

TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

JAARGANG 2014 Nr. 198

A. TITEL

*Protocol van 1997 tot wijziging van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd door het Protocol daarbij van 1978;
(met Bijlage)
Londen, 26 september 1997*

B. TEKST

De Engelse en de Franse tekst van het Protocol, met Bijlage, zijn geplaatst in *Trb.* 1999, 169.

Voor de Engelse tekst van resolutie MEPC.132(53) van 22 juli 2005, zie *Trb.* 2006, 80 en voor correcties in die tekst *Trb.* 2010, 19.

Voor de Engelse tekst van resolutie MEPC.176(58) van 10 oktober 2008, zie *Trb.* 2010, 19.

Voor de Engelse tekst van resoluties MEPC.190(60) van 26 maart 2010 en MEPC.194(61) van 1 oktober 2010, zie *Trb.* 2011, 44 en voor een correctie in die tekst *Trb.* 2012, 20.

Voor de Engelse tekst van resoluties MEPC.202(62) en MEPC.203(62) van 15 juli 2011, zie eveneens *Trb.* 2012, 20.

Voor de Engelse tekst van resolutie MEPC.217(63) van 2 maart 2012, zie *Trb.* 2013, 49.

In *Trb.* 2006, 80 dienen in de Engelse tekst de volgende correcties te worden aangebracht.

Resolutie MEPC.132(53) van 22 juli 2005

Op blz. 5, in bijlage VI, voorschrift 5, paragraaf 3, onderdeel a), dient de voetnoot te worden geschrapt.

Op blz. 15 dienen in de tekst van onderdeel B getiteld „Amendment to the No_x Technical Code”, de voetnoot na die titel en de tekst van ahangsel 1 te worden geschrapt.

In *Trb.* 2010, 19 dienen in de Engelse tekst de volgende correcties te worden aangebracht.

Resolutie MEPC.176(58) van 10 oktober 2008

Op blz. 9, in hoofdstuk II, voorschrift 5, paragraaf 3, subparagraaf .1, dient de voetnoot te worden geschrapt.

Op blz. 16, in hoofdstuk III, voorschrift 12, paragraaf 5, dient de voetnoot te worden geschrapt.

Op blz. 21, in hoofdstuk III, voorschrift 13, paragraaf 7.5, subparagraaf .2, dient de voetnoot te worden geschrapt.

Op blz. 22, in hoofdstuk III, voorschrift 14, paragraaf 2, dient de voetnoot te worden geschrapt.

Op blz. 24, in hoofdstuk III, voorschrift 15, paragraaf 5 en paragraaf 7, dienen de voetnoten te worden geschrapt.

Op blz. 25, in hoofdstuk III, voorschrift 16, paragraaf 3 en paragraaf 6.1, dienen de voetnoten te worden geschrapt.

Op blz. 28, in hoofdstuk III, voorschrift 18, paragraaf 3, subparagraaf .1, aanhef, dient de zinsnede „subparagraph 3.2:” te worden vervangen door „subparagraph 3.2 of this regulation:” en de paragraafnummers .2.4.1, .2.4.2 en .2.4.3 dienen te worden vervangen door respectievelijk .2.3.1, .2.3.2 en .2.3.3.

Op blz. 29, in hoofdstuk III, voorschrift 18, paragraaf 8.1, dient de voetnoot te worden geschrapt.

In *Trb.* 2012, 20 dienen in de Engelse tekst de volgende correcties te worden aangebracht.

Resolutie MEPC.202(62) van 15 juli 2011

Op blz. 4, in bijlage VI, hoofdstuk III, voorschrift 14, paragraaf 7, dient de voetnoot te worden geschrapt.

Resolutie MEPC.203(62) van 15 juli 2011

Op blz. 8, in bijlage VI, hoofdstuk 1, voorschrift 1, paragraaf 1, laatste regel, dient „21, 22 en 23” te worden vervangen door „21 en 22”.

Op blz. 11, in bijlage VI, hoofdstuk 2, voorschrift 5, paragraaf 4, dient de voetnoot te worden geschrapt.

Op blz. 13, in bijlage VI, hoofdstuk 2, voorschrift 6, paragraaf 5, dient de voetnoot te worden geschrapt.

Op blz. 16, in bijlage VI, hoofdstuk 4, voorschrift 20, paragraaf 1, laatste regel en paragraaf 2 dienen de voetnoten te worden geschrapt.

Op blz. 20, in bijlage VI, aanhangsel VIII, model van het IEE-certificaat, dienen de voetnoten te worden geschrapt.

Op 4 april 2014 heeft de Commissie voor de Bescherming van het Mariene Milieu in overeenstemming met artikel 16, tweede lid, van het Verdrag ter voorkoming van verontreiniging door schepen, 1973, juncto artikel VI van het Protocol van 1978 bij het Verdrag, juncto artikel 4 van het Protocol van 1997, resolutie MEPC.247(66) aangenomen onder meer houdende wijzigingen van de Bijlage bij dit Protocol. De Engelse tekst¹⁾ van de resolutie luidt als volgt:

Resolution MEPC.247(66)

Adopted on 4 April 2014

Amendments to the Annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto

(To make the use of the III Code mandatory)

The Marine Environment Protection Committee,

Recalling article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

Noting article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the “1973 Convention”), article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the “1978 Protocol”) and article 4 of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as the “1997 Protocol”), which together specify the amendment procedure of the 1997 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 and 1997 Protocols,

Noting also that, by the 1997 Protocol, Annex VI entitled Regulations for the Prevention of Air Pollution from Ships was added to the 1973 Convention (hereinafter referred to as “Annex VI”),

¹⁾ De Chinese, de Franse, de Russische en de Spaanse tekst zijn niet opgenomen.

Het voor eensluidend gewaarmerkt afschrift is nog niet ontvangen. In de tekst kunnen derhalve onjuistheden voorkomen, die in een volgend Tractatenblad zullen worden gecorrigeerd.

Recalling that the Assembly, at its twenty-eighth regular session, adopted, by resolution A.1070(28), the *IMO Instruments Implementation Code (III Code)*,

Having considered proposed amendments to MARPOL Annexes VI to make the use of the III Code mandatory,

1. Adopts, in accordance with article 16(2)(d) of the 1973 Convention, amendments to Annex VI, the text of which is set out in the annex to the present resolution;

2. Determines that, pursuant to new regulation 24 of Annex VI, whenever the word “should” is used in the III Code (annex to resolution A.1070(28)), it is to be read as being “shall”, except for paragraphs 29, 30, 31 and 32;

3. Determines, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2015, unless prior to that date, not less than one third of the Parties or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have communicated to the Organization their objection to the amendments;

4. Invites the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2016 upon their acceptance in accordance with paragraph 2 above;

5. Requests the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to the 1973 Convention, as modified by the 1978 and 1997 Protocols, certified copies of the present resolution and the text of the amendments contained in the annex;

6. Requests further the Secretary-General to transmit to the Members of the Organization which are not Parties to the 1973 Convention, as modified by the 1978 and 1997 Protocols, copies of the present resolution and its annex.

Annex

Amendments to MARPOL Annex VI

1. The following is added at the end of regulation 2:
“For the purposes of this annex:

44. *Audit* means a systematic, independent and documented process for obtaining audit evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled.

45. *Audit Scheme* means the IMO Member State Audit Scheme established by the Organization and taking into account the guidelines developed by the Organization.

46. *Code for Implementation* means the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).

47. *Audit Standard* means the Code for Implementation.

2. A new chapter 5 is added to read as follows:

“CHAPTER 5

VERIFICATION OF COMPLIANCE WITH THE PROVISIONS OF THIS ANNEX

Regulation 24

Application

Parties shall use the provisions of the Code for Implementation in the execution of their obligations and responsibilities contained in this Annex.

Regulation 25

Verification of compliance

1. Every Party shall be subject to periodic audits by the Organization in accordance with the audit standard to verify compliance with and implementation of this Annex.

2. The Secretary-General of the Organization shall have responsibility for administering the Audit Scheme, based on the guidelines developed by the Organization.

3. Every Party shall have responsibility for facilitating the conduct of the audit and implementation of a programme of actions to address the findings, based on the guidelines developed by the Organization.

4. Audit of all Parties shall be:

.1. based on an overall schedule developed by the Secretary-General of the Organization, taking into account the guidelines developed by the Organization; and

.2. conducted at periodic intervals, taking into account the guidelines developed by the Organization.

Op 4 april 2014 heeft de Commissie voor de Bescherming van het Mariene Milieu in overeenstemming met artikel 16, tweede lid, van het Verdrag ter voorkoming van verontreiniging door schepen, 1973, juncto artikel VI van het Protocol van 1978 bij het Verdrag, juncto artikel 4 van het Protocol van 1997, resolutie MEPC.251(66) aangenomen onder meer houdende wijzigingen van de Bijlage bij dit Protocol. De Engelse tekst¹⁾ van de resolutie luidt als volgt:

Resolution MEPC.251(66)

Adopted on 4 April 2014

Amendments to the Annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto

Amendments to MARPOL Annex VI and the NO_x Technical Code 2008

(Amendments to regulations 2, 13, 19, 20 and 21 and the Supplement to the IAPP Certificate under MARPOL Annex VI and certification of dual-fuel engines under the NO_x Technical Code 2008)

The Marine Environment Protection Committee,

Recalling article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

Noting article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the “1973 Convention”), article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the “1978 Protocol”) and article 4 of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as the “1997 Protocol”), which together

¹⁾ De Chinese, de Franse, de Russische en de Spaanse tekst zijn niet opgenomen.

Het voor eensluidend gewaarmerkt afschrift is nog niet ontvangen. In de tekst kunnen derhalve onjuistheden voorkomen, die in een volgend Tractatenblad zullen worden gecorrigeerd.

specify the amendment procedure of the 1997 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 and 1997 Protocols,

Noting that, by the 1997 Protocol, Annex VI entitled Regulations for the Prevention of Air Pollution from Ships was added to the 1973 Convention (hereinafter referred to as “Annex VI”),

Noting further regulation 13 of MARPOL Annex VI which makes the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (NO_x Technical Code 2008) mandatory under that Annex,

Noting also that both the revised Annex VI, adopted by resolution MEPC.176(58) and the NO_x Technical Code 2008, adopted by resolution MEPC.177(58) entered into force on 1 July 2010,

Having considered draft amendments to the revised Annex VI and the NO_x Technical Code 2008,

1. Adopts, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex VI and the NO_x Technical Code 2008, the text of which is set out in the annex to the present resolution;

2. Determines, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 March 2015, unless prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world’s merchant fleet, have communicated to the Organization their objection to the amendments;

3. Invites the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 September 2015 upon their acceptance in accordance with paragraph 2 above;

4. Requests the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to the 1973 Convention, as modified by the 1978 and 1997 Protocols, certified copies of the present resolution and the text of the amendments contained in the annex;

5. Requests further the Secretary-General to transmit to the Members of the Organization which are not Parties to the 1973 Convention, as modified by the 1978 and 1997 Protocols, copies of the present resolution and its annex.

Annex**Amendments to MARPOL Annex VI***Amendments to MARPOL Annex VI*

CHAPTER 1

GENERAL

Regulation 2

Definitions

1. Paragraph 26 is amended to read as follows:

“26. *Gas carrier* in relation to chapter 4 of this Annex means a cargo ship, other than an LNG carrier as defined in paragraph 38 of this regulation, constructed or adapted and used for the carriage in bulk of any liquefied gas.”

2. New paragraphs 38 to 43 are added after existing paragraph 37 as follows:

“38. *LNG carrier* in relation to chapter 4 of this Annex means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (LNG).

39. *Cruise passenger ship* in relation to chapter 4 of this Annex means a passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage.

40. *Conventional propulsion* in relation to chapter 4 of this Annex means a method of propulsion where a main reciprocating internal combustion engine(s) is the prime mover and coupled to a propulsion shaft either directly or through a gear box.

41. *Non-conventional propulsion* in relation to chapter 4 of this Annex means a method of propulsion, other than conventional propulsion, including diesel-electric propulsion, turbine propulsion, and hybrid propulsion systems.

42. *Cargo ship having ice-breaking capability* in relation to chapter 4 of this Annex means a cargo ship which is designed to break level ice independently with a speed of at least 2 knots when the level ice thickness is 1.0 m or more having ice bending strength of at least 500 kPa.

43. A ship *delivered on or after 1 September 2019* means a ship:
- .1 for which the building contract is placed on or after 1 September 2015; or
 - .2 in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after 1 March 2016; or
 - .3 the delivery of which is on or after 1 September 2019.”

CHAPTER 2

SURVEY, CERTIFICATION AND MEANS OF CONTROL

Regulation 5

Surveys

3. In the first sentence of paragraph 4.2, the words “a ship” are replaced with the words “a new ship”.

CHAPTER 3

REQUIREMENTS FOR CONTROL OF EMISSIONS FROM SHIPS

Regulation 13

Nitrogen oxides (NO_x)

4. Paragraph 2.2 is amended to read as follows:

“2.2. For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine, or the installation of an additional marine diesel engine, the standards in this regulation at the time of the replacement or addition of the engine shall apply. In the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III, as applicable), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II), taking into account guidelines developed by the Organization.

5. Paragraphs 5.1 and 5.2 are amended to read as follows:

“Tier III

5.1. Subject to regulation 3 of this Annex, in an emission control area designated for Tier III NO_x control under paragraph 6 of this regulation, the operation of a marine diesel engine that is installed on a ship:

.1. is prohibited except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_x) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

- .1. 3.4 g/kWh when n is less than 130 rpm;
- .2. $9 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm;
- .3. 2.0 g/kWh when n is 2,000 rpm or more;

when:

.2. that ship is constructed on or after 1 January 2016 and is operating in the North American Emission Control Area or the United States Caribbean Sea Emission Control Area;

when:

.3. that ship is operating in an emission control area designated for Tier III NO_x control under paragraph 6 of this regulation, other than an emission control area described in paragraph 5.1.2 of this regulation, and is constructed on or after the date of adoption of such an emission control area, or a later date as may be specified in the amendment designating the NO_x Tier III emission control area, whichever is later.

5.2. The standards set forth in paragraph 5.1.1 of this regulation shall not apply to:

.1. a marine diesel engine installed on a ship with a length (L), as defined in regulation 1.19 of Annex I to the present Convention, of less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes; or

.2. a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship; or

.3. a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500 gross tonnage, with a length (L), as defined in regulation 1.19 of Annex I to the present convention, of 24 m or over when it has been specifically designed, and is used solely, for recreational purposes.”

6. Paragraph 10 is deleted.

CHAPTER 4

REGULATIONS FOR ENERGY EFFICIENCY OF SHIPS

Regulation 19

Application

7. A new subparagraph 2.2 is added as follows:

“2. ships not propelled by mechanical means, and platforms including FPSOs and FSUs and drilling rigs, regardless of their propulsion.”

8. Paragraph 3 is amended to read as follows:

“3. Regulations 20 and 21 of this Annex shall not apply to ships which have non-conventional propulsion, except that regulations 20 and 21 shall apply to cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2. Regulations 20 and 21 shall not apply to cargo ships having ice-breaking capability.”

Regulation 20

Attained Energy Efficiency Design Index (attained EEDI)

9. Paragraph 1 is replaced with the following:

“1. The attained EEDI shall be calculated for:

- .1. each new ship;
- .2. each new ship which has undergone a major conversion; and
- .3. each new or existing ship which has undergone a major conversion, that is so extensive that the ship is regarded by the Administration as a newly-constructed ship, which falls into one or more of the categories in regulations 2.25 to 2.35, 2.38 and 2.39 of this Annex. The attained EEDI shall be specific to each ship and shall indicate the estimated performance of the ship in terms of energy efficiency, and be accompanied by the EEDI technical file that contains the information necessary for the calculation of the attained EEDI and that shows the process of calculation. The attained EEDI shall be verified, based on the EEDI technical file, either by the Administration or by any organization duly authorized by it.

Regulation 21

Required EEDI

10. Paragraph 1 is replaced with the following:

“1. For each:

- .1. new ship;
- .2. new ship which has undergone a major conversion; and
- .3. new or existing ship which has undergone a major conversion that is so extensive that the ship is regarded by the Administration as a newly-constructed ship, which falls into one of the categories in regula-

tions 2.25 to 2.31, 2.33 to 2.35, 2.38 and 2.39 and to which this chapter is applicable, the attained EEDI shall be as follows:

Attained EEDI \leq Required EEDI = $(1-X/100) \times$ reference line value

where X is the reduction factor specified in table 1 for the required EEDI compared to the EEDI reference line.”

11. New rows are added to table 1 in regulation 2 for ro-ro cargo ships (vehicle carrier), LNG carrier, cruise passenger ship having non-conventional propulsion, ro-ro cargo ships and ro-ro passenger ships, and marks ** and *** and their explanations are added, as follows:

Ship Type	Size	Phase 0 1 Jan 2013 – 31 Dec 2014	Phase 1 1 Jan 2015 – 31 Dec 2019	Phase 2 1 Jan 2020 – 31 Dec 2024	Phase 3 1 Jan 2025 and onwards
LNG carrier***	10,000 DWT and above	n/a	10**	20	30
Ro-ro cargo ship (vehicle carrier)***	10,000 DWT and above	n/a	5**	15	30
Ro-ro cargo ship***	2,000 DWT and above	n/a	5**	20	30
	1,000 – 2,000 DWT	n/a	0-5***	0-20*	0-30*
Ro-ro passenger ship***	1000 DWT and above	n/a	5**	20	30
	250 – 1,000 DWT	n/a	0-5***	0-20*	0-30*
Cruise passenger ship*** having non-conventional propulsion	85,000 GT and above	n/a	5**	20	30
	25,000 – 85,000 GT	n/a	0-5***	0-20*	0-30*

* Reduction factor to be linearly interpolated between the two values dependent upon ship size. The lower value of the reduction factor is to be applied to the smaller ship size.

** Phase 1 commences for those ships on 1 September 2015.

*** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Note: n/a means that no required EEDI applies.”

12. New rows are added to table 2 in paragraph 3 for ro-ro cargo ship (vehicle carrier), LNG carrier, cruise passenger ship having non-conventional propulsion, ro-ro cargo ships and ro-ro passenger ships as follows:

“

Ship type defined in regulation 2	a	b	c
2.33 Ro-ro cargo ship (vehicle carrier)	$(DWT/GT)^{(-0.7)}780.36$ where $DWT/GT < 0.3$ 1812.63 where $DWT/GT \geq 0.3$	DWT of the ship	0.471
2.34 Ro-ro cargo ship	1405.15	DWT of the ship	0.498
2.35 Ro-ro passenger ship	752.16	DWT of the ship	0.381
2.38 LNG carrier	2253.7	DWT of the ship	0.474
2.39 Cruise passenger ship having non-conventional propulsion	170.84	GT of the ship	0.214

”

Appendix I

Form of International Air Pollution Prevention (IAPP) Certificate (regulation 8)

13. The footnote in the Supplement to International Air Pollution Prevention Certificate (IAPP Certificate) is amended to read as follows:

“* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1 and regulation 13.5.2.3, the NO_x emission limit as given by regulation 13.5.1.1 will not apply.”

NO_x Technische Code

Zie rubriek J van *Trb.* 2005, 30 en rubriek B van *Trb.* 2006, 80, *Trb.* 2007, 29, *Trb.* 2010, 19 en *Trb.* 2013, 49.

Instruments Implementation Code (Code III)¹⁾

Bij Resolutie A.1070(28) heeft de Conferentie van de Partijen van de Internationale Maritieme Organisatie op 4 december 2013 de Code voor de implementatie van IMO-instrumenten (Code III) aangenomen.

C. VERTALING

Zie *Trb.* 2002, 192, *Trb.* 2007, 29, *Trb.* 2010, 19, *Trb.* 2012, 20, *Trb.* 2013, 49 en *Trb.* 2013, 206.

In *Trb.* 2007, 29 dient in de vertaling de volgende correctie te worden aangebracht.

Resolutie MEPC.132(53) van 22 juli 2005

Op blz. 5, in bijlage VI, voorschrift 5, paragraaf 3, onderdeel a), dient de voetnoot te worden geschrapt.

In *Trb.* 2010, 19 dienen in de vertaling de volgende correcties te worden aangebracht.

Resolutie MEPC.176(58) van 10 oktober 2008

Op blz. 55, in hoofdstuk II, voorschrift 5, paragraaf 3, subparagraaf .1, dient de voetnoot te worden geschrapt.

Op blz. 62, in hoofdstuk III, voorschrift 12, paragraaf 5, dient de voetnoot te worden geschrapt.

Op blz. 67, in hoofdstuk III, voorschrift 13, paragraaf 7.5, subparagraaf .2, dient de voetnoot te worden geschrapt.

Op blz. 68, in hoofdstuk III, voorschrift 14, paragraaf 2, dient de voetnoot te worden geschrapt.

Op blz. 70, in hoofdstuk III, voorschrift 15, paragraaf 5, dient de voetnoot te worden geschrapt.

Op blz. 71, in hoofdstuk III, voorschrift 15, paragraaf 7, dient de voetnoot te worden geschrapt.

Op blz. 72, in hoofdstuk III, voorschrift 16, paragraaf 3 en paragraaf 6.1, dienen de voetnoten te worden geschrapt.

Op blz. 75, in hoofdstuk III, voorschrift 18, paragraaf 3, subparagraaf .1, dient de zinsnede „lid 3.2:” te worden vervangen door „paragraaf 3.2 van dit voorschrift:” en de paragraafnummers .2.4.1, .2.4.2 en .2.4.3 dienen te worden vervangen door respectievelijk .2.3.1, .2.3.2 en .2.3.3.

¹⁾ De tekst van de Code voor de implementatie van IMO-instrumenten (Code III) is niet opgenomen. Deze ligt ter inzage bij de Afdeling Verdragen van het Ministerie van Buitenlandse Zaken en bij de bibliotheek van de Hoofddirectie Bestuurlijke en Juridische Zaken (HBJZ) van het Ministerie van Infrastructuur en Milieu. De tekst is ook te raadplegen via internet: [http://www.imo.org/KnowledgeCentre/IndexofIMOResolutions/Pages/Assembly-\(A\).aspx](http://www.imo.org/KnowledgeCentre/IndexofIMOResolutions/Pages/Assembly-(A).aspx)

Op blz. 76, in hoofdstuk III, voorschrift 18, paragraaf 8.1, dient de voetnoot te worden geschrapt.

In *Trb.* 2013, 49 dienen in de vertaling de volgende correcties te worden aangebracht.

Resolutie MEPC.203(62) van 15 juli 2011

Op blz. 11, in bijlage VI, hoofdstuk 1, voorschrift 1, paragraaf 1, laatste regel, dient „21, 22 en 23” te worden vervangen door „21 en 22”.

Op blz. 15, in bijlage VI, hoofdstuk 2, voorschrift 5, paragraaf 4, dient de voetnoot te worden geschrapt.

Op blz. 16, in bijlage VI, hoofdstuk 2, voorschrift 6, paragraaf 5, dient de voetnoot te worden geschrapt.

Op blz. 20, in bijlage VI, hoofdstuk 4, voorschrift 20, paragraaf 1, laatste regel en paragraaf 2, dienen de voetnoten te worden geschrapt.

Op blz. 25, in bijlage VI, aanhangsel VIII, model van het IEE-certificaat, dienen de voetnoten te worden geschrapt.

D. PARLEMENT

Zie *Trb.* 2006, 80, *Trb.* 2011, 44, *Trb.* 2012, 20 en *Trb.* 2013, 49.

De bepalingen van de in rubriek B hierboven geplaatste wijzigingen van 4 april 2014 behoeven ingevolge artikel 7, onderdeel f, van de Rijkswet goedkeuring en bekendmaking verdragen niet de goedkeuring van de Staten-Generaal.

E. PARTIJGEGEVENS

Zie *Trb.* 1999, 69 en *Trb.* 2006, 80.

Partij	Onder-tekening	Ratificatie	Type*	In werking	Opzeg-ging	Buiten werking
Antigua en Barbuda		10-07-07	T	10-10-07		
Australië		07-08-07	T	07-11-07		
Azerbeidzjan		16-07-04	T	19-05-05		
Bahama's		08-11-01	T	19-05-05		
Bangladesh		18-12-02	T	19-05-05		

Partij	Onder- tekening	Ratificatie	Type*	In werking	Opzeg- ging	Buiten werking
Barbados		05-04-04	T	19-05-05		
België		27-02-06	T	27-05-06		
Belize		14-06-07	T	14-09-07		
Benin		18-01-07	T	18-04-07		
Brazilië		23-02-10	T	23-05-10		
Bulgarije		03-12-04	T	19-05-05		
Canada		26-03-10	T	26-06-10		
Chili		16-10-06	T	16-01-07		
China		23-05-06	T	23-08-06		
Cookeilanden		12-03-07	T	12-06-07		
Cyprus		06-10-04	T	19-05-05		
Denemarken	14-10-98	18-12-02	R	19-05-05		
Duitsland		17-06-03	T	19-05-05		
Estland		18-07-05	T	18-10-05		
Finland	16-06-98	31-03-05	R	30-06-05		
Frankrijk		15-07-05	T	15-10-05		
Ghana		01-10-10	T	01-01-11		
Griekenland		28-05-03	T	19-05-05		
Ierland		30-06-09	T	30-09-09		
India		23-11-11	T	23-02-12		
Indonesië		24-08-12	T	24-11-12		
Iran		29-05-09	T	29-08-09		
Italië		22-05-06	T	22-08-06		
Jamaica		29-05-08	T	29-08-08		
Japan		15-02-05	T	19-05-05		
Kenia		14-01-08	T	14-04-08		
Kiribati		05-02-07	T	05-05-07		
Koeweit		07-08-07	T	07-11-07		

Partij	Onder- tekening	Ratificatie	Type [*]	In werking	Opzeg- ging	Buiten werking
Kroatië		04-05-05	T	04-08-05		
Letland		19-06-06	T	19-09-06		
Liberia		28-08-02	T	19-05-05		
Litouwen		13-09-05	T	13-12-05		
Luxemburg		21-11-05	T	21-02-06		
Maleisië		27-09-10	T	27-12-10		
Malta		30-03-11	T	30-06-11		
Marokko		03-05-11	T	03-08-11		
Marshalleilanden		07-03-02	T	19-05-05		
Mongolië		19-09-07	T	19-12-07		
Nederlands, het Koninkrijk der – Nederland: – in Europa – Bonaire – Sint Eustatius – Saba – Aruba – Curaçao – Sint Maarten		02-10-06 08-10-10 08-10-10 08-10-10 – – –	T T T T – – –	02-01-07 10-10-10 10-10-10 10-10-10 – – –		
Niue		27-06-12	T	27-09-12		
Noorwegen		21-12-98	O	19-05-05		
Oekraïne		29-10-09	T	29-01-10		
Palau		29-09-11	T	29-12-11		
Panama		13-05-03	T	19-05-05		
Peru		04-12-13	T	04-03-14		
Polen		29-04-05	T	29-07-05		
Portugal		22-05-08	T	22-08-08		
Roemenië		25-01-07	T	25-04-07		
Russische Federatie		08-04-11	T	08-07-11		
Saint Kitts en Nevis		02-03-05	T	02-06-05		

Partij	Onder- tekening	Ratificatie	Type*	In werking	Opzeg- ging	Buiten werking
Saint Vincent en de Grenadines		26-11-08	T	26-02-09		
Samoa		18-05-04	T	19-05-05		
Saudi-Arabië		23-05-05	T	23-08-05		
Servië		08-07-10	T	08-10-10		
Sierra Leone		10-03-08	T	10-06-08		
Singapore		10-08-00	T	19-05-05		
Slovenië		03-03-06	T	03-06-06		
Slowakije		08-10-12	T	08-01-13		
Spanje		26-09-03	T	19-05-05		
Syrië		26-08-08	T	26-11-08		
Trinidad en Tobago		07-06-12	T	07-09-12		
Tunesië		05-09-11	T	05-12-11		
Turkije		04-11-13	T	04-02-14		
Tuvalu		02-12-05	T	02-03-06		
Uruguay		01-08-14	T	01-11-14		
Vanuatu		15-03-04	T	19-05-05		
Verenigd Koninkrijk		05-08-04	T	19-05-05		
Verenigde Staten van Amerika	22-12-98	08-10-08	R	08-01-09		
Zuid-Korea		20-04-06	T	20-07-06		
Zweden		18-05-98	O	19-05-05		
Zwitserland		24-09-13	T	24-12-13		

* O=Ondertekening zonder voorbehoud of vereiste van ratificatie, R=Bekrachtiging, aanvaarding, goedkeuring of kennisgeving, T=Toetreding, VG=Voortgezette gebondenheid, NB=Niet bekend

Uitbreidingen

China

Uitgebreid tot	In werking	Buiten werking
Hongkong SAR	20-03-2008	
Macau SAR	23-05-2006	

Denemarken

Uitgebreid tot	In werking	Buiten werking
Faeröer	02-11-2012	

Verenigd Koninkrijk

Uitgebreid tot	In werking	Buiten werking
Britse Maagdeneilanden	09-09-2013	
Caymaneilanden	25-05-2012	
Gibraltar	08-06-2011	
Man	05-04-2012	

Verklaringen, voorbehouden en bezwaren

Denemarken, 18 mei 2002

[...] However, that the Protocol will not apply to [...] Greenland.

Verenigde Staten van Amerika, 8 oktober 2008

The United States of America understands that the Protocol of 1997 does not, as a matter of international law, prohibit Parties from imposing, as a condition of entry into their ports or internal waters, more stringent emission standards or fuel oil requirements than those identified in the Protocol.

The United States of America understands that Regulation 15 applies only to safety aspects associated with the operation of vapour emission control systems that may be applied during cargo transfer operations between a tanker and port-side facilities and to the requirements specified in Regulation 15 for notification to the International Maritime Organization of port State regulation of such systems.

The United States of America notes that at the time of adoption of the Protocol of 1997, the NO_x emission control limits contained in Regulation 13 were those agreed as being achievable by January 1 2000, on

new marine diesel engines, and further notes that Regulation 13(3)(b) contemplated that new technology would become available to reduce on-board NO_x emissions below those limits. As such improved technology is now available, the United States expresses its support for an amendment to Annex VI that would, on an urgent basis, revise the agreed NO_x emission control limits contained in Regulation 13 in keeping with new technological developments.

G. INWERKINGTREDING

Zie *Trb.* 2006, 80, *Trb.* 2007, 29, *Trb.* 2010, 19, *Trb.* 2011, 44, *Trb.* 2012, 20, *Trb.* 2013, 49 en *Trb.* 2013, 206.

Op 27 maart 2014 heeft Estland het bezwaar op de in rubriek B van *Trb.* 2010, 19 geplaatste wijzigingen van 10 oktober 2008 [MEPC.176(58)] ingetrokken. De wijzigingen van 10 oktober 2008 zijn op 27 maart 2014 in werking getreden voor Estland.

De in rubriek B hierboven geplaatste wijzigingen van 4 april 2014 (MEPC.247(66)) zullen ingevolge artikel 16, tweede lid, onderdeel f, onder iii, juncto artikel 16, tweede lid, onderdeel g, onder ii, van het Verdrag ter voorkoming van verontreiniging door schepen, 1973, op 1 januari 2016 in werking treden, tenzij vóór 1 juli 2015 ten minste een derde van de partijen, dan wel de partijen waarvan de koopvaardijvloeden tezamen ten minste vijftig procent vormen van het brutotonnage van de wereldkoopvaardijvloot, bij de Internationale Maritieme Organisatie bezwaar hebben aangetekend tegen de wijzigingen.

De in rubriek B hierboven geplaatste wijzigingen van 4 april 2014 (MEPC.251(66)) zullen ingevolge artikel 16, tweede lid, onderdeel f, onder iii, juncto artikel 16, tweede lid, onderdeel g, onder ii, van het Verdrag ter voorkoming van verontreiniging door schepen, 1973, op 1 september 2015 in werking treden, tenzij vóór 1 maart 2015 ten minste een derde van de partijen, dan wel de partijen waarvan de koopvaardijvloeden tezamen ten minste vijftig procent vormen van het brutotonnage van de wereldkoopvaardijvloot, bij de Internationale Maritieme Organisatie bezwaar hebben aangetekend tegen de wijzigingen.

J. VERWIJZINGEN

Zie *Trb.* 1999, 169, *Trb.* 2002, 192, *Trb.* 2005, 30, *Trb.* 2006, 80, *Trb.* 2007, 29, *Trb.* 2010, 19, *Trb.* 2011, 44, *Trb.* 2012, 20 en *Trb.* 2013, 206.

Verbanden

Het Protocol dient tot wijziging van:

- Titel : Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd door het Protocol daarbij van 1978;
Londen, 2 november 1973
- Laatste *Trb.* : *Trb.* 2014, 197

Overige verwijzingen

- Titel : Handvest van de Verenigde Naties;
San Francisco, 26 juni 1945
- Laatste *Trb.* : *Trb.* 2014, 112

Uitgegeven de *zesentwintigste* november 2014.

De Minister van Buitenlandse Zaken,

A.G. KOENDERS