April 1982
Category 2 and Category 3	5 April 2005 for ships delivered on 5 April 1977 or earlier 2005 for ships delivered after 5 April 1977 but before 1 January 1978 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010 for ships delivered in 1984 or later

Under the revised regulation, the Condition Assessment Scheme (CAS) is to be made applicable to all single-hull tankers of 15 years, or older. Previously it was applicable to all

Category 1 vessels continuing to trade after 2005 and all Category 2 vessels after 2010. Consequential enhancements to the CAS scheme were also adopted.

The revised regulation allows the Administration (flag State) to permit continued operation of category 2 or 3 tankers beyond 2010 subject to satisfactory results from the CAS, but the continued operation must not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years of age after the date of its delivery, whichever is earlier.

In the case of certain Category 2 or 3 oil tankers fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces, not meeting the minimum distance protection requirements, which are not used for the carriage of oil and extend to the entire cargo tank length, the Administration may allow continued operation beyond 2010, provided that the ship was in service on 1 July 2001, the Administration is satisfied by verification of the official records that the ship complied with the conditions specified and that those conditions remain unchanged. Again, such continued operation must not go beyond the date on which the ship reaches 25 years of age after the date of its delivery.

Carriage of heavy grade oil

A new MARPOL regulation 13H on the prevention of oil pollution from oil tankers when carrying heavy grade oil (HGO) bans the carriage of HGO in single-hull tankers of 5,000 tons dwt and above after the date of entry into force of the regulation (5 April 2005), and in single-hull oil tankers of 600 tons dwt and above but less than 5,000 tons dwt, not later than the anniversary of their delivery date in 2008.

Under the new regulation, HGO means any of the following:

- crude oils having a density at 15°C higher than 900 kg/m³;
- fuel oils having either a density at 15°C higher than 900 kg/ m³ or a kinematic viscosity at 50°C higher than 180 mm²/s; and
- bitumen, tar and their emulsions.

In the case of certain Category 2 or 3 tankers carrying heavy grade oil as cargo, fitted only with double bottoms or double sides, not used for the carriage of oil and extending to the entire cargo tank length, or double hull spaces not meeting the minimum distance protection requirements which are not used for the carriage of oil and extend to the entire cargo tank length, the Administration may allow continued operation of such ships beyond 5 April 2005 until the date on which the ship reaches 25 years of age after the date of its delivery.

Regulation 13(H) also allows for continued operation of oil tankers of 5,000 tons dwt and above, carrying crude oil with a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the continued operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

The Administration may allow continued operation of a single hull oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to

the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

The Administration of a Party to the present Convention may exempt an oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo if the ship is either engaged in voyages exclusively within an area under the Party's jurisdiction, or is engaged in voyages exclusively within an area under the jurisdiction of another Party, provided the Party within whose jurisdiction the ship will be operating agrees. The same applies to vessels operating as floating storage units of heavy grade oil.

A Party to MARPOL 73/78 shall be entitled to deny entry of single hull tankers carrying heavy grade oil which have been allowed to continue operation under the exemptions mentioned above, into the ports or offshore terminals under its jurisdiction, or deny ship-to-ship transfer of heavy grade oil in areas under its jurisdiction except when this is necessary for the purpose of securing the safety of a ship or saving life at sea.

Resolutions adopted

The amendments to MARPOL regulation 13G, the addition of a new regulation 13H, consequential amendments to the IOPP Certificate and the amendments to the Condition Assessment Scheme were adopted by the Committee as MEPC Resolutions.

Among other resolutions adopted by the Committee, another on early implementation urged Parties to MARPOL 73/78 seriously to consider the application of the amendments as soon as possible to ships entitled to fly their flag, without waiting for the amendments to enter into force and to communicate this action to the Organization. It also invited the maritime industry to implement the aforesaid amendments to Annex I of MARPOL 73/78 effectively as soon as possible.

The 2004 (April) Amendments

Adoption: 1 April 2004

Entry into force: 1 August 2005

The revised Annex will apply to new ships engaged in international voyages, of 400 gross tonnage and above or which are certified to carry more than 15 persons. Existing ships will be required to comply with the provisions of the revised Annex IV five years after the date of its entry into force. The Annex requires ships to be equipped with either a sewage treatment plant or a sewage comminuting and disinfecting system or a sewage holding tank.

The discharge of sewage into the sea will be prohibited, except when the ship has in operation an approved sewage treatment plant or is discharging comminuted and disinfected sewage using an approved system at a distance of more than three nautical miles from the nearest land; or is discharging sewage which is not comminuted or disinfected at a distance of more than 12 nautical miles from the nearest land.

Also, amendments to the Appendix to MARPOL Annex V on Prevention of pollution by garbage from ships which relate to the recording of the disposal of cargo residues in the Garbage Record Book.

The 2004 (October) Amendments

Adoption: 15 October 2004

Entry into force: 1 January 2007

Revised MARPOL Annex I (oil)

The revised MARPOL Annex I *Regulations for the prevention of pollution by oil* incorporates the various amendments adopted since MARPOL entered into force in 1983, including the amended regulation 13G (regulation 20 in the revised annex) and regulation 13H (regulation 21 in the revised annex) on the phasing-in of double hull requirements for oil tankers. It also separates, in different chapters, the construction and equipment provisions from the operational requirements and makes clear the distinctions between the requirements for new ships and those for existing ships. The revision provides a more user-friendly, simplified Annex I.

New requirements in the revised Annex I include the following:

- Regulation 22 Pump-room bottom protection: on oil tankers of 5,000 tonnes deadweight and above constructed on or after 1 January 2007, the pump-room shall be provided with a double bottom.
- Regulation 23 Accidental oil outflow performance - applicable to oil tankers delivered on or after [date of entry into force of revised Annex I plus 36 months] 1 January 2010; construction requirements to provide adequate protection against oil pollution in the event of stranding or collision.

Oman Sea - new special area under MARPOL Annex I

The Oman Sea area of the Arabian Seas is designated as a special area in the revised Annex I. The other special areas in Annex I are: Mediterranean Sea area; Baltic Sea area; Black Sea area; Red Sea area; “Gulfs” area; Gulf of Aden area; Antarctic area; and North West European Waters. In the special areas, there are stricter controls on discharge of oily wastes.

Revised MARPOL Annex II (noxious liquid substances carried in bulk)

The revised Annex II *Regulations for the control of pollution by noxious liquid substances in bulk* includes a new four-category categorization system for noxious and liquid substances. The revised annex has entered into force on 1 January 2007.

The new categories are:

- **Category X:** Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment;
- **Category Y:** Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment;

- **Category Z:** Noxious Liquid Substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment; and
- **Other Substances:** substances which have been evaluated and found to fall outside Category X, Y or Z because they are considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or deballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing these substances are not subject to any requirements of MARPOL Annex II.

The revised annex includes a number of other significant changes. Improvements in ship technology, such as efficient stripping techniques, has made possible significantly lower permitted discharge levels of certain products which have been incorporated into Annex II. For ships constructed on or after 1 January 2007 the maximum permitted residue in the tank and its associated piping left after discharge will be set at a maximum of 75 litres for products in categories X, Y and Z - compared with previous limits which set a maximum of 100 or 300 litres, depending on the product category.

Alongside the revision of Annex II, the marine pollution hazards of thousands of chemicals have been evaluated by the Evaluation of Hazardous Substances Working Group, giving a resultant GESAMP2 Hazard Profile which indexes the substance according to its bio-accumulation; bio-degradation; acute toxicity; chronic toxicity; long-term health effects; and effects on marine wildlife and on benthic habitats.

As a result of the hazard evaluation process and the new categorization system, vegetable oils which were previously categorized as being unrestricted will now be required to be carried in chemical tankers. The revised Annex includes, under regulation 4 Exemptions, provision for the Administration to exempt ships certified to carry individually identified vegetable oils, subject to certain provisions relating to the location of the cargo tanks carrying the identified vegetable oil.

Transport of vegetable oils

An MEPC resolution on *Guidelines for the transport of vegetable oils in deep tanks or in independent tanks specially designed for the carriage of such vegetable oils on board dry cargo ships* allows general dry cargo ships that are currently certified to carry vegetable oil in bulk to continue to carry these vegetable oils on specific trades. The guidelines also took effect on 1 January 2007.

Consequential amendments to the IBC Code

Consequential amendments to the International Bulk Chemical Code (IBC Code) were also adopted at the session, reflecting the changes to MARPOL Annex II. The amendments incorporate revisions to the categorization of certain products relating to their properties as potential marine pollutants as well as revisions to ship type and carriage requirements following their evaluation by the Evaluation of Hazardous Substances Working Group.

Ships constructed after 1986 carrying substances identified in chapter 17 of the IBC Code must follow the requirements for design, construction, equipment and operation of ships contained in the Code.

The 2005 Amendments

Adoption: 22 July 2005

Entry into force: 21 November 2006

The amendments to the *Regulations for the Prevention of Air Pollution from Ships* in Annex VI include the establishment of the North Sea SOx Emission Control Area (SECA).

The NOx Technical Code was also updated.

The 2006 Amendments

Adoption: March 2006

Entry into force: 1 August 2007

MARPOL regulation on oil fuel tank protection

The amendment to the revised MARPOL Annex I (which was adopted in October 2004 and entered into force on 1 January 2007) includes a new regulation 12A on oil fuel tank protection. The regulation is intended to apply to all ships delivered on or after 1 August 2010 with an aggregate oil fuel capacity of 600m³ and above. It includes requirements for the protected location of the fuel tanks and performance standards for accidental oil fuel outflow. A maximum capacity limit of 2,500m³ per oil fuel tank is included in the regulation, which also requires Administrations to consider general safety aspects, including the need for maintenance and inspection of wing and double-bottom tanks or spaces, when approving the design and construction of ships in accordance with the regulation. Consequential amendments to the IOPP Certificate were also adopted.

The MEPC also agreed to include appropriate text referring to the new regulation in the amendments to the *Guidelines for the application of the revised MARPOL Annex I requirements to FPSOs and FSUs* and approved a Unified Interpretation on the application of the regulation to column-stabilized MODUs.

Definition of heavy grade oil

A further amendment to the revised MARPOL Annex I relates to the definition of “heavy grade oil” in regulation 21 on Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo, replacing the words “fuel oils” with “oils, other than crude oils”, thereby broadening the scope of the regulation.

MARPOL Annex IV amendments

The amendment to MARPOL Annex IV Prevention of pollution by sewage from ships adds a new regulation 13 on Port State control on operational requirements. The regulation states that a ship, when in a port or an offshore terminal of another Party, is subject to inspection by officers duly authorized by such Party concerning operational requirements under the Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by sewage.

Amendments to BCH Code

Amendments to the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code) were adopted as a consequence of the revised Annex II of MARPOL 73/78 and the amended International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC Code), which entered into force on

1 January 2007. The MEPC also adopted a resolution on Early and Effective Application of the 2006 amendments to the BCH Code to invite MARPOL Parties to consider the application of the amendments to the BCH Code, as soon as practically possible, to ships entitled to fly their flag. Also adopted were the revised Guidelines for the provisional assessment of liquids transported in bulk. In this context the Committee urged industry, in particular the chemical industry, to provide information on the revision of List 2 of the MEPC circular which contains pollutant-only mixtures based on section 5 of the revised Guidelines.

The 2006 Amendments

Adoption: October 2006

Entry into force: 1 March 2008/1 January 2010

Entry into force: 1 March 2008

The designation of the Southern South Africa waters as a Special Area under Annex I (*Regulations for the prevention of pollution by oil from ships*), will provide measures to protect wildlife and the marine environment in an ecologically important region used intensively by shipping.

Entry into force: 1 January 2010

The revised MARPOL Annex III *Regulations for the prevention of pollution by harmful substances carried by sea in packaged form*. The Annex has been revised to harmonize the regulations with the criteria for defining marine pollutants which have been adopted by the UN Transport of Dangerous Goods (TDG) Sub-Committee, based on the *United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS)*.

The 2007 amendments

Adoption: July 2007

Entry into force: 1 December 2008

An amendment to MARPOL Annex I (Regulations for the prevention of pollution by oil from ships) to include in regulation 38.2.5, on Reception facilities outside Special Areas, mention of the obligation to provide facilities in respect of oily mixtures from cargo areas of oil tankers, by referencing regulation 34 on discharge requirements from those cargo areas.

An amendment to MARPOL Annex IV (Regulations for the prevention of pollution by sewage from ships) to include in regulation 11.1.1, on the requirements for discharge of sewage into the sea, the phrase “or sewage originating from spaces containing living animals”. The amendment makes clear that animal effluent shall be discharged into the sea, not instantaneously, but at a moderate rate, as is currently the requirement for the discharge of untreated sewage from holding tanks.

Proposed 2008 amendments

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) has approved proposed amendments to the MARPOL Annex VI regulations to reduce harmful emissions from ships.

The main changes would see a progressive reduction in sulphur oxide (SO_x) emissions from ships, with the global sulphur cap reduced initially to 3.50% (from the current 4.50%, effective from 1 January 2012; then progressively to 0.50 %, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The limits applicable in Sulphur Emission Control Areas (SECAs) would be reduced to 1.00%, beginning on 1 March 2010 (from the current 1.50 %); being further reduced to 0.10% , effective from 1 January 2015.

Progressive reductions in nitrogen oxide (NOx) emissions from marine engines were also agreed, with the most stringent controls on so-called “Tier III” engines, i.e. those installed on ships constructed on or after 1 January 2016, operating in Emission control Areas.

The revised Annex VI will allow for an Emission Control Area to be designated for SOx and particulate matter, or NOx, or all three types of emissions from ships, subject to a proposal from a Party or Parties to the Annex which would be considered for adoption by the Organization, if supported by a demonstrated need to prevent, reduce and control one or all three of those emissions from ships.

In the current Annex VI, there are two SECAs designated, namely, the Baltic Sea and the North Sea area, which also includes the English Channel.

OPRC 90 (International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990)

Adoption: 30 November 1990

Entry into force: 13 May 1995. See status at annex 6.

Background

In July 1989, a conference of leading industrial nations in Paris called upon IMO to develop further measures to prevent pollution from ships. This call was endorsed by the IMO Assembly in November of the same year and work began on a draft convention aimed at providing a global framework for international co-operation in combating major incidents or threats of marine pollution.

Parties to the OPRC Convention are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries.

Ships are required to carry a shipboard oil pollution emergency plan, the to be developed by IMO. Operators of offshore units under the jurisdiction of Parties are also required to have oil pollution emergency plans or similar arrangements which must be co-ordinated with national systems for responding promptly and effectively to oil pollution incidents.

Ships are required to report incidents of pollution to coastal authorities and the convention details the actions that are then to be taken. The Convention calls for the establishment of stockpiles of oil spill combating equipment, the holding of oil spill combating exercises and the development of detailed plans for dealing with pollution incidents.

Parties to the Convention are required to provide assistance to others in the event of a pollution emergency and provision is made for the reimbursement of any assistance provided.

The Convention provides for IMO to play an important co-ordinating role.

OPRC-HNS PROTOCOL (Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000)

Adoption: 15 March 2000

Entry into force: 14 June 2007. See status at annex 7.

Introduction

The Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol) follows the principles of the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC) and was formally adopted by States already Party to the OPRC Convention at a Diplomatic Conference held at IMO headquarters in London in March 2000.

Entry into force will be twelve months after ratification by not less than fifteen States, which are State parties to the OPRC Convention. The fifteenth state ratified the OPRC-HNS Protocol on 14 June 2006. The Protocol will therefore enter into force on 14 June 2007.

Like the OPRC Convention, the HNS Protocol aims to provide a global framework for international co-operation in combating major incidents or threats of marine pollution. Parties to the HNS Protocol are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. Ships are required to carry a shipboard pollution emergency plan to deal specifically with incidents involving HNS.

HNS definition

For the purposes of the HNS Protocol, a Hazardous and Noxious Substance is defined as any substance other than oil which, if introduced into the marine environment is likely to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea.

The HNS Protocol ensures that ships carrying hazardous and noxious liquid substances are covered by preparedness and response regimes similar to those already in existence for oil incidents.

In 1996, IMO adopted the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by sea, which provides for a compensation and liability regime for incidents involving these substances (it has not yet entered into force).

Liability and compensation regimes for oil pollution incidents are covered by the 1992 Protocols to the International Convention on Civil Liability for Oil Pollution Damage, 1969 and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971.

Note: It should be noted that the definition of an HNS as defined by the OPRC-HNS Protocol 2000 differs widely from the definition of an HNS under the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances (HNS) by sea, otherwise known as the HNS Convention

INTERVENTION CONVENTION 69 (International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969)

Adoption: 29 November 1969

Entry into force: 6 May 1975. See status at annex 8.

The Convention affirms the right of a coastal State to take such measures on the high seas as may be necessary to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil or the threat thereof, following upon a maritime casualty. The 1973 Protocol extended the Convention to cover substances other than oil.

Introduction

The **Torrey Canyon** disaster of 1967 revealed certain doubts with regard to the powers of States, under public international law, in respect of incidents on the high seas. In particular, questions were raised as to the extent to which a coastal State could take measures to protect its territory from pollution where a casualty threatened that State with oil pollution, especially if the measures necessary were likely to affect the interests of foreign shipowners, cargo owners and even flag States.

The general consensus was that there was need for a new regime which, while recognizing the need for some State intervention on the high seas in cases of grave emergency, clearly restricted that right to protect other legitimate interests. A conference to consider such a regime was held in Brussels in 1969.

The Convention which resulted affirms the right of a coastal State to take such measures on the high seas as may be necessary to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil or the threat thereof, following upon a maritime casualty.

The coastal State is, however, empowered to take only such action as is necessary, and after due consultations with appropriate interests including, in particular, the flag State or States of the ship or ships involved, the owners of the ships or cargoes in question and, where circumstances permit, independent experts appointed for this purpose.

A coastal State which takes measures beyond those permitted under the Convention is liable to pay compensation for any damage caused by such measures. Provision is made for the settlement of disputes arising in connection with the application of the Convention.

The Convention applies to all seagoing vessels except warships or other vessels owned or operated by a State and used on Government non-commercial service.

INTERVENTION PROTOCOL 73 (Protocol of 1973 to the 1969 Intervention Convention)

Adoption: 2 November 1973

Entry into force: 30 March 1983. See status at annex 9.

The 1969 Intervention Convention applied to casualties involving pollution by oil. In view of the increasing quantity of other substances, mainly chemical, carried by ships, some of which would, if released, cause serious hazard to the marine environment, the 1969 Brussels Conference recognized the need to extend the Convention to cover substances other than oil.

Following considerable work on this subject within IMO's Legal Committee, draft articles for an instrument to extend the application of the 1969 Convention to substances other than oil were prepared and submitted to the 1973 London Conference on Marine Pollution.

The Conference adopted the Protocol relating to Intervention on the High Seas in Cases of Marine Pollution by Substances other than Oil. This extended the regime of the 1969 Intervention Convention to substances which are either listed in the Annex to the Protocol or which have characteristics substantially similar to those substances.

The 1991 amendments

Adoption: 4 July 1991

Entry into force: 30 March 1993

The amendments revised the list of substances drawn up in 1974 to assist the application of the 1973 Protocol.

The 1996 amendments

Adoption: 10 July 1996

Entry into force: 19 December 1997

The amendments revised the list of substances attached to the 1973 Protocol, following the adoption of new criteria for their selection.

The 2002 amendments

Adoption: 11 October 2002

Entry into force: 22 June 2004

The amendments revised the list of substances attached to the 1973 Protocol

ANTI-FOULING SYSTEMS

AFS CONVENTION 2001 (International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001)

Adoption: 5 October 2001

Entry into force: 17 September 2008. See status at annex 10.

The International Convention on the Control of Harmful Anti-fouling Systems on Ships will prohibit the use of harmful organotins in anti-fouling paints used on ships and will establish a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems.

Under the terms of the new Convention, Parties to the Convention are required to prohibit and/or restrict the use of harmful anti-fouling systems on ships flying their flag, as well as ships not entitled to fly their flag but which operate under their authority and all ships that enter a port, shipyard or offshore terminal of a Party.

Ships of above 400 gross tonnage and above engaged in international voyages (excluding fixed or floating platforms, FSUs and FPSOs) are required to undergo an initial survey before the ship is put into service or before the International Anti-fouling System Certificate is issued for the first time, and a survey when the anti-fouling systems are changed or replaced.

Ships of 24 metres or more in length but less than 400 gross tonnage engaged in international voyages (excluding fixed or floating platforms, FSUs and FPSOs) must carry a

Declaration on Anti-fouling Systems signed by the owner or authorized agent. The Declaration must be accompanied by appropriate documentation such as a paint receipt or contractor invoice.

Anti-fouling systems to be prohibited or controlled are listed in an annex (Annex 1) to the Convention, which will be updated as and when necessary.

The harmful environmental effects of organotin compounds were recognized by IMO in 1989. In 1990 IMO's Marine Environment Protection Committee (MEPC) adopted a resolution which recommended that Governments adopt measures to eliminate the use of anti-fouling paint containing TBT on non-aluminium hulled vessels of less than 25 metres in length and eliminate the use of anti-fouling paints with a leaching rate of more than four microgrammes of TBT per day.

In November 1999, IMO adopted an Assembly resolution that called on the MEPC to develop an instrument, legally binding throughout the world, to address the harmful effects of anti-fouling systems used on ships. The resolution called for a global prohibition on the application of organotin compounds which act as biocides in anti-fouling systems on ships by 1 January 2003, and a complete prohibition by 1 January 2008.

Annex I attached to the Convention and adopted by the Conference states that by an effective date of 1 January 2003, all ships shall not apply or re-apply organotin compounds which act as biocides in anti-fouling systems.

Given that this date has already passed, IMO has been urging States to ratify the Convention as soon as possible in order to achieve entry into force conditions. In November 2001, the IMO Assembly adopted Resolution A.928(22) *Resolution on early and effective application of the international convention on the control of harmful anti-fouling systems on ships*.

In the case of the reference to a requirement being effective on 1 January 2003, if the Convention comes into force at a later date, then the legal effect is the requirements are moved forward to that date. In other words, the legal effect of the 1 January 2003 date is suspended until the entry into force date. During such time before the entry into force of the convention, port States cannot apply any requirements of the convention to foreign ships calling into your ports. However, flag States may apply the requirements of the convention to their national fleet, depending on their national legal system and decisions of that country, but they may not expect the International Certificates to be recognized as effective until the date of entry into force.

From 1 January 2008 (effective date), ships either:

- (a) shall not bear such compounds on their hulls or external parts or surfaces; or
- (b) shall bear a coating that forms a barrier to such compounds leaching from the underlying non-compliant anti-fouling systems.

This applies to all ships (except fixed and floating platforms, floating storage units (FSUs), and floating production storage and off-loading units (FPSOs) that have been constructed prior to 1 January 2003 and that have not been in dry-dock on or after 1 January 2003.

The Convention includes a clause in Article 12 which states that a ship shall be entitled to compensation if it is unduly detained or delayed while undergoing inspection for possible violations of the Convention.

The Convention provides for the establishment of a “technical group”, to include people with relevant expertise, to review proposals for other substances used in anti-fouling systems to be prohibited or restricted. Article 6 on Process for Proposing Amendments to controls on Anti-fouling systems sets out how the evaluation of an anti-fouling system should be carried out.

Resolutions adopted by the Conference

The Conference adopted four resolutions:

Resolution 1 Early and Effective Application of the Convention – The resolution invites Member States of the Organization to do its utmost to prepare for implementing the Convention as a matter of urgency. It also urges the relevant industries to refrain from marketing, sale and application of the substances controlled by the Convention.

Resolution 2 Future work of the Organization pertaining to the Convention – The resolution invites IMO to develop guidelines for brief sampling of anti-fouling systems; guidelines for inspection of ships; and guidelines for surveys of ships. The guidelines are needed in order to ensure global and uniform application of the articles of the Convention which require sampling, inspection and surveys.

The following have been developed and adopted:

- Guidelines for survey and certification of anti-fouling systems on ships - adopted by resolution MEPC.102(48);
- Guidelines for brief sampling of anti-fouling systems on ships - adopted by resolution MEPC.104(49); and
- Guidelines for inspection of anti-fouling systems on ships - adopted by resolution MEPC.105(49).

Resolution 3 Approval and Test Methodologies for Anti-Fouling Systems on Ships – This resolution invites States to approve, register or license anti-fouling systems applied in their territories. It also urges States to continue the work, in appropriate international fora, for the harmonization of test methods and performance standards for anti-fouling systems containing biocides.

Resolution 4 Promotion of Technical Co-operation – The resolution requests IMO Member States, in co-operation with IMO, other interested States, competent international or regional organizations and industry programmes, to promote and provide directly, or through IMO, support to States in particular developing States that request technical assistance for:

- (a) the assessment of the implications of ratifying, accepting, approving, or acceding to and complying with the Convention;
- (b) the development of national legislation to give effect to the Convention; and
- (c) the introduction of other measures, including the training of personnel, for the effective implementation and enforcement of the Convention.

It also requests Member States, in co-operation with IMO, other interested States, competent international and regional organisation and industry programmes, to promote co-operation for scientific and technical research on the effects of anti-fouling systems as well as monitoring these effects.

Background

Anti-fouling paints are used to coat the bottoms of ships to prevent sea life such as algae and molluscs attaching themselves to the hull – thereby slowing down the ship and increasing fuel consumption.

The new Convention defines “anti-fouling systems” as “a coating, paint, surface treatment, surface or device that is used on a ship to control or prevent attachment of unwanted organisms”.

In the early days of sailing ships, lime and later arsenic were used to coat ships' hulls, until the modern chemicals industry developed effective anti-fouling paints using metallic compounds.

These compounds slowly “leach” into the sea water, killing barnacles and other marine life that have attached to the ship. But the studies have shown that these compounds persist in the water, killing sea life, harming the environment and possibly entering the food chain. One of the most effective anti-fouling paints, developed in the 1960s, contains the organotin tributyltin (TBT), which has been proven to cause deformations in oysters and sex changes in whelks.

BALLAST WATER

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

Adoption: 13 February 2004

Entry into force: 12 months after ratification by 30 States, representing 35 per cent of world merchant shipping tonnage. See status at annex 11.

The Convention is divided into Articles; and an Annex which includes technical standards and requirements in the Regulations for the control and management of ships' ballast water and sediments.

The main features of the Convention are outlined below.

General Obligations

Under Article 2 General Obligations Parties undertake to give full and complete effect to the provisions of the Convention and the Annex in order to prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments.

Parties are given the right to take, individually or jointly with other Parties, more stringent measures with respect to the prevention, reduction or elimination of the transfer of harmful aquatic organisms and pathogens through the control and management of ships' ballast water and sediments, consistent with international law. Parties should ensure that ballast water management practices do not cause greater harm than they prevent to their environment, human health, property or resources, or those of other States.

Reception facilities

Under Article 5 Sediment Reception Facilities Parties undertake to ensure that ports and terminals where cleaning or repair of ballast tanks occurs, have adequate reception facilities for the reception of sediments.

Research and monitoring

Article 6 Scientific and Technical Research and Monitoring calls for Parties individually or jointly to promote and facilitate scientific and technical research on ballast water management; and monitor the effects of ballast water management in waters under their jurisdiction.

Survey, certification and inspection

Ships are required to be surveyed and certified (Article 7 Survey and certification) and may be inspected by port State control officers (Article 9 Inspection of Ships) who can verify that the ship has a valid certificate; inspect the Ballast Water Record Book; and/or sample the ballast water. If there are concerns, then a detailed inspection may be carried out and “the Party carrying out the inspection shall take such steps as will ensure that the ship shall not discharge Ballast Water until it can do so without presenting a threat of harm to the environment, human health, property or resources.”

All possible efforts shall be made to avoid a ship being unduly detained or delayed (Article 12 Undue Delay to Ships).

Technical assistance

Under Article 13 Technical Assistance, Co-operation and Regional Co-operation, Parties undertake, directly or through the Organization and other international bodies, as appropriate, in respect of the control and management of ships' ballast water and sediments, to provide support for those Parties which request technical assistance to train personnel; to ensure the availability of relevant technology, equipment and facilities; to initiate joint research and development programmes; and to undertake other action aimed at the effective implementation of this Convention and of guidance developed by the Organization related thereto.

Annex - Section A General Provisions

This includes definitions, application and exemptions. Under Regulation A-2 General Applicability: “Except where expressly provided otherwise, the discharge of Ballast Water shall only be conducted through Ballast Water Management, in accordance with the provisions of this Annex.”

Annex - Section B Management and Control Requirements for Ships

Ships are required to have on board and implement a Ballast Water Management Plan approved by the Administration (Regulation B-1). The Ballast Water Management Plan is specific to each ship and includes a detailed description of the actions to be taken to implement the Ballast Water Management requirements and supplemental Ballast Water Management practices.

Ships must have a Ballast Water Record Book (Regulation B-2) to record when ballast water is taken on board; circulated or treated for Ballast Water Management purposes; and discharged into the sea. It should also record when Ballast Water is discharged to a reception facility and accidental or other exceptional discharges of Ballast Water.

The specific requirements for ballast water management are contained in regulation B-3 Ballast Water Management for Ships:

- Ships constructed before 2009 with a ballast water capacity of between 1500 and 5000 cubic metres must conduct ballast water management that at least meets the ballast water exchange standards or the ballast water performance standards until 2014, after which time it shall at least meet the ballast water performance standard.
- Ships constructed before 2009 with a ballast water capacity of less than 1500 or greater than 5000 cubic metres must conduct ballast water management that at least meets the ballast water exchange standards or the ballast water performance standards until 2016, after which time it shall at least meet the ballast water performance standard.
- Ships constructed in or after 2009 with a ballast water capacity of less than 5000 cubic metres must conduct ballast water management that at least meets the ballast water performance standard.
- Ships constructed in or after 2009 but before 2012, with a ballast water capacity of 5000 cubic metres or more shall conduct ballast water management that at least meets the standard described in regulation D-1 or D-2 until 2016 and at least the ballast water performance standard after 2016.
- Ships constructed in or after 2012, with a ballast water capacity of 5000 cubic metres or more shall conduct ballast water management that at least meets the ballast water performance standard.

Other methods of ballast water management may also be accepted as alternatives to the ballast water exchange standard and ballast water performance standard, provided that such methods ensure at least the same level of protection to the environment, human health, property or resources, and are approved in principle by IMO's Marine Environment Protection Committee (MEPC).

Under Regulation B-4 Ballast Water Exchange, all ships using ballast water exchange should:

- whenever possible, conduct ballast water exchange at least 200 nautical miles from the nearest land and in water at least 200 metres in depth, taking into account Guidelines developed by IMO;
- in cases where the ship is unable to conduct ballast water exchange as above, this should be as far from the nearest land as possible, and in all cases at least 50 nautical miles from the nearest land and in water at least 200 metres in depth.

When these requirements cannot be met areas may be designated where ships can conduct ballast water exchange. All ships shall remove and dispose of sediments from spaces designated to carry ballast water in accordance with the provisions of the ships' ballast water management plan (Regulation B-4).

Annex - Section C Additional measures

A Party, individually or jointly with other Parties, may impose on ships additional measures to prevent, reduce, or eliminate the transfer of Harmful Aquatic Organisms and Pathogens through ships' Ballast Water and Sediments.

In these cases, the Party or Parties should consult with adjoining or nearby States that may be affected by such standards or requirements and should communicate their intention to establish additional measure(s) to the Organization at least 6 months, except in emergency or epidemic situations, prior to the projected date of implementation of the measure(s). When appropriate, Parties will have to obtain the approval of IMO.

Annex - Section D Standards for Ballast Water Management

There is a ballast water exchange standard and a ballast water performance standard. Ballast water exchange could be used to meet the performance standard:

Regulation D-1 Ballast Water Exchange Standard - Ships performing Ballast Water exchange shall do so with an efficiency of 95 per cent volumetric exchange of Ballast Water. For ships exchanging ballast water by the pumping-through method, pumping through three times the volume of each ballast water tank shall be considered to meet the standard described. Pumping through less than three times the volume may be accepted provided the ship can demonstrate that at least 95 percent volumetric exchange is met.

Regulation D-2 Ballast Water Performance Standard - Ships conducting ballast water management shall discharge less than 10 viable organisms per cubic metre greater than or equal to 50 micrometres in minimum dimension and less than 10 viable organisms per milliliter less than 50 micrometres in minimum dimension and greater than or equal to 10 micrometres in minimum dimension; and discharge of the indicator microbes shall not exceed the specified concentrations.

The indicator microbes, as a human health standard, include, but are not be limited to:

- a. Toxicogenic *Vibrio cholerae* (O1 and O139) with less than 1 colony forming unit (cfu) per 100 milliliters or less than 1 cfu per 1 gram (wet weight) zooplankton samples ;
- b. *Escherichia coli* less than 250 cfu per 100 milliliters;
- c. Intestinal Enterococci less than 100 cfu per 100 milliliters.

Ballast Water Management systems must be approved by the Administration in accordance with IMO Guidelines (Regulation D-3 Approval requirements for Ballast Water Management systems). These include systems which make use of chemicals or biocides; make use of organisms or biological mechanisms; or which alter the chemical or physical characteristics of the Ballast Water.

Prototype technologies

Regulation D-4 covers Prototype Ballast Water Treatment Technologies. It allows for ships participating in a programme approved by the Administration to test and evaluate promising Ballast Water treatment technologies to have a leeway of five years before having to comply with the requirements.

Review of standards

Under regulation D-5 Review of Standards by the Organization, IMO is required to review the Ballast Water Performance Standard, taking into account a number of criteria including safety considerations; environmental acceptability, i.e., not causing more or greater environmental impacts than it solves; practicability, i.e., compatibility with ship design and operations; cost effectiveness; and biological effectiveness in terms of removing, or otherwise rendering inactive harmful aquatic organisms and pathogens in ballast water. The review should include a determination of whether appropriate technologies are available to achieve the standard, an assessment of the above mentioned criteria, and an assessment of the socio-economic effect(s) specifically in relation to the developmental needs of developing countries, particularly small island developing States.

Annex- Section E Survey and Certification Requirements for Ballast Water Management

Gives requirements for initial renewal, annual, intermediate and renewal surveys and certification requirements. Appendices give form of Ballast Water Management Certificate and Form of Ballast Water Record Book.

Resolutions adopted by the Conference

The Conference also adopted four resolutions:

- Conference resolution 1: Future work by the Organization pertaining to the International Convention for the Control and Management of Ships' Ballast Water and Sediments:
- Conference resolution 2: The use of decision-making tools when reviewing the standards pursuant to Regulation D-5
- Conference resolution 3: Promotion of technical co-operation and assistance
- Conference resolution 4: Review of the Annex to the International Convention for the Control and Management of Ships' Ballast Water and Sediments.

Background

The problem of invasive species is largely due to the expanded trade and traffic volume over the last few decades. The effects in many areas of the world have been devastating. Quantitative data show the rate of bio-invasions is continuing to increase at an alarming rate, in many cases exponentially, and new areas are being invaded all the time. Volumes of seaborne trade continue overall to increase and the problem may not yet have reached its peak.

Specific examples include the introduction of the European zebra mussel (*Dreissena polymorpha*) in the Great Lakes between Canada and the United States, resulting in expenses of billions of dollars for pollution control and cleaning of fouled underwater structures and waterpipes; and the introduction of the American comb jelly (*Mnemiopsis leidyi*) to the Black and Azov Seas, causing the near extinction of anchovy and sprat fisheries.

The problem of harmful aquatic organisms in ballast water was first raised at IMO in 1988 and since then IMO's Marine Environment Protection Committee (MEPC), together with the Maritime Safety Committee (MSC) and technical sub-committees, have been dealing with the issue, focusing in the past decade first on guidelines and then on developing the new convention.

Going further into history, scientists first recognized the signs of an alien species introduction after a mass occurrence of the Asian phytoplankton algae *Odontella* (*Biddulphia sinensis*) in the North Sea in 1903.

But it was not until the 1970s that the scientific community began reviewing the problem in detail. In the late 1980s, Canada and Australia were among countries experiencing particular problems with unwanted species, and they brought their concerns to the attention of IMO's Marine Environment Protection Committee (MEPC).

In 1991 the MEPC adopted MEPC resolution 50(31) - Guidelines for Preventing the Introduction of Unwanted Organisms and Pathogens from Ships' Ballast Water and Sediment Discharges; while the United Nations Conference on Environment and Development (UNCED), held in Rio de Janeiro in 1992, recognized the issue as a major international concern.

In November 1993, the IMO Assembly adopted resolution A.774(18) - Guidelines for Preventing the Introduction of Unwanted Organisms and Pathogens from Ships' Ballast Water and Sediment Discharges, based on the Guidelines adopted in 1991. The resolution requested the MEPC and the MSC to keep the Guidelines under review with a view to developing internationally applicable, legally-binding provisions.

The 20th Assembly of IMO in November 1997 adopted resolution A.868(20) - Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens.

The development of the draft mandatory instrument has been continuing since then until this week's adoption of the new instrument.

Some examples of aquatic bio-invasions causing major impact are listed in the table, but there are hundreds of other serious invasions which have been recorded around the world:

Name	Native to	Introduced to	Impact
Cholera <i>Vibrio cholerae</i> (various strains)	Various strains with broad ranges	South America, Gulf of Mexico and other areas	Some cholera epidemics appear to be directly associated with ballast water
Cladoceran Water Flea <i>Cercopagis pengoi</i>	Black and Caspian Seas	Baltic Sea	Reproduces to form very large populations that dominate the zooplankton community and clog fishing nets and trawls, with associated economic impacts
Mitten Crab <i>Eiocheir sinensis</i>	Northern Asia	Western Europe, Baltic Sea and West Coast North America	Undergoes mass migrations for reproductive purposes. Burrows into river banks and dykes causing erosion and siltation. Preys on native fish and invertebrate species, causing local extinctions during population outbreaks. Interferes with fishing activities

Name	Native to	Introduced to	Impact
Toxic Algae(Red/Brown/Green Tides) Various species	Various species with broad ranges	Several species have been transferred to new areas in ships' ballast water	May form Harmful Algae Blooms. Depending on the species, can cause massive kills of marine life through oxygen depletion, release of toxins and/or mucus. Can foul beaches and impact on tourism and recreation. Some species may contaminate filter-feeding shellfish and cause fisheries to be closed. Consumption of contaminated shellfish by humans may cause severe illness and death
Round Goby <i>Neogobius melanostomus</i>	Black, Asov and Caspian Seas	Baltic Sea and North America	Highly adaptable and invasive. Increases in numbers and spreads quickly. Competes for food and habitat with native fishes including commercially important species, and preys on their eggs and young. Spawns multiple times per season and survives in poor water quality
North American Comb Jelly <i>Mnemiopsis leidyi</i>	Eastern Seaboard of the Americas	Black, Azov and Caspian Seas	Reproduces rapidly (self fertilising hermaphrodite) under favourable conditions. Feeds excessively on zooplankton. Depletes zooplankton stocks; altering food web and ecosystem function. Contributed significantly to collapse of Black and Asov Sea fisheries in 1990s, with massive economic and social impact. Now threatens similar impact in Caspian Sea.
North Pacific Seastar <i>Asterias amurensis</i>	Northern Pacific	Southern Australia	Reproduces in large numbers, reaching 'plague' proportions rapidly in invaded environments. Feeds on shellfish, including commercially valuable scallop, oyster and clam species
Zebra Mussel <i>Dreissena polymorpha</i>	Eastern Europe (Black Sea)	Introduced to: Western and northern Europe, including Ireland and Baltic Sea; eastern half of North America	Fouls all available hard surfaces in mass numbers. Displaces native aquatic life. Alters habitat, ecosystem and food web. Causes severe fouling problems on infrastructure and vessels. Blocks water intake pipes, sluices and irrigation ditches. Economic costs to USA alone of around US\$750 million to \$1 billion between 1989 and 2000

Name	Native to	Introduced to	Impact
Asian Kelp <i>Undaria pinnatifida</i>	Northern Asia	Southern Australia, New Zealand, West Coast of the United States, Europe and Argentina	Grows and spreads rapidly, both vegetatively and through dispersal of spores. Displaces native algae and marine life. Alters habitat, ecosystem and food web. May affect commercial shellfish stocks through space competition and alteration of habitat
European Green Crab <i>Carcinus maenus</i>	European Atlantic Coast	Southern Australia, South Africa, the United States and Japan	Highly adaptable and invasive. Resistant to predation due to hard shell. Competes with and displaces native crabs and becomes a dominant species in invaded areas. Consumes and depletes wide range of prey species. Alters inter-tidal rocky shore ecosystem

DUMPING OF WASTES AT SEA

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

Adoption: 13 November 1972

Entry into force: 30 August 1975. See status at annex 12.

Introduction

The Inter-Governmental Conference on the Convention on the Dumping of Wastes at Sea, which met in London in November 1972 at the invitation of the United Kingdom, adopted this instrument, generally known as the London Convention.

When the Convention came into force on 30 August 1975, IMO was made responsible for the Secretariat duties related to it.

The Convention has a global character, and contributes to the international control and prevention of marine pollution. It prohibits the dumping of certain hazardous materials, requires a prior special permit for the dumping of a number of other identified materials and a prior general permit for other wastes or matter.

“Dumping” has been defined as the deliberate disposal at sea of wastes or other matter from vessels, aircraft, platforms or other man-made structures, as well as the deliberate disposal of these vessels or platforms themselves.

Wastes derived from the exploration and exploitation of sea-bed mineral resources are, however, excluded from the definition. The provision of the Convention shall also not apply when it is necessary to secure the safety of human life or of vessels in cases of *force majeure*.

Among other requirements, Contracting Parties undertake to designate an authority to deal with permits, keep records, and monitor the condition of the sea.

Other articles are designed to promote regional co-operation, particularly in the fields of monitoring and scientific research.

Annexes list wastes which cannot be dumped and others for which a special dumping permit is required. The criteria governing the issuing of these permits are laid down in a third Annex which deals with the nature of the waste material, the characteristics of the dumping site and method of disposal.

The 1978 amendments – incineration

Adoption: 12 October 1978

Entry into force: 11 March 1979

The amendments affect Annex I of the Convention and are concerned with the incineration of wastes and other matter at sea.

The 1978 amendments – disputes

Adoption: 12 October 1978

Entry into force: 60 days after being accepted by two thirds of Contracting Parties.

As these amendments affect the articles of the Convention they are not subject to the tacit acceptance procedure and will enter into force one year after being positively accepted by two thirds of Contracting Parties. They introduce new procedures for the settlement of disputes.

The 1980 amendments - list of substances

Adoption: 24 September 1980

Entry into force: 11 March 1981

These amendments are related to those concerned with incineration and list substances which require special care when being incinerated.

The 1989 amendments

Adoption: 3 November 1989

Entry into force: 19 May 1990

The amendments qualify the procedures to be followed when issuing permits under Annex III. Before this is done, consideration has to be given to whether there is sufficient scientific information available to assess the impact of dumping.

The 1993 amendments

Adoption: 12 November 1993

Entry into force: 20 February 1994

The amendments banned the dumping into sea of low-level radioactive wastes. In addition, the amendments:

phased out the dumping of industrial wastes by 31 December 1995

banned the incineration at sea of industrial wastes.

Although all three disposal methods were previously permitted under the Convention, attitudes towards the use of the sea as a site for disposal of wastes have changed over the years.

In 1983 the Contracting Parties to the LC adopted a resolution calling for a moratorium on the sea dumping of low-level radioactive wastes. Later resolutions called for the phasing-out of industrial waste dumping and an end to the incineration at sea of noxious liquid wastes.

1996 Protocol

Adoption: 7 November 1996

Entry into force: 24 March 2006. See status at annex 13.

The Protocol is intended to replace the 1972 Convention.

It represents a major change of approach to the question of how to regulate the use of the sea as a depository for waste materials.

One of the most important innovations is to introduce (in Article 3) what is known as the “precautionary approach”. This requires that “appropriate preventative measures are taken when there is reason to believe that wastes or other matter introduced into the marine environment are likely to cause harm even when there is no conclusive evidence to prove a causal relation between inputs and their effects.

“The article also states that “the polluter should, in principle, bear the cost of pollution” and it emphasizes that Contracting Parties should ensure that the Protocol should not simply result in pollution being transferred from one part of the environment to another.

The 1972 Convention permits dumping to be carried out provided certain conditions are met. The severity of these conditions varies according to the danger to the environment presented by the materials themselves and there is a “black list” containing materials which may not be dumped at all.

The 1996 Protocol is much more restrictive.

Permitted dumping

Article 4 states that Contracting Parties “shall prohibit the dumping of any wastes or other matter with the exception of those listed in Annex 1.”

These are:

1. Dredged material
2. Sewage sludge
3. Fish waste, or material resulting from industrial fish processing operations
4. Vessels and platforms or other man-made structures at sea
5. Inert, inorganic geological material
6. Organic material of natural origin
7. Bulky items primarily comprising iron, steel, concrete and similar unarmful materials for which the concern is physical impact and limited to those circumstances, where such wastes are generated at locations, such as small islands with isolated communities, having no practicable access to disposal options other than dumping.

The only exceptions to this are contained in Article 8 which permits dumping to be carried out “in cases of force majeure caused by stress of weather, or in any case which constitutes a danger to human life or a real threat to vessels...”

Incineration of wastes at sea was permitted under the 1972 Convention, but was later prohibited under amendments adopted in 1993. It is specifically prohibited by Article 5 of the 1996 Protocol.

In recent years concern has been expressed at the practice of exporting wastes which cannot be dumped at sea under the 1972 Convention to non-Contracting Parties.

Article 6 of the Protocol states that “Contracting Parties shall not allow the export of wastes or other matter to other countries for dumping or incineration at sea.”

Article 9 requires Contracting Parties to designate an appropriate authority or authorities to issue permits in accordance with the Protocol.

The Protocol recognizes the importance of implementation and Article 11 details compliance procedures under which, no later than two years after the entry into force of the Protocol, the Meeting of Contracting Parties “shall establish those procedures and mechanisms necessary to assess and promote compliance...”

A key provision is the so-called transitional period (Article 26) which allows new Contracting Parties to phase in compliance with the convention over a period of five years. This provision is supported by extended technical assistance provisions.

IMO is made responsible for Secretariat duties in relation to the Protocol (as it is by the 1972 Convention). Other Articles contain procedures for settling disputes (Article 16) and amendments. Amendments to the Articles shall enter into force “on the 60th day after two-thirds of Contracting Parties shall have deposited an instrument of acceptance of the amendment with the Organization” (meaning IMO).

The Protocol contains three annexes. Annex 1 is described above and the other two deal with assessment of wastes and arbitral procedures.

Amendments to the annexes are adopted through a tacit acceptance procedure under which they will enter into force not later than 100 days after being adopted.

The amendments will bind all Contracting Parties except those which have explicitly expressed their non-acceptance.

2006 Amendments to the 1996 Protocol

Adoption: 2 November 2006

Entry into force: 10 February 2007

Storage of carbon dioxide (CO₂) under the seabed will be allowed from 10 February 2007, under amendments to an international convention governing the dumping of wastes at sea.

Contracting Parties to the London Protocol, at their first meeting held in London from 30 October to 3 November, adopted amendments to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 (London Convention). The amendments regulate the sequestration of CO₂ streams from CO₂ capture processes in sub-seabed geological formations.

Parties also agreed that guidance on the means by which sub-seabed geological sequestration of carbon dioxide can be conducted should be developed as soon as possible.

This means that a basis has been created in international environmental law to regulate carbon capture and storage (CCS) in sub-seabed geological formations, for permanent isolation, as part of a suite of measures to tackle the challenge of climate change and ocean acidification, including, first and foremost, the need to further develop low carbon forms of energy. In practice, this option would apply to large point sources of CO₂ emissions, including power plants, steel and cement works.

The amendments, which entered into force on 10 February 2007, state that carbon dioxide streams may only be considered for dumping, if: disposal is into a sub-seabed geological formation; they consist overwhelmingly of carbon dioxide (they may contain incidental associated substances derived from the source material and the capture and sequestration processes used); and no wastes or other matter are added for the purpose of disposing of them.

LIABILITY AND COMPENSATION FOR POLLUTION DAMAGE

While much of IMO's work concentrates on technical measures to prevent accidents, the Organization has also adopted treaties regulating liability and compensation for pollution damage: These instruments are:

- International Convention on Civil Liability for Oil Pollution Damage, 1969, and the 1992 Protocol thereto (the 1992 CLC);
- International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971, and the 1992 Protocol thereto (the 1992 Fund Convention);
- Protocol of 2003 to the International Convention on the establishment of an International Fund for Compensation for Oil Pollution Damage, 1992;
- International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996; and
- International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

Liability and compensation for oil pollution damage

At international level, the consequences of incidents causing oil pollution damage are governed by a regime constituted by two IMO treaties: the Civil Liability Convention for Oil Pollution Damage, 1992 (1992 CLC) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (1992 Fund

Convention). Together, these two Treaties form a system for sharing the cost of liability for oil pollution damage between shipowners and cargo owners.

This unique system, which I am going to briefly describe, has been working effectively for almost three decades. Over the years it has evolved in the light of the experience gained from the incidents and in order to respond to the changing perception of the society *vis-à-vis* the consequences of oil spills. As of today, 120 States are parties to the 1992 CLC (see status at annex 14) and 102 States are parties to the 1992 Fund Convention (see status at annex 15).

Main features of the 1992 Civil Liability Convention and of the 1992 Fund Convention

The 1992 Civil Liability Convention regulates the liability of the shipowner for oil pollution damage and the 1992 Fund Convention establishes a supplementary regime to the CLC with a Fund for compensating victims when the amount available under the 1992 CLC is inadequate.

Both Treaties apply to oil pollution damage resulting from spills of persistent oil from tankers and cover damage suffered in the territory, the territorial sea or the exclusive economic zone (EEZ), or equivalent sea area, of a State party. Spills of bunker oil from tankers and from unladen tankers are also covered under this regime.

Pollution damage is defined as loss or damage caused outside a ship by contamination resulting from escape or discharge of oil from the ship. The cost of reasonable preventative measures is recoverable under the Conventions, even if no spill of oil occurs, provided that there was a grave and imminent threat of pollution damage. Compensation is available to the victims who have suffered damage as a result of the pollution, including loss of revenue, and to public and private bodies who have suffered such damages, or have incurred in expenses for the clean-up operations. However, compensation for impairment of the environment, other than loss of profit for such impairment, is limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken.

The 1992 Civil Liability Convention (1992 CLC)

The 1992 CLC contains the principle of strict liability of the shipowner for oil pollution damage and a system of compulsory insurance to cover such liability. The shipowner may be exempted from liability only in a few specific cases¹, and is normally entitled to limit liability according to limitation amounts linked to the tonnage of the ship.

The limitation amounts² are as follows:

- for a ship not exceeding 5000 units of gross tonnage, 4 510 million SDR³ (about €710 million);

¹ a) The damage resulted from an act of war, hostilities, civil war, insurrection or a grave natural disaster, or
b) the damage was wholly caused by sabotage by third party, or
c) the damage was wholly caused by the negligence of public authorities in maintaining lights or other navigational aids.

²In the wake of two grave incidents, the *Nakhodka*, off Japan (January 1997) and the *Erika*, off the coast of France (December 1999), the IMO Legal Committee at its eighty-second session in October 2000 adopted amendments to raise the limits of compensation payable to victims under the 1992 CLC and the 1992 Fund Convention by more than 50%. These amendments took effect from 1 October 2003 and the amounts indicated in this text are in line with the amendments.

- for a ship with a tonnage in excess thereof, for each additional unit of tonnage, 631 SDR (about €659) in addition to the amount mentioned above, provided however that this aggregate amount shall not in any event exceed 89 770 million SDR (about €3741 million).

The Convention applies to all seagoing ships actually carrying oil in bulk as cargo. Ships carrying more than 2000 tons of oil as cargo are required to maintain insurance in respect of oil pollution damage, and must carry on board a certificate attesting such insurance coverage.

The 1992 Fund Convention

The scope of the 1992 Fund Convention is to pay compensation to those States and persons who have suffered pollution damage, if such States and persons are unable to obtain compensation from the owner of the ship from which the oil escaped, or if the owner is financially incapable of meeting his obligations in full, or if the damage exceeds the limit of the shipowner's liability under the 1992 CLC. Compensation is administered by the 1992 IOPC Fund, an intergovernmental organization financed from contributions levied on individuals receiving more than 150,000 tonnes of crude oil and heavy fuel oil in a State party to the Convention, after sea transport.

The maximum amount of compensation payable under the 1992 Fund Convention for a single incident is 203 million SDR (about €12 million). This amount includes the sum actually paid by the shipowner or his insurer under the 1992 CLC.

The 2003 Supplementary Protocol to the 1992 Fund Convention

This recent treaty responds to the concern of some States that the maximum compensation available under the 1992 Fund Convention might be insufficient to meet the compensation required in certain circumstances, in some States parties to that Convention. The participation in the Supplementary Protocol is optional and open only to States parties to the 1992 Fund Convention. The Supplementary Fund has available an amount of 547 million SDR (about €71 million), in addition to the amount of 203 million SDR (about €12 million) available under the 1992 Fund, making the total amount available for each incident for pollution damage in the States which are Members to the Supplementary Fund 750 million SDR (about €83 million). This treaty is in force (see status at annex 16).

The HNS Convention

Liability and compensation for dangerous goods other than oil carried on board ships is dealt with in the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS 1996). See status at annex 17.

³ Exchange rate applicable on 6 May 2008.

The HNS Convention is based on a two-tier system, as the one established under the CLC and Fund Convention and, as in the CLC, it requires compulsory insurance for the shipowner. However, the Treaty also covers fire and explosion, including loss of life and personal injury, as well as loss or damage to property caused by pollution. Once in force, the Treaty will make it possible for up to 250 million SDR (about €261 million) to be paid out in compensation to victims of accidents involving all kinds of hazardous and noxious substances (HNS), such as chemicals and liquefied gases. HNS are defined by reference to lists of substances which are contained in various IMO Conventions and Codes. With regard to the definition of “noxious liquid substances carried in bulk”, it should be noted that, following the revision of Annex II of MARPOL 73/78, the Legal Committee of IMO, at its 91st session (24-28 April 2006), adopted resolution LEG.4(91), entitled “Implications for the reference in article 1.5(a)(ii) of the HNS Convention to “noxious liquid substances carried in bulk”. This resolution states that, as of 1 January 2007 (the date of the entry into force of the amended Annex), substances referred to in Appendix II of Annex II of MARPOL 73/78 would remain covered by regulation 1.10 of the revised Annex II of MARPOL. The Marine Environment Protection Committee, at its fifty-fifth session (9 to 13 October 2006), adopted resolution MEPC.160(55), which mirrors the resolution adopted by the Legal Committee.

Distinguished participants, the current status of this important Convention is not very satisfactory. As of today, eight countries: Angola, Cyprus, Morocco, the Russian Federation, Saint Kitts and Nevis, Samoa, Slovenia and Tonga are Contracting States to the Convention. Canada, Denmark, Finland, Germany, the Netherlands, Norway, Sweden and the United Kingdom have signed the treaty subject to ratification, but have not yet ratified it. Two of the Contracting States have more than two million units of gross tonnage (Cyprus and the Russian Federation). Apart from Cyprus and Slovenia, none of the Contracting States has submitted information on contributing cargo received⁴.

Unfortunately, IMO has no power to co-ordinate effectively the entry into force of treaties, since becoming party to a treaty requires a sovereign decision to be taken by each country. However, the Organization has undertaken several actions in order to promote and accelerate the implementation of the Convention.

For instance, monitoring the implementation of the HNS Convention has become an ongoing item on the agenda of the Legal Committee of IMO and an HNS Correspondence Group was established. For several years that Group has reported to the Committee on developments in the implementation of the HNS Convention in interested States.

The IMO Assembly has urged all Members of the Organization to place a high priority on working towards the implementation of the HNS Convention and on resolving any practical difficulty in setting up the new regime, with the aim of accepting the Convention as soon as possible.⁵

All relevant information and guidance on the treaty has been posted on the IMO website⁶ and presentations on the HNS Convention have been included in the Regional Seminars on anti-

⁴ In accordance with article 46, the HNS Convention shall enter into force eighteen months after 12 States, including four States each with two million units of gross tonnage, have expressed their consent to be bound by the Treaty, and the Secretary-General of IMO has received information that at least 40 million tonnes of cargo contributing to the general account have been received in the Contracting States during the preceding calendar year.

⁵ Resolution A.932(22) of 29 November 2001

⁶ www.imo.org

pollution treaties adopted in recent years, organized under the Integrated Technical Co-operation Programme.

The International Oil Pollution Compensation Funds have carried out outstanding work for the preparation for the entry into force of this Convention, including studying the interrelation between the liability and compensation conventions, preparing the HNS database and the contributing cargo calculator.

Certainly, an important initiative towards the entry into force of the treaty was the decision by the Council of the European Union⁷ requesting the Union's Members to take the necessary steps to accept the HNS Convention within a reasonable time and, if possible, before 30 June 2006.

However, this was not enough. Therefore, the International Oil Pollution Compensation Funds established a "Focus Group" with the aim of facilitating the entry into force of the Convention. The Group is working at a draft text of a protocol to the HNS Convention, for the consideration of the IMO Legal Committee, at its 94th session (20-24 October 2008).

The International Convention on Civil Liability for Bunker Oil Pollution Damage

In March 2001, IMO adopted the International Convention on Civil Liability for Bunker Oil Pollution Damage, which will establish a liability and compensation regime for spills of oil carried as fuel in ships' bunkers. This Convention is modelled on the 1992 International Convention on Civil Liability for Oil Pollution Damage and applies to damage caused on the territory, including the territorial sea, and in exclusive economic zones of States Parties.

"Pollution damage" means:

- (a) loss or damage caused outside the ship by contamination resulting from the escape or discharge of bunker oil from the ship, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than loss of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken; and
- (b) the costs of preventive measures and further loss or damage caused by preventive measures.

As in the 1992 CLC, a key requirement in the Bunkers Convention is the need for the registered owner of a vessel to maintain compulsory insurance cover.

Another key provision is "direct action", which allows a claim for compensation for pollution damage to be brought directly against an insurer. The Convention requires ships over 1,000 gross tonnage to maintain insurance or other financial security, such as the guarantee of a bank or similar financial institution, to cover the liability of the registered owner for pollution damage in an amount equal to the limits of liability under the applicable national or international limitation regime, but in all cases, not exceeding an amount calculated in accordance with the Convention on Limitation of Liability for Maritime Claims, 1976, as amended (see status at annex 18).

⁷ 18 November 2002 (2002/971/EC)

Summary of the status of IMO Treaty Instruments

A summary of the status of all IMO Treaty Instruments is contained at annex19.

Model Instrument of acceptance

A model instrument of acceptance is contained at annex 20

ANNEX 1



Status of Treaties: MARPOL ANNEX I/II

As at 29/04/2008

Contracting States:	146
Date of Entry into Force:	02/10/1983
Aggregate Tonnage:	767,176,502
% World Tonnage:	99.00

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	09/01/2007	67,455	0.01%	
Algeria	31/01/1989	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	29/01/1988	8,634,620	1.11%	
Argentina	31/08/1993	837,994	0.11%	
Australia	14/10/1987	1,911,160	0.25%	
Austria	27/05/1988	14,014	0.00%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bahamas	07/06/1983	43,739,148	5.64%	
Bahrain	27/04/2007	325,126	0.04%	
Bangladesh	18/12/2002	440,517	0.06%	
Barbados	06/05/1994	717,472	0.09%	
Belarus	07/01/1994			
Belgium	06/03/1984	4,091,292	0.53%	
Belize	26/05/1995	1,276,635	0.16%	
Benin	11/02/2000	1,003	0.00%	
Bolivia	04/06/1999	102,851	0.01%	
Brazil	29/01/1988	2,289,944	0.30%	
Brunei Darussalam	23/10/1986	483,248	0.06%	
Bulgaria	12/12/1984	911,079	0.12%	
Cambodia	28/11/1994	2,059,847	0.27%	
Canada	16/11/1992	2,767,954	0.36%	
Cape Verde	04/07/2003	29,320	0.00%	
Chile	10/10/1994	908,077	0.12%	
China	01/07/1983	24,918,518	3.22%	
Hong Kong, China	11/04/1985	35,816,230	4.62%	Extended by UK to Hong Kong with effect from 11/4/1985 to 1/7/1997 Extended by China to Hong Kong with effect from 1/7/1997

ANNEX 1

Page 2

Macao, China	20/12/1999	2,321	0.00%
Colombia	27/07/1981	90,770	0.01%
Comoros	22/11/2000	755,304	0.10%
Congo	07/09/2004	3,839	0.00%
Cook Islands	12/03/2007	178,329	0.02%
Côte d'Ivoire	05/10/1987	9,236	0.00%
Croatia	08/10/1991	1,373,526	0.18%
Cuba	21/12/1992	60,695	0.01%
Cyprus	22/06/1989	18,954,288	2.45%
Czech Republic	01/01/1993		
Democratic People's Rep. of Korea	01/05/1985	985,561	0.13%
Denmark	27/11/1980	9,230,574	1.19%
Faroe Islands, Denmark	25/04/1985	245,679	0.03%
Greenland	01/01/1997		
Djibouti	01/03/1990	4,104	0.00%
Dominica	21/06/2000	847,377	0.11%
Dominican Republic	24/06/1999	9,678	0.00%
Ecuador	18/05/1990	299,985	0.04%
Egypt	07/08/1986	1,113,268	0.14%
Equatorial Guinea	24/04/1996	28,514	0.00%
Estonia	16/12/1991	389,752	0.05%
Finland	20/09/1983	1,570,099	0.20%
France	25/09/1981	6,257,856	0.81%
Gabon	26/04/1983	13,770	0.00%
Gambia	01/11/1991	34,635	0.00%
Georgia	08/11/1994	1,048,385	0.14%
Germany	21/01/1982	12,934,171	1.67%
Ghana	03/06/1991	118,248	0.02%
Greece	23/09/1982	35,704,485	4.61%
Guatemala	03/11/1997	5,931	0.00%
Guinea	02/10/2002	19,542	0.00%
Guyana	10/12/1997	42,265	0.01%
Honduras	21/08/2001	712,387	0.09%
Hungary	14/01/1985		
Iceland	25/06/1985	179,958	0.02%
India	24/09/1986	9,168,046	1.18%
Indonesia	21/10/1986	5,669,830	0.73%
Iran, Islamic Republic of	25/10/2002	3,576,860	0.46%
Ireland	06/01/1995	187,238	0.02%
Israel	31/08/1983	728,130	0.09%
Italy	01/10/1982	12,971,666	1.67%
Jamaica	13/03/1991	174,094	0.02%
Japan	09/06/1983	12,787,968	1.65%
Jordan	02/06/2006	368,722	0.05%
Kazakhstan	07/03/1994	54,291	0.01%
Kenya	15/12/1992	15,110	0.00%
Kiribati	05/02/2007	150,653	0.02%
Kuwait	07/08/2007	2,426,799	0.31%
Latvia	20/05/1992	261,773	0.03%
Lebanon	18/07/1983	135,904	0.02%
Liberia	28/10/1980	76,572,645	9.88%
Libyan Arab Jamahiriya	28/04/2005	97,944	0.01%
Lithuania	04/12/1991	425,776	0.05%
Luxembourg	14/02/1991	883,524	0.11%
Madagascar	30/08/2005	35,363	0.00%

Malawi	17/12/2001		
Malaysia	31/01/1997	6,974,618	0.90%
Maldives	20/05/2005	125,545	0.02%
Malta	21/06/1991	27,754,385	3.58%
Marshall Islands	26/04/1988	35,964,159	4.64%
Mauritania	24/11/1997	51,505	0.01%
Mauritius	06/04/1995	39,733	0.01%
Mexico	23/04/1992	1,216,989	0.16%
Monaco	20/08/1992		
Mongolia	15/10/2003	653,690	0.08%
Montenegro		13,058	0.00%
Morocco	12/10/1993	489,562	0.06%
Mozambique	09/11/2005	37,914	0.00%
Myanmar	04/05/1988	203,219	0.03%
Namibia	18/12/2002	126,062	0.02%
Netherlands	30/06/1983	6,139,392	0.79%
Aruba	01/01/1986	400	0.00%
Netherlands Antilles	30/06/1983	1,264,043	0.16%
New Zealand	25/09/1998	210,208	0.03%
Nicaragua	01/02/2001	5,651	0.00%
Nigeria	24/05/2002	407,728	0.05%
Norway	15/07/1980	18,156,007	2.34%
Oman	13/03/1984	24,132	0.00%
Pakistan	22/11/1994	348,964	0.05%
Panama	20/02/1985	168,165,548	21.70%
Papua New Guinea	25/10/1993	85,211	0.01%
Peru	25/04/1980	272,532	0.04%
Philippines	15/06/2001	5,066,182	0.65%
Poland	01/04/1986	193,289	0.02%
Portugal	22/10/1987	1,070,055	0.14%
Qatar	08/03/2006	619,535	0.08%
Republic of Korea	23/07/1984	13,101,996	1.69%
Republic of Moldova	11/10/2005	50,110	0.01%
Romania	15/04/1993	269,530	0.03%
Russian Federation	03/11/1983	7,587,283	0.98%
Saint Kitts and Nevis	24/12/1997	662,032	0.09%
Saint Lucia	12/07/2000		

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

Saint Vincent and the Grenadines	28/10/1983	5,927,619	0.76%
Samoa	07/02/2002	10,465	0.00%
Sao Tome and Principe	29/10/1998	29,588	0.00%
Saudi Arabia	23/05/2005	942,204	0.12%
Senegal	16/01/1997	46,387	0.01%
Serbia			
Seychelles	28/11/1990	182,643	0.02%
Sierra Leone	26/07/2001	486,843	0.06%
Singapore	01/11/1990	36,251,735	4.68%
Slovakia	01/01/1993	233,259	0.03%
Slovenia	25/06/1991	1,628	0.00%
Solomon Islands	30/06/2004	11,814	0.00%
South Africa	28/11/1984	192,585	0.02%
Spain	06/07/1984	3,061,813	0.40%
Sri Lanka	24/06/1997	163,283	0.02%
Suriname	04/11/1988	4,721	0.00%
Sweden	09/06/1980	4,044,910	0.52%
Switzerland	15/12/1987	588,622	0.08%
Syrian Arab Republic	09/11/1988	360,990	0.05%
Thailand	02/11/2007	2,846,939	0.37%
Togo	09/02/1990	19,274	0.00%
Tonga	01/02/1996	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	10/10/1980	140,244	0.02%
Turkey	10/10/1990	4,995,134	0.64%
Tuvalu	22/08/1985	857,338	0.11%
Ukraine	25/10/1993	1,144,637	0.15%
United Arab Emirates	15/01/2007	807,218	0.10%
United Kingdom	22/05/1980	13,444,918	1.73%
Bermuda	23/06/1988	9,169,928	1.18%
British Virgin Islands	19/06/2006	16,165	0.00%
Cayman Islands	23/06/1988	2,870,517	0.37%
Falkland Islands (Malvinas)	14/11/1995	51,016	0.01%
Gibraltar	01/12/1988	1,515,396	0.20%
Isle of Man	01/07/1986	8,450,267	1.09%
United States	12/08/1980	11,411,335	1.47%

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

Uruguay	30/04/1979	111,470	0.01%
Vanuatu	13/04/1989	1,955,413	0.25%
Venezuela	29/07/1994	1,068,772	0.14%
Viet Nam	29/05/1991	2,529,619	0.33%

ANNEX 2



Status of Treaties: MARPOL ANNEX III

As at 29/04/2008

Contracting States: 128

Date of Entry into Force: 01/07/1992

Aggregate Tonnage: 736,703,439

% World Tonnage: 95.07

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	09/01/2007	67,455	0.01%	
Algeria	31/01/1989	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	29/01/1988	8,634,620	1.11%	
Argentina	31/08/1993	837,994	0.11%	
Australia	10/10/1994	1,911,160	0.25%	
Austria	27/05/1988	14,014	0.00%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bahamas	11/08/1992	43,739,148	5.64%	
Bangladesh	18/12/2002	440,517	0.06%	
Barbados	06/05/1994	717,472	0.09%	
Belarus	07/01/1994			
Belgium	27/10/1988	4,091,292	0.53%	
Belize	26/05/1995	1,276,635	0.16%	
Benin	11/02/2000	1,003	0.00%	
Bolivia	04/06/1999	102,851	0.01%	
Brazil	08/11/1995	2,289,944	0.30%	
Bulgaria	13/05/1993	911,079	0.12%	
Cambodia	28/11/1994	2,059,847	0.27%	
Canada	08/08/2002	2,767,954	0.36%	
Cape Verde	04/07/2003	29,320	0.00%	
Chile	10/10/1994	908,077	0.12%	
China	13/09/1994	24,918,518	3.22%	
Hong Kong, China	07/03/1995	35,816,230	4.62%	Extended by UK to Hong Kong with effect from 7/3/1995 to 1/7/1997 Extended by China to Hong Kong with effect from 1/7/1997
Macao, China	20/12/1999	2,321	0.00%	

ANNEX 2

Page 2

Colombia		27/07/1981	90,770	0.01%
Comoros		22/11/2000	755,304	0.10%
Congo		07/09/2004	3,839	0.00%
Côte d'Ivoire		05/10/1987	9,236	0.00%
Croatia		08/10/1991	1,373,526	0.18%
Cyprus		22/03/2004	18,954,288	2.45%
Czech Republic		01/01/1993		
Democratic People's Rep. of Korea		01/05/1985	985,561	0.13%
Denmark		27/11/1980	9,230,574	1.19%
Faroe Islands, Denmark		27/12/1980	245,679	0.03%
Greenland		01/01/1997		
Dominica		31/08/2001	847,377	0.11%
Dominican Republic		24/06/1999	9,678	0.00%
Ecuador		18/05/1990	299,985	0.04%
Egypt		07/08/1986	1,113,268	0.14%
Equatorial Guinea		24/04/1996	28,514	0.00%
Estonia		18/08/1992	389,752	0.05%
Finland		20/09/1983	1,570,099	0.20%
France		25/09/1981	6,257,856	0.81%
Gabon		26/04/1983	13,770	0.00%
Gambia		01/11/1991	34,635	0.00%
Georgia		08/11/1994	1,048,385	0.14%
Germany		21/01/1982	12,934,171	1.67%
Greece		23/09/1982	35,704,485	4.61%
Guatemala		03/11/1997	5,931	0.00%
Guinea		02/10/2002	19,542	0.00%
Guyana		10/12/1997	42,265	0.01%
Hungary		14/01/1985		
Iceland		30/06/1989	179,958	0.02%
India		11/06/2003	9,168,046	1.18%
Ireland		27/04/1998	187,238	0.02%
Israel		01/10/1996	728,130	0.09%
Italy		01/10/1982	12,971,666	1.67%
Jamaica		13/03/1991	174,094	0.02%
Japan		09/06/1983	12,787,968	1.65%
Jordan		02/06/2006	368,722	0.05%
Kazakhstan		07/03/1994	54,291	0.01%
Kenya		15/12/1992	15,110	0.00%
Kiribati		05/02/2007	150,653	0.02%
Kuwait		07/08/2007	2,426,799	0.31%
Latvia		20/05/1992	261,773	0.03%
Lebanon		18/07/1983	135,904	0.02%
Liberia		05/10/1995	76,572,645	9.88%
Libyan Arab Jamahiriya		28/04/2005	97,944	0.01%
Lithuania		04/12/1991	425,776	0.05%
Luxembourg		14/02/1991	883,524	0.11%
Madagascar		30/08/2005	35,363	0.00%
Malawi		17/12/2001		
Malta		13/02/2004	27,754,385	3.58%
Marshall Islands		26/04/1988	35,964,159	4.64%
Mauritania		24/11/1997	51,505	0.01%
Mauritius		06/04/1995	39,733	0.01%
Monaco		20/08/1992		
Mongolia		15/10/2003	653,690	0.08%
Montenegro			13,058	0.00%

Following the
dissolution of the

Morocco	12/10/1993	489,562	0.06%
Mozambique	09/11/2005	37,914	0.00%
Namibia	18/12/2002	126,062	0.02%
Netherlands	19/04/1988	6,139,392	0.79%
Aruba	19/04/1988	400	0.00%
Netherlands Antilles	19/04/1988	1,264,043	0.16%
New Zealand	25/09/1998	210,208	0.03%
Nicaragua	01/02/2001	5,651	0.00%
Nigeria	24/05/2002	407,728	0.05%
Norway	15/07/1980	18,156,007	2.34%
Oman	13/03/1984	24,132	0.00%
Pakistan	22/11/1994	348,964	0.05%
Panama	20/02/1985	168,165,548	21.70%
Papua New Guinea	25/10/1993	85,211	0.01%
Peru	25/04/1980	272,532	0.04%
Philippines	15/06/2001	5,066,182	0.65%
Poland	01/04/1986	193,289	0.02%
Portugal	22/10/1987	1,070,055	0.14%
Qatar	08/03/2006	619,535	0.08%
Republic of Korea	28/02/1996	13,101,996	1.69%
Republic of Moldova	11/10/2005	50,110	0.01%
Russian Federation	14/08/1987	7,587,283	0.98%
Saint Kitts and Nevis	24/12/1997	662,032	0.09%
Saint Lucia	12/07/2000		
Saint Vincent and the Grenadines	28/10/1983	5,927,619	0.76%
Samoa	07/02/2002	10,465	0.00%
Sao Tome and Principe	29/10/1998	29,588	0.00%
Saudi Arabia	23/05/2005	942,204	0.12%
Senegal	16/01/1997	46,387	0.01%
Serbia			

State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in

Sierra Leone	23/05/2002	486,843	0.06%
Singapore	02/03/1994	36,251,735	4.68%
Slovakia	01/01/1993	233,259	0.03%
Slovenia	25/06/1991	1,628	0.00%
Solomon Islands	30/06/2004	11,814	0.00%
South Africa	05/02/1997	192,585	0.02%
Spain	21/01/1991	3,061,813	0.40%
Sri Lanka	24/06/1997	163,283	0.02%
Suriname	04/11/1988	4,721	0.00%
Sweden	09/06/1980	4,044,910	0.52%
Switzerland	30/04/1990	588,622	0.08%
Syrian Arab Republic	08/03/2006	360,990	0.05%
Togo	09/02/1990	19,274	0.00%
Tonga	01/02/1996	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	10/10/1980	140,244	0.02%
Tuvalu	22/08/1985	857,338	0.11%
Ukraine	25/10/1993	1,144,637	0.15%
United Arab Emirates	15/01/2007	807,218	0.10%
United Kingdom	27/05/1986	13,444,918	1.73%
Bermuda	23/06/1988	9,169,928	1.18%
British Virgin Islands	19/06/2006	16,165	0.00%
Cayman Islands	23/06/1988	2,870,517	0.37%
Falkland Islands (Malvinas)	14/11/1995	51,016	0.01%
Gibraltar	01/12/1988	1,515,396	0.20%
Isle of Man	09/06/1994	8,450,267	1.09%
United States	01/07/1991	11,411,335	1.47%
Uruguay	30/04/1979	111,470	0.01%
Vanuatu	22/04/1991	1,955,413	0.25%
Venezuela	29/07/1994	1,068,772	0.14%

force with respect to Republic of Serbia.

Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

ANNEX 3



Status of Treaties: MARPOL ANNEX IV

As at 29/04/2008

Contracting States: 119

Date of Entry into Force: 27/09/2003

Aggregate Tonnage: 625,694,660

% World Tonnage: 80.74

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	09/01/2007	67,455	0.01%	
Algeria	31/01/1989	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	29/01/1988	8,634,620	1.11%	
Argentina	31/08/1993	837,994	0.11%	
Australia	27/02/2004	1,911,160	0.25%	
Austria	27/05/1988	14,014	0.00%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bangladesh	18/12/2002	440,517	0.06%	
Barbados	26/11/2001	717,472	0.09%	
Belarus	07/01/1994			
Belgium	04/01/1996	4,091,292	0.53%	
Belize	26/05/1995	1,276,635	0.16%	
Benin	11/02/2000	1,003	0.00%	
Bolivia	04/06/1999	102,851	0.01%	
Brazil	08/11/1995	2,289,944	0.30%	
Bulgaria	13/05/1993	911,079	0.12%	
Cambodia	28/11/1994	2,059,847	0.27%	
Cape Verde	04/07/2003	29,320	0.00%	
Chile	10/10/1994	908,077	0.12%	
China	02/11/2006	24,918,518	3.22%	Also extended to the Hong Kong Administrative Region and Macau Administrative Region
Hong Kong, China	02/11/2006	35,816,230	4.62%	
Macao, China	02/11/2006	2,321	0.00%	
Colombia	27/07/1981	90,770	0.01%	
Comoros	22/11/2000	755,304	0.10%	
Congo	07/09/2004	3,839	0.00%	
Côte d'Ivoire	05/10/1987	9,236	0.00%	
Croatia	08/10/1991	1,373,526	0.18%	

ANNEX 3

Page 2

Cyprus	30/05/2006	18,954,288	2.45%
Czech Republic	01/01/1993		
Democratic People's Rep. of Korea	01/05/1985	985,561	0.13%
Denmark	27/11/1980	9,230,574	1.19%
Faroe Islands, Denmark	27/11/1980	245,679	0.03%
Dominican Republic	24/06/1999	9,678	0.00%
Ecuador	18/05/1990	299,985	0.04%
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Gabon	26/04/1983	13,770	0.00%
Gambia	01/11/1991	34,635	0.00%
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Kazakhstan	07/03/1994	54,291	0.01%
Kenya	15/12/1992	15,110	0.00%
Kiribati	05/02/2007	150,653	0.02%
Kuwait	07/08/2007	2,426,799	0.31%
Latvia	20/06/1992	261,773	0.03%
Lebanon	18/07/1983	135,904	0.02%
Liberia	21/08/2006	76,572,645	9.88%
Libyan Arab Jamahiriya	28/04/2005	97,944	0.01%
Lithuania	04/12/1991	425,776	0.05%
Luxembourg	14/02/1991	883,524	0.11%
Madagascar	30/08/2005	35,363	0.00%
Malawi	17/12/2001		
Marshall Islands	26/04/1988	35,964,159	4.64%
Mauritania	24/11/1997	51,505	0.01%
Mauritius	06/04/1995	39,733	0.01%
Monaco	20/08/1992		
Mongolia	15/10/2003	653,690	0.08%
Montenegro		13,058	0.00%

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of

Morocco	12/10/1993	489,562	0.06%
Mozambique	09/11/2005	37,914	0.00%
Netherlands	11/11/2005	6,139,392	0.79%
Aruba	20/04/2006	400	0.00%
Nicaragua	01/02/2001	5,651	0.00%
Nigeria	24/05/2002	407,728	0.05%
Norway	26/09/2002	18,156,007	2.34%
Oman	13/03/1984	24,132	0.00%
Pakistan	22/11/1994	348,964	0.05%
Panama	20/02/1985	168,165,548	21.70%
Papua New Guinea	25/10/1993	85,211	0.01%
Peru	25/04/1980	272,532	0.04%
Philippines	15/06/2001	5,066,182	0.65%
Poland	01/04/1986	193,289	0.02%
Portugal	22/10/1987	1,070,055	0.14%
Qatar	08/03/2006	619,535	0.08%
Republic of Korea	28/11/2003	13,101,996	1.69%
Republic of Moldova	11/10/2005	50,110	0.01%
Romania	05/07/2006	269,530	0.03%
Russian Federation	14/08/1987	7,587,283	0.98%
Saint Kitts and Nevis	24/12/1997	662,032	0.09%
Saint Lucia	12/07/2000		
Saint Vincent and the Grenadines	28/10/1983	5,927,619	0.76%
Samoa	07/02/2002	10,465	0.00%
Sao Tome and Principe	29/10/1998	29,588	0.00%
Saudi Arabia	23/05/2005	942,204	0.12%
Senegal	16/01/1997	46,387	0.01%
Serbia			

Serbia.
Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia.
Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

Sierra Leone	23/05/2002	486,843	0.06%
Singapore	01/05/2005	36,251,735	4.68%
Slovakia	01/01/1993	233,259	0.03%

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Slovenia	25/06/1991	1,628	0.00%
Solomon Islands	30/06/2004	11,814	0.00%
Spain	21/01/1991	3,061,813	0.40%
Sri Lanka	24/06/1997	163,283	0.02%
Suriname	04/11/1988	4,721	0.00%
Sweden	09/06/1980	4,044,910	0.52%
Switzerland	20/11/1998	588,622	0.08%
Syrian Arab Republic	08/03/2006	360,990	0.05%
Togo	09/02/1990	19,274	0.00%
Tonga	01/02/1996	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	10/10/1980	140,244	0.02%
Tuvalu	22/08/1985	857,338	0.11%
Ukraine	25/10/1993	1,144,637	0.15%
United Arab Emirates	15/01/2007	807,218	0.10%
United Kingdom	11/09/1995	13,444,918	1.73%
British Virgin Islands	19/06/2006	16,165	0.00%
Uruguay	30/04/1979	111,470	0.01%
Vanuatu	15/03/2004	1,955,413	0.25%
Venezuela	29/07/1994	1,068,772	0.14%

ANNEX 4



Status of Treaties: MARPOL ANNEX V

As at 29/04/2008

Contracting States: 134

Date of Entry into Force: 31/12/1988

Aggregate Tonnage: 750,556,162

% World Tonnage: 96.85

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	09/01/2007	67,455	0.01%	
Algeria	31/01/1989	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	29/01/1988	8,634,620	1.11%	
Argentina	31/08/1993	837,994	0.11%	
Australia	14/08/1990	1,911,160	0.25%	
Austria	27/05/1988	14,014	0.00%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bahamas	12/10/1990	43,739,148	5.64%	
Bahrain	27/04/2007	325,126	0.04%	
Bangladesh	18/12/2002	440,517	0.06%	
Barbados	06/05/1994	717,472	0.09%	
Belarus	07/01/1994			
Belgium	27/10/1988	4,091,292	0.53%	
Belize	26/05/1995	1,276,635	0.16%	
Benin	11/02/2000	1,003	0.00%	
Bolivia	04/06/1999	102,851	0.01%	
Brazil	08/11/1995	2,289,944	0.30%	
Bulgaria	13/05/1993	911,079	0.12%	
Cambodia	28/11/1994	2,059,847	0.27%	
Cape Verde	04/07/2003	29,320	0.00%	
China	21/11/1988	24,918,518	3.22%	
Hong Kong, China	27/03/1996	35,816,230	4.62%	Extended by UK to Hong Kong with effect from 27/3/1996 to 1/7/1997 Extended by China to Hong Kong with effect from 1/7/1997
Macao, China	20/12/1999	2,321	0.00%	
Colombia	27/07/1981	90,770	0.01%	
Comoros	22/11/2000	755,304	0.10%	

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Congo	07/09/2004	3,839	0.00%
Côte d'Ivoire	05/10/1987	9,236	0.00%
Croatia	08/10/1991	1,373,526	0.18%
Cuba	12/02/2002	60,695	0.01%
Cyprus	22/06/1989	18,954,288	2.45%
Czech Republic	01/01/1993		
Democratic People's Rep. of Korea	01/05/1985	985,561	0.13%
Denmark	27/11/1980	9,230,574	1.19%
Faroe Islands, Denmark	01/01/1997	245,679	0.03%
Greenland	01/01/1997		
Dominica	21/06/2000	847,377	0.11%
Dominican Republic	24/06/1999	9,678	0.00%
Ecuador	18/05/1990	299,985	0.04%
Egypt	07/08/1986	1,113,268	0.14%
Equatorial Guinea	24/04/1996	28,514	0.00%
Estonia	18/08/1992	389,752	0.05%
Finland	20/09/1983	1,570,099	0.20%
France	25/09/1981	6,257,856	0.81%
Gabon	26/04/1983	13,770	0.00%
Gambia	01/11/1991	34,635	0.00%
Georgia	08/11/1994	1,048,385	0.14%
Germany	21/01/1982	12,934,171	1.67%
Greece	23/09/1982	35,704,485	4.61%
Guatemala	03/11/1997	5,931	0.00%
Guinea	02/10/2002	19,542	0.00%
Guyana	10/12/1997	42,265	0.01%
Honduras	21/08/2001	712,387	0.09%
Hungary	14/01/1985		
Iceland	30/06/1989	179,958	0.02%
India	11/06/2003	9,168,046	1.18%
Iran, Islamic Republic of	25/10/2002	3,576,860	0.46%
Ireland	06/01/1995	187,238	0.02%
Italy	01/10/1982	12,971,666	1.67%
Jamaica	13/03/1991	174,094	0.02%
Japan	09/06/1983	12,787,968	1.65%
Jordan	02/06/2006	368,722	0.05%
Kazakhstan	07/03/1994	54,291	0.01%
Kenya	15/12/1992	15,110	0.00%
Kiribati	05/02/2007	150,653	0.02%
Kuwait	07/08/2007	2,426,799	0.31%
Latvia	20/05/1992	261,773	0.03%
Lebanon	18/07/1983	135,904	0.02%
Liberia	12/06/1995	76,572,645	9.88%
Libyan Arab Jamahiriya	28/04/2005	97,944	0.01%
Lithuania	04/12/1991	425,776	0.05%
Luxembourg	14/02/1991	883,524	0.11%
Madagascar	30/08/2005	35,363	0.00%
Malawi	17/12/2001		
Malaysia	31/01/1997	6,974,618	0.90%
Maldives	20/05/2005	125,545	0.02%
Malta	13/02/2004	27,754,385	3.58%
Marshall Islands	26/04/1988	35,964,159	4.64%
Mauritania	24/11/1997	51,505	0.01%
Mauritius	06/04/1995	39,733	0.01%
Mexico	15/07/1998	1,216,989	0.16%
Monaco	20/08/1992		

Mongolia	15/10/2003	653,690	0.08%	Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006
Montenegro		13,058	0.00%	
Morocco	12/10/1993	489,562	0.06%	
Mozambique	09/11/2005	37,914	0.00%	
Namibia	18/12/2002	126,062	0.02%	
Netherlands	19/04/1988	6,139,392	0.79%	
Aruba	19/04/1988	400	0.00%	
Netherlands Antilles	19/04/1988	1,264,043	0.16%	
New Zealand	25/09/1998	210,208	0.03%	
Nicaragua	01/02/2001	5,651	0.00%	
Nigeria	24/05/2002	407,728	0.05%	
Norway	15/07/1980	18,156,007	2.34%	
Oman	13/03/1984	24,132	0.00%	
Pakistan	22/11/1994	348,964	0.05%	
Panama	20/02/1985	168,165,548	21.70%	
Papua New Guinea	25/10/1993	85,211	0.01%	
Peru	25/04/1980	272,532	0.04%	
Philippines	15/06/2001	5,066,182	0.65%	
Poland	01/04/1986	193,289	0.02%	
Portugal	22/10/1987	1,070,055	0.14%	
Qatar	08/03/2006	619,535	0.08%	
Republic of Korea	28/02/1996	13,101,996	1.69%	
Republic of Moldova	11/10/2005	50,110	0.01%	
Romania	15/04/1993	269,530	0.03%	
Russian Federation	14/08/1987	7,587,283	0.98%	
Saint Kitts and Nevis	24/12/1997	662,032	0.09%	
Saint Lucia	12/07/2000			
Saint Vincent and the Grenadines	28/10/1983	5,927,619	0.76%	
Samoa	07/02/2002	10,465	0.00%	
Sao Tome and Principe	29/10/1998	29,588	0.00%	
Saudi Arabia	23/05/2005	942,204	0.12%	
Senegal	16/01/1997	46,387	0.01%	
Serbia				Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all

Sierra Leone	23/05/2002	486,843	0.06%
Singapore	27/05/1999	36,251,735	4.68%
Slovakia	01/01/1993	233,259	0.03%
Slovenia	25/06/1991	1,628	0.00%
Solomon Islands	30/06/2004	11,814	0.00%
South Africa	13/05/1992	192,585	0.02%
Spain	21/01/1991	3,061,813	0.40%
Sri Lanka	24/06/1997	163,283	0.02%
Suriname	04/11/1988	4,721	0.00%
Sweden	09/06/1980	4,044,910	0.52%
Switzerland	30/04/1990	588,622	0.08%
Syrian Arab Republic	08/03/2006	360,990	0.05%
Togo	09/02/1990	19,274	0.00%
Tonga	01/02/1996	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	10/10/1980	140,244	0.02%
Turkey	10/10/1990	4,995,134	0.64%
Tuvalu	22/08/1985	857,338	0.11%
Ukraine	25/10/1993	1,144,637	0.15%
United Arab Emirates	15/01/2007	807,218	0.10%
United Kingdom	27/05/1986	13,444,918	1.73%
Bermuda	23/06/1988	9,169,928	1.18%
British Virgin Islands	19/06/2006	16,165	0.00%
Cayman Islands	23/06/1988	2,870,517	0.37%
Falkland Islands (Malvinas)	14/11/1995	51,016	0.01%
Gibraltar	01/12/1988	1,515,396	0.20%
Isle of Man	01/08/1992	8,450,267	1.09%
United States	30/12/1987	11,411,335	1.47%
Uruguay	30/04/1979	111,470	0.01%
Vanuatu	22/04/1991	1,955,413	0.25%
Venezuela	29/07/1994	1,068,772	0.14%

Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

ANNEX 5



Status of Treaties: MARPOL ANNEX VI

As at 29/04/2008

Contracting States:	49
Date of Entry into Force:	19/05/2005
Aggregate Tonnage:	621,528,336
% World Tonnage:	80.20

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Antigua and Barbuda	10/07/2007	8,634,620	1.11%	
Australia	07/08/2007	1,911,160	0.25%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bahamas	08/11/2001	43,739,148	5.64%	
Bangladesh	18/12/2002	440,517	0.06%	
Barbados	05/04/2004	717,472	0.09%	
Belgium	27/02/2006	4,091,292	0.53%	
Belize	14/06/2007	1,276,635	0.16%	
Benin	18/01/2007	1,003	0.00%	
Bulgaria	03/12/2004	911,079	0.12%	
Chile	16/10/2006	908,077	0.12%	
China	23/05/2006	24,918,518	3.22%	
Hong Kong, China	20/03/2008	35,816,230	4.62%	
Macao, China	23/05/2006	2,321	0.00%	
Cook Islands	12/03/2007	178,329	0.02%	
Croatia	04/05/2005	1,373,526	0.18%	
Cyprus	06/10/2004	18,954,288	2.45%	
Denmark	18/12/2002	9,230,574	1.19%	
Estonia	18/07/2005	389,752	0.05%	
Finland	31/03/2005	1,570,099	0.20%	
France	15/07/2005	6,257,856	0.81%	
Germany	17/06/2003	12,934,171	1.67%	
Greece	28/05/2003	35,704,485	4.61%	
Italy	22/05/2006	12,971,666	1.67%	
Japan	15/02/2005	12,787,968	1.65%	
Kenya	14/01/2008	15,110	0.00%	
Kiribati	05/02/2007	150,653	0.02%	
Kuwait	07/08/2007	2,426,799	0.31%	
Latvia	19/06/2006	261,773	0.03%	
Liberia	28/08/2002	76,572,645	9.88%	
Lithuania	13/09/2005	425,776	0.05%	
Luxembourg	21/11/2005	883,524	0.11%	
Marshall Islands	07/03/2002	35,964,159	4.64%	

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Mongolia	19/09/2007	653,690	0.08%
Netherlands	02/10/2006	6,139,392	0.79%
Norway	21/12/1998	18,156,007	2.34%
Panama	13/05/2003	168,165,548	21.70%
Poland	29/04/2005	193,289	0.02%
Republic of Korea	20/04/2006	13,101,996	1.69%
Romania	25/01/2007	269,530	0.03%
Saint Kitts and Nevis	02/03/2005	662,032	0.09%
Samoa	18/05/2004	10,465	0.00%
Saudi Arabia	23/05/2005	942,204	0.12%
Sierra Leone	10/03/2008	486,843	0.06%
Singapore	10/08/2000	36,251,735	4.68%
Slovenia	03/03/2006	1,628	0.00%
Spain	26/09/2003	3,061,813	0.40%
Sweden	18/05/1998	4,044,910	0.52%
Tuvalu	02/12/2005	857,338	0.11%
United Kingdom	05/08/2004	13,444,918	1.73%
Vanuatu	15/03/2004	1,955,413	0.25%

ANNEX 6



Status of Treaties: OPRC 90

As at 29/04/2008

Contracting States: 93

Date of Entry into Force: 13/05/1995

Aggregate Tonnage: 518,735,844

% World Tonnage: 66.94

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	02/01/2008	67,455	0.01%	
Algeria	08/03/2005	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	05/01/1999	8,634,620	1.11%	
Argentina	13/07/1994	837,994	0.11%	
Australia	06/07/1992	1,911,160	0.25%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bahamas	04/10/2001	43,739,148	5.64%	
Bangladesh	23/07/2004	440,517	0.06%	
Brazil	21/07/1998	2,289,944	0.30%	
Bulgaria	05/04/2001	911,079	0.12%	
Canada	07/03/1994	2,767,954	0.36%	
Cape Verde	04/07/2003	29,320	0.00%	
Chile	15/10/1997	908,077	0.12%	
China	30/03/1998	24,918,518	3.22%	
Hong Kong, China	01/05/2001	35,816,230	4.62%	
Macao, China	01/05/2001	2,321	0.00%	
Comoros	05/01/2000	755,304	0.10%	
Congo	07/09/2004	3,839	0.00%	
Croatia	12/01/1998	1,373,526	0.18%	
Cuba	10/04/2008	60,695	0.01%	
Denmark	22/10/1996	9,230,574	1.19%	
Djibouti	19/01/1998	4,104	0.00%	
Dominica	31/08/2001	847,377	0.11%	
Ecuador	29/01/2002	299,985	0.04%	
Egypt	29/06/1992	1,113,268	0.14%	
El Salvador	09/10/1995	6,607	0.00%	
Finland	21/07/1993	1,570,099	0.20%	
France	06/11/1992	6,257,856	0.81%	
Gabon	12/04/2005	13,770	0.00%	
Georgia	20/02/1996	1,048,385	0.14%	
Germany	15/02/1995	12,934,171	1.67%	
Greece	07/03/1995	35,704,485	4.61%	

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Guinea	02/10/2002	19,542	0.00%	
Guyana	10/12/1997	42,265	0.01%	
Iceland	21/06/1993	179,958	0.02%	
India	17/11/1997	9,168,046	1.18%	
Iran, Islamic Republic of	25/02/1998	3,576,860	0.46%	
Ireland	26/04/2001	187,238	0.02%	
Israel	24/03/1999	728,130	0.09%	
Italy	02/03/1999	12,971,666	1.67%	
Jamaica	08/09/2000	174,094	0.02%	
Japan	17/10/1995	12,787,968	1.65%	
Jordan	14/04/2004	368,722	0.05%	
Kenya	21/07/1999	15,110	0.00%	
Latvia	30/11/2001	261,773	0.03%	
Lebanon	30/03/2005	135,904	0.02%	
Liberia	05/10/1995	76,572,645	9.88%	
Libyan Arab Jamahiriya	18/06/2004	97,944	0.01%	
Lithuania	23/12/2002	425,776	0.05%	
Madagascar	20/05/2002	35,363	0.00%	
Malaysia	30/07/1997	6,974,618	0.90%	
Malta	21/01/2003	27,754,385	3.58%	
Marshall Islands	16/10/1995	35,964,159	4.64%	
Mauritania	22/11/1999	51,505	0.01%	
Mauritius	02/12/1999	39,733	0.01%	
Mexico	13/05/1994	1,216,989	0.16%	
Monaco	19/10/1999			
Morocco	29/04/2003	489,562	0.06%	
Mozambique	09/11/2005	37,914	0.00%	
Namibia	18/06/2007	126,062	0.02%	
Netherlands	01/12/1994	6,139,392	0.79%	Applies to Aruba with effect from 13 October 2006
				Applies to the Netherlands Antilles with effect from 18 October 2007
Aruba	13/10/2006	400	0.00%	
Netherlands Antilles	18/10/2007	1,264,043	0.16%	
New Zealand	02/07/1999	210,208	0.03%	
Nigeria	25/05/1993	407,728	0.05%	
Norway	08/03/1994	18,156,007	2.34%	
Pakistan	21/07/1993	348,964	0.05%	
Peru	24/04/2002	272,532	0.04%	
Poland	12/06/2003	193,289	0.02%	
Portugal	27/02/2006	1,070,055	0.14%	
Qatar	08/05/2007	619,535	0.08%	
Republic of Korea	09/11/1999	13,101,996	1.69%	
Romania	17/11/2000	269,530	0.03%	
Saint Kitts and Nevis	07/10/2004	662,032	0.09%	
Saint Lucia	20/05/2004			
Samoa	18/05/2004	10,465	0.00%	
Senegal	24/03/1994	46,387	0.01%	
Seychelles	26/06/1992	182,643	0.02%	
Sierra Leone	10/03/2008	486,843	0.06%	
Singapore	10/03/1999	36,251,735	4.68%	
Slovenia	31/05/2001	1,628	0.00%	

Spain	12/01/1994	3,061,813	0.40%
Sweden	30/03/1992	4,044,910	0.52%
Switzerland	04/07/1996	588,622	0.08%
Syrian Arab Republic	14/03/2003	360,990	0.05%
Thailand	20/04/2000	2,846,939	0.37%
Tonga	01/02/1996	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	23/10/1995	140,244	0.02%
Turkey	01/07/2004	4,995,134	0.64%
United Kingdom	16/09/1997	13,444,918	1.73%
Isle of Man	16/05/2003	8,450,267	1.09%
United Republic of Tanzania	16/05/2006	38,138	0.00%
United States	27/03/1992	11,411,335	1.47%
Uruguay	27/09/1994	111,470	0.01%
Vanuatu	18/02/1999	1,955,413	0.25%
Venezuela	12/12/1994	1,068,772	0.14%

ANNEX 7



Status of Treaties: OPRC/HNS 2000

As at 29/04/2008

Contracting States: 19

Date of Entry into Force: 14/06/2007

Aggregate Tonnage: 153,029,875

% World Tonnage: 19.75

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Australia	16/03/2005	1,911,160	0.25%	
Chile	16/10/2006	908,077	0.12%	
Ecuador	29/01/2002	299,985	0.04%	
Egypt	26/05/2004	1,113,268	0.14%	
France	24/04/2007	6,257,856	0.81%	
Greece	28/05/2003	35,704,485	4.61%	
Japan	09/03/2007	12,787,968	1.65%	
Malta	21/01/2003	27,754,385	3.58%	
Netherlands	22/10/2002	6,139,392	0.79%	
Poland	12/06/2003	193,289	0.02%	
Portugal	14/06/2006	1,070,055	0.14%	
Republic of Korea	11/01/2008	13,101,996	1.69%	
Singapore	16/10/2003	36,251,735	4.68%	
Slovenia	05/04/2006	1,628	0.00%	
Spain	27/01/2005	3,061,813	0.40%	
Sweden	08/01/2003	4,044,910	0.52%	
Syrian Arab Republic	10/02/2005	360,990	0.05%	
Uruguay	31/07/2003	111,470	0.01%	
Vanuatu	15/03/2004	1,955,413	0.25%	

ANNEX 8



Status of Treaties: INTERVENTION 69

As at 29/04/2008

Contracting States: 85

Date of Entry into Force: 06/05/1975

Aggregate Tonnage: 576,169,695

% World Tonnage: 74.35

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Angola	04/10/2001	56,770	0.01%	
Argentina	21/04/1987	837,994	0.11%	
Australia	07/11/1983	1,911,160	0.25%	
Bahamas	22/07/1976	43,739,148	5.64%	
Bangladesh	06/11/1981	440,517	0.06%	
Barbados	06/05/1994	717,472	0.09%	
Belgium	21/10/1971	4,091,292	0.53%	
Benin	01/11/1985	1,003	0.00%	
Brazil	18/01/2008	2,289,944	0.30%	
Bulgaria	02/11/1983	911,079	0.12%	
Cameroon	14/05/1984	55,254	0.01%	
Chile	28/02/1995	908,077	0.12%	
China	23/02/1990	24,918,518	3.22%	
Hong Kong, China	12/11/1974	35,816,230	4.62%	Extended by UK to Hong Kong with effect from 6/5/1975 to 1/7/1997 Extended by China to Hong Kong with effect from 1/7/1997
Macao, China	24/06/2005	2,321	0.00%	
Côte d'Ivoire	08/01/1988	9,236	0.00%	
Croatia	08/10/1991	1,373,526	0.18%	
Cuba	05/05/1976	60,695	0.01%	
Denmark	18/12/1970	9,230,574	1.19%	
Djibouti	01/03/1990	4,104	0.00%	
Dominican Republic	05/02/1975	9,678	0.00%	
Ecuador	23/12/1976	299,985	0.04%	
Egypt	03/02/1989	1,113,268	0.14%	
Equatorial Guinea	24/04/1996	28,514	0.00%	
Fiji	15/08/1972	30,254	0.00%	
Finland	06/09/1976	1,570,099	0.20%	

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France	10/05/1972	6,257,856	0.81%
Gabon	21/01/1982	13,770	0.00%
Georgia	25/08/1995	1,048,385	0.14%
Germany	07/05/1975	12,934,171	1.67%
Ghana	20/04/1978	118,248	0.02%
Guyana	10/12/1997	42,265	0.01%
Iceland	17/07/1980	179,958	0.02%
India	16/06/2000	9,168,046	1.18%
Iran, Islamic Republic of	25/07/1997	3,576,860	0.46%
Ireland	21/08/1980	187,238	0.02%
Italy	27/02/1979	12,971,666	1.67%
Jamaica	13/03/1991	174,094	0.02%
Japan	06/04/1971	12,787,968	1.65%
Kuwait	02/04/1981	2,426,799	0.31%
Latvia	09/08/2001	261,773	0.03%
Lebanon	05/06/1975	135,904	0.02%
Liberia	25/09/1972	76,572,645	9.88%
Marshall Islands	16/10/1995	35,964,159	4.64%
Mauritania	24/11/1997	51,505	0.01%
Mauritius	17/12/2002	39,733	0.01%
Mexico	08/04/1976	1,216,989	0.16%
Monaco	24/02/1975		
Montenegro		13,058	0.00%
Morocco	11/04/1974	489,562	0.06%
Namibia	12/03/2004	126,062	0.02%
Netherlands	19/09/1975	6,139,392	0.79%
Aruba	01/01/1986	400	0.00%
Netherlands Antilles	19/09/1975	1,264,043	0.16%
New Zealand	26/03/1975	210,208	0.03%
Nicaragua	15/11/1994	5,651	0.00%
Nigeria	24/02/2004	407,728	0.05%
Norway	12/07/1972	18,156,007	2.34%
Oman	24/01/1985	24,132	0.00%
Pakistan	13/01/1995	348,964	0.05%
Panama	07/01/1976	168,165,548	21.70%
Papua New Guinea	12/03/1980	85,211	0.01%
Poland	01/06/1976	193,289	0.02%
Portugal	15/02/1980	1,070,055	0.14%

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

Qatar	02/06/1988	619,535	0.08%
Russian Federation	30/12/1974	7,587,283	0.98%
Saint Kitts and Nevis	07/10/2004	662,032	0.09%
Saint Lucia	20/05/2004		
Saint Vincent and the Grenadines	12/05/1999	5,927,619	0.76%
Senegal	27/03/1972	46,387	0.01%
Serbia			
Slovenia	25/06/1991	1,628	0.00%
South Africa	01/07/1986	192,585	0.02%
Spain	08/11/1973	3,061,813	0.40%
Sri Lanka	12/04/1983	163,283	0.02%
Suriname	25/11/1975	4,721	0.00%
Sweden	08/02/1973	4,044,910	0.52%
Switzerland	15/12/1987	588,622	0.08%
Syrian Arab Republic	06/02/1975	360,990	0.05%
Tonga	01/02/1996	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	04/05/1976	140,244	0.02%
Ukraine	17/12/1993	1,144,637	0.15%
United Arab Emirates	15/12/1983	807,218	0.10%
United Kingdom	12/01/1971	13,444,918	1.73%
Anguilla	08/09/1982	805	0.00%
Bermuda	19/09/1980	9,169,928	1.18%
British Virgin Islands	08/09/1982	16,165	0.00%
Cayman Islands	08/09/1982	2,870,517	0.37%
Falkland Islands (Malvinas)	08/09/1982	51,016	0.01%
Henderson Island	08/09/1982		
Isle of Man	27/06/1995	8,450,267	1.09%
Montserrat	08/09/1982		
Pitcairn	08/09/1982		
St. Helena	08/09/1982	3,657	0.00%
Turks and Caicos Islands	08/09/1982	975	0.00%
United Republic of Tanzania	16/05/2006	38,138	0.00%
United States	21/02/1974	11,411,335	1.47%
American Samoa	09/09/1975		

Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006

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Guam	09/09/1975		
Puerto Rico	09/09/1975		
United States	09/09/1975		
Minor Outlying Islands			
Virgin Islands	09/09/1975		
Vanuatu	14/09/1992	1,955,413	0.25%
Yemen	06/03/1979	29,169	0.00%

ANNEX 9



Status of Treaties: INTERVENTION PROT 73

As at 29/04/2008

Contracting States: 52

Date of Entry into Force: 30/03/1983

Aggregate Tonnage: 376,734,148

% World Tonnage: 48.61

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Australia	07/11/1983	1,911,160	0.25%	
Bahamas	05/03/1981	43,739,148	5.64%	
Barbados	06/05/1994	717,472	0.09%	
Belgium	09/09/1982	4,091,292	0.53%	
Brazil	18/01/2008	2,289,944	0.30%	
Bulgaria	21/11/2006	911,079	0.12%	
Chile	28/02/1995	908,077	0.12%	
China	23/02/1990	24,918,518	3.22%	
Hong Kong, China	30/03/1983	35,816,230	4.62%	Extended by UK to Hong Kong with effect from 30/3/1983 to 1/7/1997 Extended by China to Hong Kong with effect from 1/7/1997
Macao, China	24/06/2005	2,321	0.00%	
Croatia	08/10/1991	1,373,526	0.18%	
Denmark	09/05/1983	9,230,574	1.19%	
Egypt	03/02/1989	1,113,268	0.14%	
Finland	04/08/1986	1,570,099	0.20%	
France	31/12/1985	6,257,856	0.81%	
Georgia	25/08/1995	1,048,385	0.14%	
Germany	21/08/1985	12,934,171	1.67%	
Iran, Islamic Republic of	25/07/1997	3,576,860	0.46%	
Ireland	06/01/1995	187,238	0.02%	
Italy	01/10/1982	12,971,666	1.67%	
Jamaica	13/03/1991	174,094	0.02%	
Latvia	09/08/2001	261,773	0.03%	
Liberia	17/02/1981	76,572,645	9.88%	
Marshall Islands	16/10/1995	35,964,159	4.64%	
Mauritania	24/11/1997	51,505	0.01%	
Mauritius	06/11/2003	39,733	0.01%	

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Mexico	11/04/1980	1,216,989	0.16%	
Monaco	31/03/2005			
Montenegro		13,058	0.00%	Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006
Morocco	30/01/2001	489,562	0.06%	
Namibia	12/03/2004	126,062	0.02%	
Netherlands	10/09/1980	6,139,392	0.79%	
Aruba	01/01/1986	400	0.00%	
Netherlands Antilles	30/03/1983	1,264,043	0.16%	
Nicaragua	15/11/1994	5,651	0.00%	
Norway	15/07/1980	18,156,007	2.34%	
Oman	24/01/1985	24,132	0.00%	
Pakistan	13/01/1995	348,964	0.05%	
Poland	10/07/1981	193,289	0.02%	
Portugal	08/07/1987	1,070,055	0.14%	
Russian Federation	30/12/1982	7,587,283	0.98%	
Saint Lucia	20/05/2004			
Saint Vincent and the Grenadines	12/05/1999	5,927,619	0.76%	
Serbia				Following the dissolution of the State Union of Serbia and Montenegro on 3 June 2006, all Treaty actions undertaken by Serbia and Montenegro continue to be in force with respect to Republic of Serbia. Montenegro has informed that it wished to succeed to this Convention with effect from the same date, i.e. 3 June 2006
Slovenia	25/06/1991	1,628	0.00%	
South Africa	25/09/1997	192,585	0.02%	

Spain	14/03/1994	3,061,813	0.40%
Sweden	28/06/1976	4,044,910	0.52%
Switzerland	15/12/1987	588,622	0.08%
Tonga	01/02/1996	66,744	0.01%
Tunisia	04/05/1976	140,244	0.02%
United Kingdom	05/11/1979	13,444,918	1.73%
Anguilla	30/03/1983	805	0.00%
Bermuda	30/03/1983	9,169,928	1.18%
British Virgin Islands	30/03/1983	16,165	0.00%
Cayman Islands	30/03/1983	2,870,517	0.37%
Falkland Islands (Malvinas)	30/03/1983	51,016	0.01%
Henderson Island	30/03/1983		
Isle of Man	27/06/1995	8,450,267	1.09%
Montserrat	30/03/1983		
Pitcairn	30/03/1983		
St. Helena	30/03/1983	3,657	0.00%
Turks and Caicos Islands	30/03/1983	975	0.00%
United Republic of Tanzania	23/11/2006	38,138	0.00%
United States	07/09/1978	11,411,335	1.47%
Vanuatu	14/09/1992	1,955,413	0.25%
Yemen	06/03/1979	29,169	0.00%

ANNEX 10



Status of Treaties: AFS 2001

As at 29/04/2008

Contracting States: 29

Date of Entry into Force: 17/09/2008

Aggregate Tonnage: 345,067,806

% World Tonnage: 44.53

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Antigua and Barbuda	06/01/2003	8,634,620	1.11%	
Australia	09/01/2007	1,911,160	0.25%	
Bahamas	30/01/2008	43,739,148	5.64%	
Bulgaria	03/12/2004	911,079	0.12%	
Cook Islands	12/03/2007	178,329	0.02%	
Croatia	15/12/2006	1,373,526	0.18%	
Cyprus	23/12/2005	18,954,288	2.45%	
Denmark	18/12/2002	9,230,574	1.19%	
France	12/03/2007	6,257,856	0.81%	
Greece	22/12/2005	35,704,485	4.61%	
Hungary	30/01/2008			
Japan	08/07/2003	12,787,968	1.65%	
Kiribati	05/02/2007	150,653	0.02%	
Latvia	09/12/2003	261,773	0.03%	
Lithuania	29/01/2007	425,776	0.05%	
Luxembourg	21/11/2005	883,524	0.11%	
Mexico	07/07/2006	1,216,989	0.16%	
Netherlands	16/04/2008	6,139,392	0.79%	
Nigeria	05/03/2003	407,728	0.05%	
Norway	05/09/2003	18,156,007	2.34%	
Panama	17/09/2007	168,165,548	21.70%	
Poland	09/08/2004	193,289	0.02%	
Romania	16/02/2005	269,530	0.03%	
Saint Kitts and Nevis	30/08/2005	662,032	0.09%	
Sierra Leone	21/11/2007	486,843	0.06%	
Slovenia	18/05/2007	1,628	0.00%	
Spain	16/02/2004	3,061,813	0.40%	
Sweden	10/12/2003	4,044,910	0.52%	
Tuvalu	02/12/2005	857,338	0.11%	

ANNEX 11



Status of Treaties: BWM 2004

As at 29/04/2008

Contracting States: 14

Date of Entry into Force: Not yet in force

Aggregate Tonnage: 27,524,373

% World Tonnage: 3.55

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Barbados	11/05/2007	717,472	0.09%	Not yet in force
Egypt	18/05/2007	1,113,268	0.14%	Not yet in force
Kenya	14/01/2008	15,110	0.00%	Not yet in force
Kiribati	05/02/2007	150,653	0.02%	Not yet in force
Maldives	22/06/2005	125,545	0.02%	Not yet in force
Mexico	18/03/2008	1,216,989	0.16%	Not yet in force
Nigeria	13/10/2005	407,728	0.05%	Not yet in force
Norway	29/03/2007	18,156,007	2.34%	Not yet in force
Saint Kitts and Nevis	30/08/2005	662,032	0.09%	Not yet in force
Sierra Leone	21/11/2007	486,843	0.06%	Not yet in force
South Africa	15/04/2008	192,585	0.02%	Not yet in force
Spain	14/09/2005	3,061,813	0.40%	Not yet in force
Syrian Arab Republic	02/09/2005	360,990	0.05%	Not yet in force
Tuvalu	02/12/2005	857,338	0.11%	Not yet in force

Entry into force

This Convention shall enter into force twelve months after the date on which not less than thirty States, the combined merchant fleets of which constitute not less than thirty-five percent 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 in accordance with Article 17.

ANNEX 12



Status of Treaties: LC 72

As at 29/04/2008

Contracting States: 84

Date of Entry into Force: 30/08/1975

Aggregate Tonnage: 519,887,568

% World Tonnage: 67.09

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Afghanistan	02/04/1975			
Antigua and Barbuda	06/01/1989	8,634,620	1.11%	
Argentina	11/09/1979	837,994	0.11%	
Australia	21/08/1985	1,911,160	0.25%	
Azerbaijan	01/07/1997	708,360	0.09%	
Barbados	04/05/1994	717,472	0.09%	
Belarus	29/01/1976			
Belgium	12/06/1985	4,091,292	0.53%	
Bolivia	10/06/1999	102,851	0.01%	
Brazil	26/07/1982	2,289,944	0.30%	
Bulgaria	25/01/2006	911,079	0.12%	
Canada	13/11/1975	2,767,954	0.36%	
Cape Verde	26/05/1977	29,320	0.00%	
Chile	04/08/1977	908,077	0.12%	
China	14/11/1985	24,918,518	3.22%	
Hong Kong, China	17/11/1975	35,816,230	4.62%	Extended by UK to Hong Kong with effect from 17/11/1975 to 1/7/1997 Extended by China to Hong Kong with effect from 1/7/1997
Macao, China	20/12/1999	2,321	0.00%	
Costa Rica	16/06/1986	3,613	0.00%	
Côte d'Ivoire	09/10/1987	9,236	0.00%	
Croatia	08/10/1991	1,373,526	0.18%	
Cuba	01/12/1975	60,695	0.01%	
Cyprus	07/06/1990	18,954,288	2.45%	
Democratic Rep. of the Congo	16/09/1975	13,922	0.00%	
Denmark	23/10/1974	9,230,574	1.19%	
Faroe Islands, Denmark	15/11/1976	245,679	0.03%	

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Dominican Republic	07/12/1973	9,678	0.00%
Egypt	30/06/1992	1,113,268	0.14%
Equatorial Guinea	21/01/2004	28,514	0.00%
Finland	03/05/1979	1,570,099	0.20%
France	03/02/1977	6,257,856	0.81%
Gabon	05/02/1982	13,770	0.00%
Germany	08/11/1977	12,934,171	1.67%
Greece	10/08/1981	35,704,485	4.61%
Guatemala	14/07/1975	5,931	0.00%
Haiti	28/08/1975	1,751	0.00%
Honduras	02/05/1980	712,387	0.09%
Hungary	05/02/1976		
Iceland	24/05/1973	179,958	0.02%
Iran, Islamic Republic of	13/01/1997	3,576,860	0.46%
Ireland	17/02/1982	187,238	0.02%
Italy	30/04/1984	12,971,666	1.67%
Jamaica	22/03/1991	174,094	0.02%
Japan	15/10/1980	12,787,968	1.65%
Jordan	11/11/1974	368,722	0.05%
Kenya	07/01/1976	15,110	0.00%
Kiribati	12/07/1979	150,653	0.02%
Libyan Arab Jamahiriya	22/11/1976	97,944	0.01%
Luxembourg	21/02/1991	883,524	0.11%
Malta	28/12/1989	27,754,385	3.58%
Mexico	07/04/1975	1,216,989	0.16%
Monaco	16/05/1977		
Montenegro	23/02/2007	13,058	0.00%
Morocco	18/02/1977	489,562	0.06%
Nauru	26/07/1982		
Netherlands	02/12/1977	6,139,392	0.79%
Aruba	01/01/1986	400	0.00%
Netherlands	02/12/1977	1,264,043	0.16%
Antilles			
New Zealand	30/04/1975	210,208	0.03%
Nigeria	19/03/1976	407,728	0.05%
Norway	04/04/1974	18,156,007	2.34%
Oman	13/03/1984	24,132	0.00%
Pakistan	09/03/1995	348,964	0.05%
Panama	31/07/1975	168,165,548	21.70%
Papua New Guinea	10/03/1980	85,211	0.01%
Peru	07/06/2003	272,532	0.04%
Philippines	10/08/1973	5,066,182	0.65%
Poland	23/01/1979	193,289	0.02%
Portugal	14/04/1978	1,070,055	0.14%
Republic of Korea	21/12/1993	13,101,996	1.69%
Russian Federation	30/12/1975	7,587,283	0.98%
Saint Lucia	23/08/1985		
Saint Vincent and the Grenadines	24/10/2001	5,927,619	0.76%
Serbia	25/06/1976		
Seychelles	29/10/1984	182,643	0.02%
Sierra Leone	12/03/2008	486,843	0.06%
Slovenia	25/06/1991	1,628	0.00%
Solomon Islands	06/03/1984	11,814	0.00%
South Africa	07/08/1978	192,585	0.02%
Spain	31/07/1974	3,061,813	0.40%
Suriname	21/10/1980	4,721	0.00%
Sweden	21/02/1974	4,044,910	0.52%

Switzerland	31/07/1979	588,622	0.08%
Tonga	08/11/1995	66,744	0.01%
Tunisia	13/04/1976	140,244	0.02%
Ukraine	05/02/1976	1,144,637	0.15%
United Arab Emirates	09/08/1974	807,218	0.10%
United Kingdom	17/11/1975	13,444,918	1.73%
Bermuda	17/11/1975	9,169,928	1.18%
British Indian Ocean Territory	17/11/1975		
British Virgin Islands	17/11/1975	16,165	0.00%
Cayman Islands	17/11/1975	2,870,517	0.37%
Falkland Islands (Malvinas)	17/11/1975	51,016	0.01%
Guernsey	17/11/1975		
Henderson Island	17/11/1975		
Isle of Man	17/11/1975	8,450,267	1.09%
Jersey	05/03/1976		
Montserrat	17/11/1975		
Pitcairn	17/11/1975		
St. Helena	17/11/1975	3,657	0.00%
Turks and Caicos Islands	17/11/1975	975	0.00%
United States	29/04/1974	11,411,335	1.47%
Vanuatu	22/09/1992	1,955,413	0.25%

ANNEX 13



Status of Treaties: LC PROT 96

As at 29/04/2008

Contracting States: 34

Date of Entry into Force: 24/03/2006

Aggregate Tonnage: 194,448,467

% World Tonnage: 25.09

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Angola	04/10/2001	56,770	0.01%	
Australia	04/12/2000	1,911,160	0.25%	
Barbados	25/07/2006	717,472	0.09%	
Belgium	13/02/2006	4,091,292	0.53%	
Bulgaria	25/01/2006	911,079	0.12%	
Canada	15/05/2000	2,767,954	0.36%	
China	29/09/2006	24,918,518	3.22%	
Hong Kong, China	29/09/1906	35,816,230	4.62%	
Denmark	17/04/1997	9,230,574	1.19%	
Greenland	13/05/2004			
Egypt	26/05/2004	1,113,268	0.14%	
France	07/01/2004	6,257,856	0.81%	
Georgia	18/04/2000	1,048,385	0.14%	
Germany	16/10/1998	12,934,171	1.67%	
Iceland	21/05/2003	179,958	0.02%	
Ireland	26/04/2001	187,238	0.02%	
Italy	13/10/2006	12,971,666	1.67%	
Japan	02/10/2007	12,787,968	1.65%	
Kenya	14/01/2008	15,110	0.00%	
Luxembourg	21/11/2005	883,524	0.11%	
Mexico	22/02/2006	1,216,989	0.16%	
New Zealand	30/07/2001	210,208	0.03%	
Norway	16/12/1999	18,156,007	2.34%	
Saint Kitts and Nevis	07/10/2004	662,032	0.09%	
Saudi Arabia	02/02/2006	942,204	0.12%	
Sierra Leone	10/03/2008	486,843	0.06%	
Slovenia	03/03/2006	1,628	0.00%	
South Africa	23/12/1998	192,585	0.02%	
Spain	24/03/1999	3,061,813	0.40%	
Suriname	11/02/2007	4,721	0.00%	
Sweden	16/10/2000	4,044,910	0.52%	
Switzerland	08/09/2000	588,622	0.08%	
Tonga	18/09/2003	66,744	0.01%	

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Trinidad and Tobago	06/03/2000	51,087	0.01%
United Kingdom	15/12/1998	13,444,918	1.73%
Bermuda	15/12/1998	9,169,928	1.18%
British Virgin Islands	15/12/1998	16,165	0.00%
Cayman Islands	15/12/1998	2,870,517	0.37%
Falkland Islands (Malvinas)	15/12/1998	51,016	0.01%
Guernsey	19/10/2001		
Isle of Man	15/12/1998	8,450,267	1.09%
Jersey	15/12/1998		
Montserrat	15/12/1998		
St. Helena	15/12/1998	3,657	0.00%
Vanuatu	18/02/1999	1,955,413	0.25%

ANNEX 14



Status of Treaties: CLC PROT 92

As at 29/04/2008

Contracting States: 120

Date of Entry into Force: 30/05/1996

Aggregate Tonnage: 746,331,367

% World Tonnage: 96.31

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	30/06/2005	67,455	0.01%	
Algeria	11/06/1998	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	14/06/2000	8,634,620	1.11%	
Argentina	13/10/2000	837,994	0.11%	
Australia	09/10/1995	1,911,160	0.25%	
Azerbaijan	16/07/2004	708,360	0.09%	
Bahamas	01/04/1997	43,739,148	5.64%	
Bahrain	03/05/1996	325,126	0.04%	
Barbados	07/07/1998	717,472	0.09%	
Belgium	06/10/1998	4,091,292	0.53%	
Belize	27/11/1998	1,276,635	0.16%	
Brunei Darussalam	31/01/2002	483,248	0.06%	
Bulgaria	28/11/2003	911,079	0.12%	
Cambodia	08/06/2001	2,059,847	0.27%	
Cameroon	15/10/2001	55,254	0.01%	
Canada	29/05/1998	2,767,954	0.36%	
Cape Verde	04/07/2003	29,320	0.00%	
Chile	29/05/2002	908,077	0.12%	
China	05/01/1999	24,918,518	3.22%	
Hong Kong, China	05/01/1999	35,816,230	4.62%	
Macao, China	24/06/2005	2,321	0.00%	
Colombia	19/11/2001	90,770	0.01%	
Comoros	05/01/2000	755,304	0.10%	
Congo	07/08/2002	3,839	0.00%	
Cook Islands	12/03/2007	178,329	0.02%	
Croatia	12/01/1998	1,373,526	0.18%	
Cyprus	12/05/1997	18,954,288	2.45%	
Denmark	30/05/1995	9,230,574	1.19%	
Djibouti	08/01/2001	4,104	0.00%	
Dominica	31/08/2001	847,377	0.11%	
Dominican Republic	24/06/1999	9,678	0.00%	
Ecuador	11/12/2007	299,985	0.04%	

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Egypt	21/04/1995	1,113,268	0.14%
El Salvador	02/01/2002	6,607	0.00%
Estonia	06/08/2004	389,752	0.05%
Fiji	30/11/1999	30,254	0.00%
Finland	24/11/1995	1,570,099	0.20%
France	29/09/1994	6,257,856	0.81%
Gabon	31/05/2002	13,770	0.00%
Georgia	18/04/2000	1,048,385	0.14%
Germany	29/09/1994	12,934,171	1.67%
Ghana	03/02/2003	118,248	0.02%
Greece	09/10/1995	35,704,485	4.61%
Grenada	07/01/1998	2,821	0.00%
Guinea	02/10/2002	19,542	0.00%
Hungary	30/03/2007		
Iceland	13/11/1998	179,958	0.02%
India	15/11/1999	9,168,046	1.18%
Indonesia	06/07/1999	5,669,830	0.73%
Iran, Islamic Republic of	24/10/2007	3,576,860	0.46%
Ireland	15/05/1997	187,238	0.02%
Israel	21/10/2004	728,130	0.09%
Italy	16/09/1999	12,971,666	1.67%
Jamaica	06/06/1997	174,094	0.02%
Japan	24/08/1994	12,787,968	1.65%
Kenya	02/02/2000	15,110	0.00%
Kiribati	05/02/2007	150,653	0.02%
Kuwait	16/04/2004	2,426,799	0.31%
Latvia	09/03/1998	261,773	0.03%
Lebanon	30/03/2005	135,904	0.02%
Liberia	05/10/1995	76,572,645	9.88%
Lithuania	27/06/2000	425,776	0.05%
Luxembourg	21/11/2005	883,524	0.11%
Madagascar	21/05/2002	35,363	0.00%
Malaysia	09/06/2004	6,974,618	0.90%
Maldives	20/05/2005	125,545	0.02%
Malta	06/01/2000	27,754,385	3.58%
Marshall Islands	16/10/1995	35,964,159	4.64%
Mauritius	06/12/1999	39,733	0.01%
Mexico	13/05/1994	1,216,989	0.16%
Monaco	08/11/1996		
Morocco	22/08/2000	489,562	0.06%
Mozambique	26/04/2002	37,914	0.00%
Namibia	18/12/2002	126,062	0.02%
Netherlands	15/11/1996	6,139,392	0.79%
Aruba	12/04/2006	400	0.00%
Netherlands Antilles	21/12/2005	1,264,043	0.16%
New Zealand	25/06/1998	210,208	0.03%
Nigeria	24/05/2002	407,728	0.05%
Norway	03/04/1995	18,156,007	2.34%
Oman	08/07/1994	24,132	0.00%
Pakistan	02/03/2005	348,964	0.05%
Panama	18/03/1999	168,165,548	21.70%
Papua New Guinea	23/01/2001	85,211	0.01%
Peru	01/09/2005	272,532	0.04%
Philippines	07/07/1997	5,066,182	0.65%
Poland	21/12/1999	193,289	0.02%
Portugal	13/11/2001	1,070,055	0.14%

Qatar	20/11/2001	619,535	0.08%
Republic of Korea	07/03/1997	13,101,996	1.69%
Republic of Moldova	12/10/2005	50,110	0.01%
Romania	27/11/2000	269,530	0.03%
Russian Federation	20/03/2000	7,587,283	0.98%
Saint Kitts and Nevis	07/10/2004	662,032	0.09%
Saint Lucia	20/05/2004		
Saint Vincent and the Grenadines	09/10/2001	5,927,619	0.76%
Samoa	01/02/2002	10,465	0.00%
Saudi Arabia	23/05/2005	942,204	0.12%
Seychelles	23/07/1999	182,643	0.02%
Sierra Leone	04/06/2001	486,843	0.06%
Singapore	18/09/1997	36,251,735	4.68%
Slovenia	19/07/2000	1,628	0.00%
Solomon Islands	30/06/2004	11,814	0.00%
South Africa	01/10/2004	192,585	0.02%
Spain	06/07/1995	3,061,813	0.40%
Sri Lanka	22/01/1999	163,283	0.02%
Sweden	25/05/1995	4,044,910	0.52%
Switzerland	04/07/1996	588,622	0.08%
Syrian Arab Republic	22/02/2005	360,990	0.05%
Tonga	10/12/1999	66,744	0.01%
Trinidad and Tobago	06/03/2000	51,087	0.01%
Tunisia	29/01/1997	140,244	0.02%
Turkey	17/08/2001	4,995,134	0.64%
Tuvalu	30/06/2004	857,338	0.11%
Ukraine	29/11/2007	1,144,637	0.15%
United Arab Emirates	19/11/1997	807,218	0.10%
United Kingdom	29/09/1994	13,444,918	1.73%
Anguilla	20/02/1998	805	0.00%
Bermuda	20/02/1998	9,169,928	1.18%
British Indian Ocean Territory	25/02/1998		
British Virgin Islands	25/02/1998	16,165	0.00%
Cayman Islands	15/05/1998	2,870,517	0.37%
Falkland Islands (Malvinas)	29/09/1994	51,016	0.01%
Gibraltar	15/05/1998	1,515,396	0.20%
Guernsey	25/02/1998		
Henderson Island	25/02/1998		
Isle of Man	29/09/1994	8,450,267	1.09%
Jersey	29/09/1994		
Montserrat	29/09/1994		
Pitcairn	25/02/1998		
St. Helena	15/05/1998	3,657	0.00%
Turks and Caicos Islands	25/02/1998	975	0.00%
United Republic of Tanzania	19/11/2002	38,138	0.00%
Uruguay	09/07/1997	111,470	0.01%
Vanuatu	18/02/1999	1,955,413	0.25%
Venezuela	22/07/1998	1,068,772	0.14%
Viet Nam	17/06/2003	2,529,619	0.33%
Yemen	20/09/2006	29,169	0.00%

ANNEX 15



Status of Treaties: FUND PROT 1992

As at 29/04/2008

Contracting States: 102

Date of Entry into Force: 30/05/1996

Aggregate Tonnage: 725,823,772

% World Tonnage: 93.66

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Albania	30/06/2005	67,455	0.01%	
Algeria	11/06/1998	736,193	0.10%	
Angola	04/10/2001	56,770	0.01%	
Antigua and Barbuda	14/06/2000	8,634,620	1.11%	
Argentina	13/10/2000	837,994	0.11%	
Australia	09/10/1995	1,911,160	0.25%	
Bahamas	01/04/1997	43,739,148	5.64%	
Bahrain	03/05/1996	325,126	0.04%	
Barbados	07/07/1998	717,472	0.09%	
Belgium	06/10/1998	4,091,292	0.53%	
Belize	27/11/1998	1,276,635	0.16%	
Brunei Darussalam	31/01/2002	483,248	0.06%	
Bulgaria	18/11/2005	911,079	0.12%	
Cambodia	08/06/2001	2,059,847	0.27%	
Cameroon	15/10/2001	55,254	0.01%	
Canada	29/05/1998	2,767,954	0.36%	
Cape Verde	04/07/2003	29,320	0.00%	
China	05/01/1999	24,918,518	3.22%	Applies to HKSAR only
Hong Kong, China	05/01/1999	35,816,230	4.62%	
Colombia	19/11/2001	90,770	0.01%	
Comoros	05/01/2000	755,304	0.10%	
Congo	07/08/2002	3,839	0.00%	
Cook Islands	12/03/2007	178,329	0.02%	
Croatia	12/01/1998	1,373,526	0.18%	
Cyprus	12/05/1997	18,954,288	2.45%	
Denmark	30/05/1995	9,230,574	1.19%	
Djibouti	08/01/2001	4,104	0.00%	
Dominica	31/08/2001	847,377	0.11%	
Dominican Republic	24/06/1999	9,678	0.00%	
Ecuador	11/12/2007	299,985	0.04%	
Estonia	06/08/2004	389,752	0.05%	
Fiji	30/11/1999	30,254	0.00%	
Finland	24/11/1995	1,570,099	0.20%	

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Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
France	29/09/1994	6,257,856	0.81%	
Gabon	31/05/2002	13,770	0.00%	
Georgia	18/04/2000	1,048,385	0.14%	
Germany	29/09/1994	12,934,171	1.67%	
Ghana	03/02/2003	118,248	0.02%	
Greece	09/10/1995	35,704,485	4.61%	
Grenada	07/01/1998	2,821	0.00%	
Guinea	02/10/2002	19,542	0.00%	
Hungary	30/03/2007			
Iceland	13/11/1998	179,958	0.02%	
India	21/06/2000	9,168,046	1.18%	
Ireland	15/05/1997	187,238	0.02%	
Israel	21/10/2004	728,130	0.09%	
Italy	16/09/1999	12,971,666	1.67%	
Jamaica	24/06/1997	174,094	0.02%	
Japan	24/08/1994	12,787,968	1.65%	
Kenya	02/02/2000	15,110	0.00%	
Kiribati	05/02/2007	150,653	0.02%	
Latvia	06/04/1998	261,773	0.03%	
Liberia	05/10/1995	76,572,645	9.88%	
Lithuania	27/06/2000	425,776	0.05%	
Luxembourg	21/11/2005	883,524	0.11%	
Madagascar	21/05/2002	35,363	0.00%	
Malaysia	09/06/2004	6,974,618	0.90%	
Maldives	20/05/2005	125,545	0.02%	
Malta	06/01/2000	27,754,385	3.58%	
Marshall Islands	16/10/1995	35,964,159	4.64%	
Mauritius	06/12/1999	39,733	0.01%	
Mexico	13/05/1994	1,216,989	0.16%	
Monaco	08/11/1996			
Morocco	22/08/2000	489,562	0.06%	
Mozambique	26/04/2002	37,914	0.00%	
Namibia	18/12/2002	126,062	0.02%	
Netherlands	15/11/1996	6,139,392	0.79%	
Aruba	12/04/2006	400	0.00%	
Netherlands Antilles	21/12/2005	1,264,043	0.16%	
New Zealand	25/06/1998	210,208	0.03%	
Nigeria	24/05/2002	407,728	0.05%	
Norway	03/04/1995	18,156,007	2.34%	
Oman	08/07/1994	24,132	0.00%	
Panama	18/03/1999	168,165,548	21.70%	
Papua New Guinea	23/01/2001	85,211	0.01%	
Philippines	07/07/1997	5,066,182	0.65%	
Poland	21/12/1999	193,289	0.02%	
Portugal	13/11/2001	1,070,055	0.14%	
Qatar	20/11/2001	619,535	0.08%	
Republic of Korea	07/03/1997	13,101,996	1.69%	
Russian Federation	20/03/2000	7,587,283	0.98%	
Saint Kitts and Nevis	02/03/2005	662,032	0.09%	
Saint Lucia	20/05/2004			
Saint Vincent and the Grenadines	09/10/2001	5,927,619	0.76%	
Samoa	01/02/2002	10,465	0.00%	
Seychelles	23/07/1999	182,643	0.02%	
Sierra Leone	04/06/2001	486,843	0.06%	

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Singapore	31/12/1997	36,251,735	4.68%	
Slovenia	19/07/2000	1,628	0.00%	
South Africa	01/10/2004	192,585	0.02%	
Spain	06/07/1995	3,061,813	0.40%	
Sri Lanka	22/01/1999	163,283	0.02%	
Sweden	25/05/1995	4,044,910	0.52%	
Switzerland	10/10/2005	588,622	0.08%	
Tonga	10/12/1999	66,744	0.01%	
Trinidad and Tobago	06/03/2000	51,087	0.01%	
Tunisia	29/01/1997	140,244	0.02%	
Turkey	17/08/2001	4,995,134	0.64%	
Tuvalu	30/06/2004	857,338	0.11%	
United Arab Emirates	19/11/1997	807,218	0.10%	
United Kingdom	29/09/1994	13,444,918	1.73%	
Anguilla	20/02/1998	805	0.00%	
Bermuda	20/02/1998	9,169,928	1.18%	
British Indian Ocean Territory	25/02/1998			
British Virgin Islands	25/02/1998	16,165	0.00%	
Cayman Islands	15/05/1998	2,870,517	0.37%	
Falkland Islands (Malvinas)	29/09/1994	51,016	0.01%	
Gibraltar	15/05/1998	1,515,396	0.20%	
Guernsey	25/02/1998			
Henderson Island	25/02/1998			
Isle of Man	29/09/1994	8,450,267	1.09%	
Jersey	29/09/1994			
Montserrat	29/09/1994			
Pitcairn	25/02/1998			
St. Helena	15/05/1998	3,657	0.00%	
Turks and Caicos Islands	20/02/1998	975	0.00%	
United Republic of Tanzania	19/11/2002	38,138	0.00%	
Uruguay	09/07/1997	111,470	0.01%	
Vanuatu	18/02/1999	1,955,413	0.25%	
Venezuela	22/07/1998	1,068,772	0.14%	

ANNEX 16



Status of Treaties: FUND PROT 2003

As at 29/04/2008

Contracting States: 21

Date of Entry into Force: 03/03/2005

Aggregate Tonnage: 144,678,298

% World Tonnage: 18.67

Country	Deposit Date	Gross Tonnage	% World Tonnage	Notes
Barbados	06/12/2005	717,472	0.09%	
Belgium	04/11/2005	4,091,292	0.53%	
Croatia	17/02/2006	1,373,526	0.18%	
Denmark	24/02/2004	9,230,574	1.19%	
Faroe Islands, Denmark Greenland	19/06/2006	245,679	0.03%	
Finland	15/12/2004			
Finland	27/05/2004	1,570,099	0.20%	
France	29/06/2004	6,257,856	0.81%	
Germany	24/11/2004	12,934,171	1.67%	
Greece	23/10/2006	35,704,485	4.61%	
Hungary	30/03/2007			
Ireland	05/07/2004	187,238	0.02%	
Italy	20/10/2005	12,971,666	1.67%	
Japan	13/07/2004	12,787,968	1.65%	
Latvia	18/04/2006	261,773	0.03%	
Lithuania	22/11/2005	425,776	0.05%	
Netherlands	16/06/2005	6,139,392	0.79%	
Norway	31/03/2004	18,156,007	2.34%	
Portugal	15/02/2005	1,070,055	0.14%	
Slovenia	03/03/2006	1,628	0.00%	
Spain	03/12/2004	3,061,813	0.40%	
Sweden	05/05/2005	4,044,910	0.52%	
United Kingdom	08/06/2006	13,444,918	1.73%	

ANNEX 19

Summary of the status of Conventions

Instrument	Entry into force date	No. of Contracting States	% world tonnage*
IMO Convention	17-Mar-58	167	97.02
1991 amendments	-	113	87.94
SOLAS 1974	25-May-80	158	98.80
SOLAS Protocol 1978	01-May-81	113	95.92
SOLAS Protocol 1988	03-Feb-00	89	90.14
Stockholm Agreement 1996	01-Apr-97	11	8.67
LL 1966	21-Jul-68	158	98.77
LL Protocol 1988	03-Feb-00	85	89.71
TONNAGE 1969	18-Jul-82	148	98.80
COLREG 1972	15-Jul-77	151	98.05
CSC 1972	06-Sep-77	78	61.39
1993 amendments	-	9	6.16
SFV Protocol 1993	-	15	10.04
STCW 1978	28-Apr-84	151	98.77
STCW-F 1995	-	9	5.16
SAR 1979	22-Jun-85	91	50.30
STP 1971	02-Jan-74	17	24.28
SPACE STP 1973	02-Jun-77	16	23.58
INMARSAT C 1976	16-Jul-79	92	92.76
INMARSAT OA 1976	16-Jul-79	89	91.40
1994 amendments	-	40	27.18
2006 amendments	-	1	0.03
FAL 1965	05-Mar-67	112	68.55
MARPOL 73/78 (Annex I/II)	02-Oct-83	146	98.73
MARPOL 73/78 (Annex III)	01-Jul-92	128	94.50
MARPOL 73/78 (Annex IV)	27-Sep-03	118	75.70
MARPOL 73/78 (Annex V)	31-Dec-88	134	96.52
MARPOL Protocol 1997 (Annex VI)	19-May-05	49	79.30
LC 1972	30-Aug-75	84	67.71
1978 amendments	-	20	17.99
LC Protocol 1996	24-Mar-06	34	25.59
INTERVENTION 1969	06-May-75	85	74.62
INTERVENTION Protocol 1973	30-Mar-83	52	48.99
CLC 1969	19-Jun-75	39	7.52
CLC Protocol 1976	08-Apr-81	53	56.12
CLC Protocol 1992	30-May-96	120	95.89
FUND Protocol 1976	22-Nov-94	31	47.43
FUND Protocol 1992	30-May-96	102	92.96
FUND Protocol 2000	27-Jun-01	-	-
FUND Protocol 2003	03-Mar-05	21	18.87
NUCLEAR 1971	15-Jul-75	17	20.27
PAL 1974	28-Apr-87	32	40.40
PAL Protocol 1976	30-Apr-89	25	40.06
PAL Protocol 1990	-	6	0.86
PAL Protocol 2002	-	4	0.18
LLMC 1976	01-Dec-86	51	48.92
LLMC Protocol 1996	13-May-04	28	23.42
SUA 1988	01-Mar-92	148	92.38
SUA Protocol 1988	01-Mar-92	137	87.70

Instrument	Entry into force date	No. of Contracting States	% world tonnage*
SUA 2005	-	2	0.08
SUA Protocol 2005	-	-	-
SALVAGE 1989	14-Jul-96	56	37.91
OPRC 1990	13-May-95	92	66.62
HNS Convention 1996	-	10	4.01
OPRC/HNS 2000	14-Jun-07	19	19.28
BUNKERS Convention 2001	21-Nov-08	21	24.04
AFS Convention 2001	17-Sep-08	28	43.79
BWM Convention 2004	-	13	3.62
NAIROBI WR Convention 2007	-	-	-

*Source: *Lloyd's Register/Fairplay World Fleet Statistics 31 December 2006*

ANNEX 20

To be deposited with the Secretary-General of IMO, London

MODEL INSTRUMENT OF ACCESSION

WHEREAS the Convention/Protocol)....., was adopted
at (place).....on (date)by the (name of
Conference).....
.....

AND WHEREAS (name of State), being a State
entitled to become a party to the said (Convention/Protocol) by virtue of Article thereof,

NOW THEREFORE the Government of (name of
State).....having considered and approved the said
(Convention/Protocol), hereby formally declares its accession to the (name of
Convention/Protocol) [,as amended].

IN WITNESS WHEREOF I,
[President] [Prime Minister] Minister for Foreign Affairs] of have
signed this Instrument of Accession and affixed [my] [the] official seal.

DONE at, this..... day of
two thousand and.....

(Seal)

(Signature)

[President] [Prime Minister]
[Minister for Foreign Affairs]
