

# TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

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**JAARGANG 2012 Nr. 20**

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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.

In dat Tractatenblad dient de volgende correctie te worden aangebracht.

Op blz. 12, derde regel, dienen de komma en de woorden „and/or” te worden geschrapt.

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Op 15 juli 2011 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.202(62) aangenomen houdende

wijzigingen van de Bijlage bij dit Protocol. De Engelse<sup>1)</sup> tekst van de resolutie luidt als volgt:

**Resolution MEPC.202(62)**

**Adopted on 15 July 2011**

**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**

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

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,

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”),

Noting further that the revised Annex VI was adopted by resolution MEPC.176(58) and entered into force on 1 July 2010,

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<sup>1)</sup> 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.

Having considered draft amendments to the revised Annex VI,

1. Adopts, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex VI, the text of which is set out at 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 July 2012, unless prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have 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 January 2013 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.

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## Annex

### **Amendments to regulations 13 and 14 and Appendix VII of the revised MARPOL Annex VI**

1. Paragraph 6 of regulation 13 is replaced by the following:
 

“6. For the purpose of this regulation, emission control areas shall be:

  - .1. the North American area, which means the area described by the coordinates provided in Appendix VII to this Annex;
  - .2. the United States Caribbean Sea area, which means the area described by the coordinates provided in Appendix VII to this Annex; and
  - .3. any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in Appendix III to this Annex.”
2. Paragraph 7.3 of regulation 13 is amended to read as follows:

“7.3 With regard to a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 litres installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000, the International Air Pollution Prevention Certificate shall, for a marine diesel engine to which paragraph 7.1 of this regulation applies, indicate that either an approved method has been applied pursuant to paragraph 7.1.1 of this regulation or the engine has been certified pursuant to paragraph 7.1.2 of this regulation or that an approved method does not yet exist or is not yet commercially available as described in paragraph 7.2 of this regulation.”

3. Paragraph 3 of regulation 14 is replaced by the following:

“3. For the purpose of this regulation, emission control areas shall include:

.1. the Baltic Sea area as defined in regulation 1.11.2 of Annex I and the North Sea area as defined in regulation 1.12.6 of Annex V;

.2. the North American area as described by the coordinates provided in Appendix VII to this Annex;

.3. the United States Caribbean Sea area as described by the coordinates provided in Appendix VII to this Annex; and

.4. any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in Appendix III to this Annex.”

4. A new subparagraph 4 is added to paragraph 4 of regulation 14 to read as follows:

“4. Prior to 1 January 2020, the sulphur content of fuel oil referred to in paragraph 4 of this regulation shall not apply to ships operating in the North American area or the United States Caribbean Sea area defined in paragraph 3, built on or before 1 August 2011 that are powered by propulsion boilers that were not originally designed for continued operation on marine distillate fuel or natural gas.”

5. Paragraph 7 of regulation 14 is replaced by the following:

“7. During the first twelve months immediately following entry into force of an amendment designating a specific emission control area under paragraph 3 of this regulation, ships operating in that emission control area are exempt from the requirements in paragraphs 4 and 6 of this regulation and from the requirements of paragraph 5 of this regulation insofar as they relate to paragraph 4 of this regulation<sup>1)</sup>.”

6. Appendix VII is amended as follows:

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<sup>1)</sup> The 12 month exemption provided by paragraph 7 will apply for the North American emission control area until 1 August 2012.

The 12 month exemption provided by paragraph 7 will apply for the United States Caribbean Sea emission control area until 1 January 2014.

## “Appendix VII

### Emission Control Areas (regulation 13.6 and regulation 14.3)

- .1. The boundaries of emission control areas designated under regulations 13.6 and 14.3, other than the Baltic Sea and the North Sea areas, are set forth in this appendix.
- .2. (Existing text for the North American area)
- .3. The United States Caribbean Sea area includes:
  - .1. the sea area located off the Atlantic and Caribbean coasts of the Commonwealth of Puerto Rico and the United States Virgin Islands, enclosed by geodesic lines connecting the following coordinates:

POINT	LATITUDE	LONGITUDE
1	17° 18' 37" N.	67° 32' 14" W.
2	19° 11' 14" N.	67° 26' 45" W.
3	19° 30' 28" N.	65° 16' 48" W.
4	19° 12' 25" N.	65° 6' 8" W.
5	18° 45' 13" N.	65° 0' 22" W.
6	18° 41' 14" N.	64° 59' 33" W.
7	18° 29' 22" N.	64° 53' 51" W.
8	18° 27' 35" N.	64° 53' 22" W.
9	18° 25' 21" N.	64° 52' 39" W.
10	18° 24' 30" N.	64° 52' 19" W.
11	18° 23' 51" N.	64° 51' 50" W.
12	18° 23' 42" N.	64° 51' 23" W.
13	18° 23' 36" N.	64° 50' 17" W.
14	18° 23' 48" N.	64° 49' 41" W.
15	18° 24' 11" N.	64° 49' 0" W.
16	18° 24' 28" N.	64° 47' 57" W.
17	18° 24' 18" N.	64° 47' 1" W.
18	18° 23' 13" N.	64° 46' 37" W.
19	18° 22' 37" N.	64° 45' 20" W.
20	18° 22' 39" N.	64° 44' 42" W.
21	18° 22' 42" N.	64° 44' 36" W.
22	18° 22' 37" N.	64° 44' 24" W.
23	18° 22' 39" N.	64° 43' 42" W.
24	18° 22' 30" N.	64° 43' 36" W.
25	18° 22' 25" N.	64° 42' 58" W.
26	18° 22' 26" N.	64° 42' 28" W.
27	18° 22' 15" N.	64° 42' 3" W.
28	18° 22' 22" N.	64° 38' 23" W.
29	18° 21' 57" N.	64° 40' 60" W.
30	18° 21' 51" N.	64° 40' 15" W.
31	18° 21' 22" N.	64° 38' 16" W.
32	18° 20' 39" N.	64° 38' 33" W.
33	18° 19' 15" N.	64° 38' 14" W.
34	18° 19' 7" N.	64° 38' 16" W.
35	18° 17' 23" N.	64° 39' 38" W.
36	18° 16' 43" N.	64° 39' 41" W.
37	18° 11' 33" N.	64° 38' 58" W.

POINT	LATITUDE	LONGITUDE
38	18° 3' 2" N.	64° 38' 3" W.
39	18° 2' 56" N.	64° 29' 35" W.
40	18° 2' 51" N.	64° 27' 2" W.
41	18° 2' 30" N.	64° 21' 8" W.
42	18° 2' 31" N.	64° 20' 8" W.
43	18° 2' 3" N.	64° 15' 57" W.
44	18° 0' 12" N.	64° 2' 29" W.
45	17° 59' 58" N.	64° 1' 4" W.
46	17° 58' 47" N.	63° 57' 1" W.
47	17° 57' 51" N.	63° 53' 54" W.
48	17° 56' 38" N.	63° 53' 21" W.
49	17° 39' 40" N.	63° 54' 53" W.
50	17° 37' 8" N.	63° 55' 10" W.
51	17° 30' 21" N.	63° 55' 56" W.
52	17° 11' 36" N.	63° 57' 57" W.
53	17° 4' 60" N.	63° 58' 41" W.
54	16° 59' 49" N.	63° 59' 18" W.
55	17° 18' 37" N.	67° 32' 14" W.

Op 15 juli 2011 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, eveneens resolutie MEPC.203(62) aangenomen houdende wijzigingen van de Bijlage bij dit Protocol. De Engelse<sup>1)</sup> tekst van de resolutie luidt als volgt:

**Resolution MEPC.203(62)**

**Adopted on 15 July 2011**

**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**

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

The Marine Environment Protection Committee,

<sup>1)</sup> 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 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,

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”),

Noting further that the revised Annex VI was adopted by resolution MEPC.176(58) and entered into force on 1 July 2010,

Recognizing that the amendments to Annex VI and inclusion of a new chapter 4 intend to improve energy efficiency for ships through a set of technical performance standards, which would result in reduction of emissions of any substances that originate from fuel oil and its combustion process, including those already controlled by Annex VI,

Recognizing also that adoption of the amendments to Annex VI in no way prejudices the negotiations held in other international fora, such as the United Nations Framework Convention on Climate Change (UNFCCC), nor affect the positions of the countries that participate in such negotiation,

Having considered draft amendments to the revised Annex VI for inclusion of regulations on energy efficiency for ships,

1. Adopts, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex VI, 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 July 2012, unless prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world’s merchant fleet, have 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 January 2013 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; and

6. Invites the Parties to MARPOL Annex VI and other Member Governments to bring the amendments to MARPOL Annex VI to the attention of shipowners, ship operators, shipbuilders, ship designers, marine diesel engine and equipment manufacturers as well as any other interested groups.

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## Annex

### **Amendments to MARPOL Annex VI on regulations for the prevention of air pollution from ships by inclusion of new regulations on energy efficiency for ships**

#### CHAPTER 1

#### GENERAL

#### Regulation 1

#### *Application*

1. The regulation is amended as follows:

“The provisions of this Annex shall apply to all ships, except where expressly provided otherwise in regulations 3, 5, 6, 13, 15, 16, 18, 19, 20, 21, 22 and 23 of this Annex.”

#### Regulation 2

#### *Definitions*

2. Paragraph 21 is amended as follows:

“21. *Tanker* in relation to regulation 15 means an oil tanker as defined in regulation 1 of Annex I or a chemical tanker as defined in regulation 1 of Annex II of the present Convention.”



3. The following is added at the end of regulation 2:

“For the purpose of chapter 4:

22. “Existing ship” means a ship which is not a new ship.

23. “New ship” means a ship:

.1. for which the building contract is placed on or after 1 January 2013;

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 July 2013;

or

.3. the delivery of which is on or after 1 July 2015.

24. “Major Conversion” means in relation to chapter 4 a conversion of a ship:

.1. which substantially alters the dimensions, carrying capacity or engine power of the ship; or

.2. which changes the type of the ship; or

.3. the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or

.4. which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship; or

.5. which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI as set out in regulation 21.

25. “Bulk carrier” means a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers as defined in SOLAS chapter XII, regulation 1, but excluding combination carriers.

26. “Gas carrier” means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas.

27. “Tanker” in relation to chapter 4 means an oil tanker as defined in MARPOL Annex I, regulation 1 or a chemical tanker or an NLS tanker as defined in MARPOL Annex II, regulation 1.

28. “Container ship” means a ship designed exclusively for the carriage of containers in holds and on deck.

29. “General cargo ship” means a ship with a multi-deck or single deck hull designed primarily for the carriage of general cargo. This definition excludes specialized dry cargo ships, which are not included in the calculation of reference lines for general cargo ships, namely live-stock carrier, barge carrier, heavy load carrier, yacht carrier, nuclear fuel carrier.

30. “Refrigerated cargo carrier” means a ship designed exclusively for the carriage of refrigerated cargoes in holds.

31. “Combination carrier” means a ship designed to load 100% dead-weight with both liquid and dry cargo in bulk.

32. “Passenger ship” means a ship which carries more than 12 passengers.

33. “Ro-ro cargo ship (vehicle carrier)” means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks.

34. “Ro-ro cargo ship” means a ship designed for the carriage of roll-on-roll-off cargo transportation units.

35. “Ro-ro passenger ship” means a passenger ship with roll-on-roll-off cargo spaces.

36. “Attained EEDI” is the EEDI value achieved by an individual ship in accordance with regulation 20 of chapter 4.

37. “Required EEDI” is the maximum value of attained EEDI that is allowed by regulation 21 of chapter 4 for the specific ship type and size.”

## CHAPTER 2

### SURVEY, CERTIFICATION AND MEANS OF CONTROL

#### Regulation 5

##### *Surveys*

4. Paragraph 1 is amended as follows:

“1. Every ship of 400 gross tonnage and above and every fixed and floating drilling rig and other platforms shall to ensure compliance with chapter 3 be subject to the surveys specified below:

.1. An initial survey before the ship is put into service or before the certificate required under regulation 6 of this Annex is issued for the first time. This survey shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of chapter 3;

.2. A renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 9.2, 9.5, 9.6 or 9.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with applicable requirements of chapter 3;

.3. An intermediate survey within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate which shall take the place of one of the annual surveys specified in paragraph 1.4 of this regulation. The intermediate survey shall be such as to ensure that the equipment and arrangements fully comply with the applicable requirements of chapter 3 and are in good working order. Such intermediate surveys shall be endorsed on the IAPP Certificate issued under regulation 6 or 7 of this Annex;

.4. An annual survey within three months before or after each anniversary date of the certificate, including a general inspection of the equipment, systems, fittings, arrangements and material referred

to in paragraph 1.1 of this regulation to ensure that they have been maintained in accordance with paragraph 5 of this regulation and that they remain satisfactory for the service for which the ship is intended. Such annual surveys shall be endorsed on the IAPP Certificate issued under regulation 6 or 7 of this Annex; and

.5. An additional survey either general or partial, according to the circumstances, shall be made whenever any important repairs or renewals are made as prescribed in paragraph 5 of this regulation or after a repair resulting from investigations prescribed in paragraph 6 of this regulation. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of chapter 3.”

5. Paragraph 2 is amended as follows:

“2. In the case of ships of less than 400 gross tonnage, the Administration may establish appropriate measures in order to ensure that the applicable provisions of chapter 3 are complied with.”

6. A new paragraph 4 is added after existing paragraph 3 as follows:

“4. Ships to which chapter 4 applies shall also be subject to the surveys specified below, taking into account Guidelines adopted by the Organization<sup>3)</sup>:

.1. An initial survey before a new ship is put in service and before the International Energy Efficiency Certificate is issued. The survey shall verify that the ship’s attained EEDI is in accordance with the requirements in chapter 4, and that the SEEMP required by regulation 22 is on board;

.2. A general or partial survey, according to the circumstances, after a major conversion of a ship to which this regulation applies. The survey shall ensure that the attained EEDI is recalculated as necessary and meets the requirement of regulation 21, with the reduction factor applicable to the ship type and size of the converted ship in the phase corresponding to the date of contract or keel laying or delivery determined for the original ship in accordance with regulation 2.23;

.3. In cases where the major conversion of a new or existing ship is so extensive that the ship is regarded by the Administration as a newly constructed ship, the Administration shall determine the necessity of an initial survey on attained EEDI. Such a survey, if determined necessary, shall ensure that the attained EEDI is calculated and meets the requirement of regulation 21, with the reduction factor applicable corresponding to the ship type and size of the con-

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<sup>3)</sup> Refer to Guidelines on Survey and Certification of the Energy Efficiency Design Index.

verted ship at the date of the contract of the conversion, or in the absence of a contract, the commencement date of the conversion. The survey shall also verify that the SEEMP required by regulation 22 is on board; and

.4. For existing ships, the verification of the requirement to have a SEEMP on board according to regulation 22 shall take place at the first intermediate or renewal survey identified in paragraph 1 of this regulation, whichever is the first, on or after 1 January 2013.”

7. Paragraph 4 is renumbered paragraph 5.

8. Paragraph 5 is renumbered paragraph 6.

#### Regulation 6

##### *Issue or endorsement of a Certificate*

9. The heading is amended as follows:  
“*Issue or endorsement of Certificates*”

10. The following sub-heading is added at the beginning of the regulation:  
“International Air Pollution Prevention Certificate”

11. Paragraph 2 is amended as follows:  
“2. A ship constructed before the date Annex VI enters into force for that particular ship’s Administration, shall be issued with an International Air Pollution Prevention Certificate in accordance with paragraph 1 of this regulation no later than the first scheduled dry-docking after the date of such entry into force, but in no case later than three years after this date.”

12. The following is added at the end of the regulation:  
“International Energy Efficiency Certificate

4. An International Energy Efficiency Certificate for the ship shall be issued after a survey in accordance with the provisions of regulation 5.4 to any ship of 400 gross tonnage and above before that ship may engage in voyages to ports or offshore terminals under the jurisdiction of other Parties.

5. The certificate shall be issued or endorsed either by the Administration or any organization duly authorized by it<sup>4</sup>). In every case, the Administration assumes full responsibility for the certificate.”

#### Regulation 7

##### *Issue of a Certificate by another Party*

13. Paragraph 1 is amended as follows:

“1. A Party may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the applicable provisions of this Annex are complied with, shall issue or authorize the issuance of an International Air Pollution Prevention Certificate or an International Energy Efficiency Certificate to the ship, and where appropriate, endorse or authorize the endorsement of such certificates on the ship, in accordance with this Annex.”

14. Paragraph 4 is amended as follows:

“4. No International Air Pollution Prevention Certificate or International Energy Efficiency Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party.”

#### Regulation 8

##### *Form of Certificate*

15. The heading is amended as follows:

“*Form of Certificates*”

16. The following subheading is added, and the existing regulation is renumbered as paragraph 1:

“International Air Pollution Prevention Certificate”

17. The following new paragraph 2 is added at the end of the regulation:

“International Energy Efficiency Certificate

2. The International Energy Efficiency Certificate shall be drawn up in a form corresponding to the model given in appendix VIII to this Annex and shall be at least in English, French or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy.”

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<sup>4</sup>) Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as may be amended by the Organization, and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

## Regulation 9

*Duration and Validity of Certificate*

18. The heading is amended as follows:  
 “*Duration and Validity of Certificates*”

19. The following subheading is added at the beginning of the regulation:  
 “*International Air Pollution Prevention Certificate*”

20. The following is added at the end of the regulation:  
 “*International Energy Efficiency Certificate*

10. The International Energy Efficiency Certificate shall be valid throughout the life of the ship subject to the provisions of paragraph 11 below.

11. An International Energy Efficiency Certificate issued under this Annex shall cease to be valid in any of the following cases:

.1. if the ship is withdrawn from service or if a new certificate is issued following major conversion of the ship; or

.2. upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of chapter 4. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.”

## Regulation 10

*Port State Control on Operational Requirements*

21. A new paragraph 5 is added at the end of the regulation as follows:

“5. In relation to chapter 4, any port State inspection shall be limited to verifying, when appropriate, that there is a valid International Energy Efficiency Certificate on board, in accordance with article 5 of the Convention.”

22. A new chapter 4 is added at the end of the Annex as follows:

## “CHAPTER 4

## REGULATIONS ON ENERGY EFFICIENCY FOR SHIPS

## Regulation 19

*Application*

1. This chapter shall apply to all ships of 400 gross tonnage and above.

2. The provisions of this chapter shall not apply to:

.1. ships solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly. However, each Party should ensure, by the adoption of appropriate measures, that such ships are constructed and act in a manner consistent with chapter 4, so far as is reasonable and practicable.

3. Regulation 20 and regulation 21 shall not apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.

4. Notwithstanding the provisions of paragraph 1 of this regulation, the Administration may waive the requirement for a ship of 400 gross tonnage and above from complying with regulation 20 and regulation 21.

5. The provision of paragraph 4 of this regulation shall not apply to ships of 400 gross tonnage and above:

.1. for which the building contract is placed on or after 1 January 2017;

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 July 2017; or

.3. the delivery of which is on or after 1 July 2019; or

.4. in cases of a major conversion of a new or existing ship, as defined in regulation 2.24, on or after 1 January 2017, and in which regulation 5.4.2 and regulation 5.4.3 of chapter 2 apply.

6. The Administration of a Party to the present Convention which allows application of paragraph 4, or suspends, withdraws or declines the application of that paragraph, to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Protocol particulars thereof, for their information.

## Regulation 20

*Attained Energy Efficiency Design Index (Attained EEDI)*

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. 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<sup>5)</sup> duly authorized by it.
2. The attained EEDI shall be calculated taking into account guidelines<sup>6)</sup> developed by the Organization.

## Regulation 21

*Required EEDI*

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 defined in regulation 2.25 to 2.31 and to which this chapter is applicable, the attained EEDI shall be as follows:  

$$\text{Attained EEDI} \leq \text{Required EEDI} = (1-X/100) \times \text{Reference line value}$$

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<sup>5)</sup> Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as may be amended by the Organization, and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

<sup>6)</sup> Guidelines on the method of calculation of the Energy Efficiency Design Index for new ships.



where X is the reduction factor specified in Table 1 for the required EEDI compared to the EEDI Reference line.

2. For each new and existing ship that has undergone a major conversion which is so extensive that the ship is regarded by the Administration as a newly constructed ship, the attained EEDI shall be calculated and meet the requirement of paragraph 21.1 with the reduction factor applicable corresponding to the ship type and size of the converted ship at the date of the contract of the conversion, or in the absence of a contract, the commencement date of the conversion.

**Table 1. Reduction factors (in percentage) for the EEDI relative to the EEDI Reference line**

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
Bulk carrier	20,000 DWT and above	0	10	20	30
	10,000 – 20,000 DWT	n/a	0-10 <sup>1)</sup>	0-20 <sup>1)</sup>	0-30 <sup>1)</sup>
Gas carrier	10,000 DWT and above	0	10	20	30
	2,000 – 10,000 DWT	n/a	0-10 <sup>1)</sup>	0-20 <sup>1)</sup>	0-30 <sup>1)</sup>
Tanker	20,000 DWT and above	0	10	20	30
	4,000 – 20,000 DWT	n/a	0-10 <sup>1)</sup>	0-20 <sup>1)</sup>	0-30 <sup>1)</sup>
Container ship	15,000 DWT and above	0	10	20	30
	10,000 – 15,000 DWT	n/a	0-10 <sup>1)</sup>	0-20 <sup>1)</sup>	0-30 <sup>1)</sup>
General Cargo ships	15,000 DWT and above	0	10	15	30
	3,000 – 15,000 DWT	n/a	0-10 <sup>1)</sup>	0-15 <sup>1)</sup>	0-30 <sup>1)</sup>
Refrigerated cargo carrier	5,000 DWT and above	0	10	15	30
	3,000 – 5,000 DWT	n/a	0-10 <sup>1)</sup>	0-15 <sup>1)</sup>	0-30 <sup>1)</sup>

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
Combination carrier	20,000 DWT and above	0	10	20	30
	4,000 – 20,000 DWT	n/a	0-10 <sup>1)</sup>	0-20 <sup>1)</sup>	0-30 <sup>1)</sup>

<sup>1)</sup> Reduction factor to be linearly interpolated between the two values dependent upon vessel size. The lower value of the reduction factor is to be applied to the smaller ship size.

n/a means that no required EEDI applies.

3. The Reference line values shall be calculated as follows:

$$\text{Reference line value} = a \times b^{-c}$$

where a, b and c are the parameters given in Table 2.

**Table 2. Parameters for determination of reference values for the different ship types**

Ship type defined in regulation 2	a	b	c
2.25 Bulk carrier	961.79	DWT of the ship	0.477
2.26 Gas carrier	1120.00	DWT of the ship	0.456
2.27 Tanker	1218.80	DWT of the ship	0.488
2.28 Container ship	174.22	DWT of the ship	0.201
2.29 General cargo ship	107.48	DWT of the ship	0.216
2.30 Refrigerated cargo carrier	227.01	DWT of the ship	0.244
2.31 Combination carrier	1219.00	DWT of the ship	0.488

4. If the design of a ship allows it to fall into more than one of the above ship type definitions, the required EEDI for the ship shall be the most stringent (the lowest) required EEDI.

5. For each ship to which this regulation applies, the installed propulsion power shall not be less than the propulsion power needed to maintain the manoeuvrability of the ship under adverse conditions as defined in the guidelines to be developed by the Organization.

6. At the beginning of Phase 1 and at the midpoint of Phase 2, the Organization shall review the status of technological developments and, if proven necessary, amend the time periods, the EEDI reference line parameters for relevant ship types and reduction rates set out in this regulation.

## Regulation 22

*Ship Energy Efficiency Management Plan (SEEMP)*

1. Each ship shall keep on board a ship specific Ship Energy Efficiency Management Plan (SEEMP). This may form part of the ship's Safety Management System (SMS).

2. The SEEMP shall be developed taking into account guidelines adopted by the Organization.

## Regulation 23

*Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships*

1. Administrations shall, in co-operation with the Organization and other international bodies, promote and provide, as appropriate, support directly or through the Organization to States, especially developing States, that request technical assistance.

2. The Administration of a Party shall co-operate actively with other Parties, subject to its national laws, regulations and policies, to promote the development and transfer of technology and exchange of information to States which request technical assistance, particularly developing States, in respect of the implementation of measures to fulfil the requirements of chapter 4 of this annex, in particular regulations 19.4 to 19.6."

23. A new appendix VIII is added at the end of the Annex as follows:

**“Appendix VIII****Form of International Energy Efficiency (IEE) Certificate**

## INTERNATIONAL ENERGY EFFICIENCY CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.203(62), to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as “the Convention”) under the authority of the Government of:

.....  
(Full designation of the Party)

by .....  
(Full designation of the competent person or organization authorized under the provisions of the Convention)

**Particulars of ship<sup>7)</sup>**

Name of ship .....  
Distinctive number or letters .....  
Port of registry .....  
Gross tonnage .....  
IMO Number<sup>8)</sup> .....

**THIS IS TO CERTIFY:**

1. That the ship has been surveyed in accordance with regulation 5.4 of Annex VI of the Convention; and
2. That the survey shows that the ship complies with the applicable requirements in regulation 20, regulation 21 and regulation 22.

Completion date of survey on which this Certificate is based: .....  
(dd/mm/yyyy)

Issued at .....  
(Place of issue of certificate)

(dd/mm/yyyy): .....  
(Date of issue) .....  
(Signature of duly authorized official issuing the certificate)

(Seal or stamp of the authority, as appropriate)

<sup>7)</sup> Alternatively, the particulars of the ship may be placed horizontally in boxes.

<sup>8)</sup> In accordance with IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

**Supplement to the International Energy Efficiency Certificate  
(IEE Certificate)**

**RECORD OF CONSTRUCTION RELATING TO ENERGY  
EFFICIENCY**

Notes:

1. This Record shall be permanently attached to the IEE Certificate. The IEE Certificate shall be available on board the ship at all times.
2. The Record shall be at least in English, French or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy.
3. Entries in boxes shall be made by inserting either: a cross (x) for the answers “yes” and “applicable”; or a dash (-) for the answers “no” and “not applicable”, as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulations in Annex VI of the Convention, and resolutions or circulars refer to those adopted by the International Maritime Organization.

**1. Particulars of ship**

- |      |                            |       |
|------|----------------------------|-------|
| 1.1. | Name of ship               | ..... |
| 1.2. | IMO number                 | ..... |
| 1.3. | Date of building contract  | ..... |
| 1.4. | Gross tonnage              | ..... |
| 1.5. | Deadweight                 | ..... |
| 1.6. | Type of ship <sup>9)</sup> | ..... |

<sup>9)</sup> Insert ship type in accordance with definitions specified in regulation 2. Ships falling into more than one of the ship types defined in regulation 2 should be considered as being the ship type with the most stringent (the lowest) required EEDI. If ship does not fall into the ship types defined in regulation 2, insert “Ship other than any of the ship type defined in regulation 2”.

**2. Propulsion system**

- 2.1. Diesel propulsion .....
- 2.2. Diesel-electric propulsion .....
- 2.3. Turbine propulsion .....
- 2.4. Hybrid propulsion .....
- 2.5. Propulsion system other than any of the above .....

**3. Attained Energy Efficiency Design Index (EEDI)**

- 3.1. The Attained EEDI in accordance with regulation 20.1 is calculated based on the information contained in the EEDI technical file which also shows the process of calculating the Attained EEDI. ....

The Attained EEDI is: ..... grams-CO<sub>2</sub>/tonne-mile

- 3.2. The Attained EEDI is not calculated as:
- 3.2.1. the ship is exempt under regulation 20.1 as it is not a new ship as defined in regulation 2.23 .....
- 3.2.2. the type of propulsion system is exempt in accordance with regulation 19.3 .....
- 3.2.3. the requirement of regulation 20 is waived by the ship's Administration in accordance with regulation 19.4 .....
- 3.2.4. the type of ship is exempt in accordance with regulation 20.1 .....

**4. Required EEDI**

- 4.1. Required EEDI is: ..... grams-CO<sub>2</sub>/tonne-mile
- 4.2. The required EEDI is not applicable as:
- 4.2.1. the ship is exempt under regulation 21.1 as it is not a new ship as defined in regulation 2.23 .....
- 4.2.2. the type of propulsion system is exempt in accordance with regulation 19.3 .....

- 4.2.3. the requirement of regulation 21 is waived by the ship's Administration in accordance with regulation 19.4 .....
- 4.2.4. the type of ship is exempt in accordance with regulation 21.1 .....
- 4.2.5. the ship's capacity is below the minimum capacity threshold in Table 1 of regulation 21.2 .....
- 5. Ship Energy Efficiency Management Plan**
- 5.1. The ship is provided with a Ship Energy Efficiency Management Plan (SEEMP) in compliance with regulation 22 .....
- 6. EEDI technical file**
- 6.1. The IEE Certificate is accompanied by the EEDI technical file in compliance with regulation 20.1 .....
- 6.2. The EEDI technical file identification/verification number .....
- 6.3. The EEDI technical file verification date .....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at

.....  
(Place of issue of the Record)

(dd/mm/yyyy):

.....  
(Date of issue)

.....  
(Signature of duly  
authorized official  
issuing the Record)

(Seal or stamp of the authority, as appropriate)"

\_\_\_\_\_

*NO<sub>x</sub> Technische Code*

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

C. VERTALING

Zie *Trb.* 2002, 192, *Trb.* 2007, 29 en *Trb.* 2010, 19.

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De vertaling van resoluties MEPC.190(60) van 26 maart 2010 en MEPC.194(61) van 1 oktober 2010 luiden als volgt:

**Resolutie MEPC.190(60)**

**Aangenomen op 26 maart 2010**

**Wijzigingen van de Bijlage bij het Protocol van 1997 tot wijziging van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd bij het Protocol van 1978 daarbij (Noord-Amerikaans gebied voor emissiebeheersing)**

De Commissie voor de Bescherming van het Mariene Milieu,

In herinnering brengend artikel 38, onderdeel a, van het Verdrag van de Internationale Maritieme Organisatie inzake de taken die aan de Commissie voor de Bescherming van het Mariene Milieu (de Commissie) zijn opgedragen bij internationale verdragen ter voorkoming en beperking van verontreiniging van de zee,

Gelet op artikel 16 van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973 (hierna te noemen het „Verdrag van 1973”), op artikel VI van het Protocol van 1978 bij het Internationaal Verdrag ter voorkoming van verontreiniging door schepen van 1973 (hierna te noemen het „Protocol van 1978”) en op artikel 4 van het Protocol van 1997 tot wijziging van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd bij het Protocol van 1978 (hierna te noemen „het Protocol van 1997”), die tezamen de procedure aangeven voor wijziging van het Protocol van 1997 en aan het bevoegde orgaan van de Organisatie de taak opdragen de wijzigingen van het Verdrag van 1973, zoals gewijzigd bij het Protocol van 1978 en bij het Protocol van 1997, te bestuderen en aan te nemen,

Tevens gelet op het feit dat bij het Protocol van 1997, Bijlage VI getiteld Voorschriften voor de voorkoming van luchtverontreiniging door schepen aan het Verdrag van 1973 is toegevoegd (hierna te noemen „Bijlage VI”),

Voorts gelet op het feit dat de herziene Bijlage VI is aangenomen bij resolutie MEPC.176(58), dat deze geacht wordt te zijn aanvaard op 1 januari 2010 en vervolgens in werking zal treden op 1 juli 2010,



Na bestudering van de ontwerpwijzigingen van de herziene Bijlage VI,

1. Neemt, in overeenstemming met artikel 16, tweede lid, onderdeel d, van het Verdrag van 1973, de wijzigingen van Bijlage VI aan. De tekst van deze wijzigingen is vervat in de Bijlage bij deze resolutie;

2. Bepaalt, in overeenstemming met artikel 16, tweede lid, onderdeel f, onder iii, van het Verdrag van 1973, dat de wijzigingen worden geacht te zijn aanvaard op 1 februari 2011, tenzij voorafgaand aan die datum ten minste een derde van de partijen, dan wel de partijen waarvan de koopvaardijvloeten tezamen ten minste vijftig procent vormen van de brutotonnage van de wereldkoopvaardijvloot, bij de Organisatie bezwaar hebben aangetekend tegen de wijzigingen;

3. Nodigt de partijen uit kennis te nemen van het feit dat de wijzigingen, in overeenstemming met artikel 16, tweede lid, onderdeel g, onder ii, van het Verdrag van 1973, in werking treden op 1 augustus 2011 na hun aanvaarding in overeenstemming met het tweede lid hierboven;

4. Verzoekt de Secretaris-Generaal, in overeenstemming met artikel 16, tweede lid, onderdeel e, van het Verdrag van 1973, aan alle partijen bij het Verdrag van 1973, zoals gewijzigd bij het Protocol van 1978 en het Protocol van 1997, voor eensluidend gewaarmerkte afschriften van deze resolutie en van de in de Bijlage vervatte tekst van de wijzigingen te doen toekomen; en

5. Verzoekt de Secretaris-Generaal voorts afschriften van deze resolutie en de Bijlage daarbij te doen toekomen aan de leden van de Organisatie die geen partij zijn bij het Verdrag van 1973, als gewijzigd bij het Protocol van 1978 en het Protocol van 1997.

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## Bijlage

### **Wijzigingen van de voorschriften 13 en 14 en een nieuw Aanhangsel VII van de herziene MARPOL Bijlage VI**

1. Voorschrift 13, zesde lid, wordt als volgt gewijzigd:

„6. Voor de toepassing van dit voorschrift wordt verstaan onder gebieden voor emissiebeheersing:

.1. het Noord-Amerikaanse gebied, waaronder wordt verstaan het gebied aangegeven met de coördinaten vervat in Aanhangsel VII bij deze Bijlage; en

.2. elk ander zeegebied, met inbegrip van havengebieden die door de Organisatie zijn aangewezen in overeenstemming met de criteria en procedures vervat in Aanhangsel III bij deze Bijlage.”

2. Het derde lid van voorschrift 14 wordt vervangen door:

„3. Voor de toepassing van dit voorschrift omvatten de gebieden voor emissiebeheersing:

- .1. het Baltische Zeegebied zoals omschreven in voorschrift 1.11.2 van Bijlage I en de Noordzee zoals omschreven in voorschrift 5.1.f van Bijlage V;
  - .2. het Noord-Amerikaanse gebied aangegeven met de coördinaten vervat in Aanhangsel VII bij deze Bijlage; en
  - .3. elk ander zeegebied, met inbegrip van havengebieden die door de Organisatie zijn aangewezen in overeenstemming met de criteria en procedures vervat in Aanhangsel III bij deze Bijlage.”
3. Het volgende nieuwe Aanhangsel VII wordt ingevoegd:

### „Aanhangsel VII

#### Noord-Amerikaans gebied voor emissiebeheersing (Voorschriften 13.6 en 14.3)

Het Noord-Amerikaanse gebied bestaat uit:

- .1. het zeegebied ter hoogte van de Pacifische kusten van de Verenigde Staten en Canada dat ligt binnen de geodetische lijnen die de volgende coördinaten verbinden:

PUNT	BREEDTEGRAAD	LENGTEGRAAD
1	32° 32' 10" Noorderbreedte	117° 06' 11" Westerlengte
2	32° 32' 04" Noorderbreedte	117° 07' 29" Westerlengte
3	32° 31' 39" Noorderbreedte	117° 14' 20" Westerlengte
4	32° 33' 13" Noorderbreedte	117° 15' 50" Westerlengte
5	32° 34' 21" Noorderbreedte	117° 22' 01" Westerlengte
6	32° 35' 23" Noorderbreedte	117° 27' 53" Westerlengte
7	32° 37' 38" Noorderbreedte	117° 49' 34" Westerlengte
8	31° 07' 59" Noorderbreedte	118° 36' 21" Westerlengte
9	30° 33' 25" Noorderbreedte	121° 47' 29" Westerlengte
10	31° 46' 11" Noorderbreedte	123° 17' 22" Westerlengte
11	32° 21' 58" Noorderbreedte	123° 50' 44" Westerlengte
12	32° 56' 39" Noorderbreedte	124° 11' 47" Westerlengte
13	33° 40' 12" Noorderbreedte	124° 27' 15" Westerlengte
14	34° 31' 28" Noorderbreedte	125° 16' 52" Westerlengte
15	35° 14' 38" Noorderbreedte	125° 43' 23" Westerlengte
16	35° 43' 60" Noorderbreedte	126° 18' 53" Westerlengte
17	36° 16' 25" Noorderbreedte	126° 45' 30" Westerlengte
18	37° 01' 35" Noorderbreedte	127° 07' 18" Westerlengte
19	37° 45' 39" Noorderbreedte	127° 38' 02" Westerlengte
20	38° 25' 08" Noorderbreedte	127° 52' 60" Westerlengte
21	39° 25' 05" Noorderbreedte	128° 31' 23" Westerlengte
22	40° 18' 47" Noorderbreedte	128° 45' 46" Westerlengte
23	41° 13' 39" Noorderbreedte	128° 40' 22" Westerlengte
24	42° 12' 49" Noorderbreedte	129° 00' 38" Westerlengte
25	42° 47' 34" Noorderbreedte	129° 05' 42" Westerlengte
26	43° 26' 22" Noorderbreedte	129° 01' 26" Westerlengte
27	44° 24' 43" Noorderbreedte	128° 41' 23" Westerlengte
28	45° 30' 43" Noorderbreedte	128° 40' 02" Westerlengte
29	46° 11' 01" Noorderbreedte	128° 49' 01" Westerlengte
30	46° 33' 55" Noorderbreedte	129° 04' 29" Westerlengte
31	47° 39' 55" Noorderbreedte	131° 15' 41" Westerlengte

PUNT	BREEDTEGRAAD	LENGTEGRAAD
32	48° 32' 32" Noorderbreedte	132° 41' 00" Westerlengte
33	48° 57' 47" Noorderbreedte	133° 14' 47" Westerlengte
34	49° 22' 39" Noorderbreedte	134° 15' 51" Westerlengte
35	50° 01' 52" Noorderbreedte	135° 19' 01" Westerlengte
36	51° 03' 18" Noorderbreedte	136° 45' 45" Westerlengte
37	51° 54' 04" Noorderbreedte	137° 41' 54" Westerlengte
38	52° 45' 12" Noorderbreedte	138° 20' 14" Westerlengte
39	53° 29' 20" Noorderbreedte	138° 40' 36" Westerlengte
40	53° 40' 39" Noorderbreedte	138° 48' 53" Westerlengte
41	54° 13' 45" Noorderbreedte	139° 32' 38" Westerlengte
42	54° 39' 25" Noorderbreedte	139° 56' 19" Westerlengte
43	55° 20' 18" Noorderbreedte	140° 55' 45" Westerlengte
44	56° 07' 12" Noorderbreedte	141° 36' 18" Westerlengte
45	56° 28' 32" Noorderbreedte	142° 17' 19" Westerlengte
46	56° 37' 19" Noorderbreedte	142° 48' 57" Westerlengte
47	58° 51' 04" Noorderbreedte	153° 15' 03" Westerlengte

.2. de zeegebieden ter hoogte van de Atlantische kusten van de Verenigde Staten, Canada en Frankrijk (Saint-Pierre-et-Miquelon) en de kust van de Verenigde Staten aan de Golf van Mexico die liggen binnen de geodetische lijnen die de volgende coördinaten verbinden:

PUNT	BREEDTEGRAAD	LENGTEGRAAD
1	60° 00' 00" Noorderbreedte	64° 09' 36" Westerlengte
2	60° 00' 00" Noorderbreedte	56° 43' 00" Westerlengte
3	58° 54' 01" Noorderbreedte	55° 38' 05" Westerlengte
4	57° 50' 52" Noorderbreedte	55° 03' 47" Westerlengte
5	57° 35' 13" Noorderbreedte	54° 00' 59" Westerlengte
6	57° 14' 20" Noorderbreedte	53° 07' 58" Westerlengte
7	56° 48' 09" Noorderbreedte	52° 23' 29" Westerlengte
8	56° 18' 13" Noorderbreedte	51° 49' 42" Westerlengte
9	54° 23' 21" Noorderbreedte	50° 17' 44" Westerlengte
10	53° 44' 54" Noorderbreedte	50° 07' 17" Westerlengte
11	53° 04' 59" Noorderbreedte	50° 10' 05" Westerlengte
12	52° 20' 06" Noorderbreedte	49° 57' 09" Westerlengte
13	51° 34' 20" Noorderbreedte	48° 52' 45" Westerlengte
14	50° 40' 15" Noorderbreedte	48° 16' 04" Westerlengte
15	50° 02' 28" Noorderbreedte	48° 07' 03" Westerlengte
16	49° 24' 03" Noorderbreedte	48° 09' 35" Westerlengte
17	48° 39' 22" Noorderbreedte	47° 55' 17" Westerlengte
18	47° 24' 25" Noorderbreedte	47° 46' 56" Westerlengte
19	46° 35' 12" Noorderbreedte	48° 00' 54" Westerlengte
20	45° 19' 45" Noorderbreedte	48° 43' 28" Westerlengte
21	44° 43' 38" Noorderbreedte	49° 16' 50" Westerlengte
22	44° 16' 38" Noorderbreedte	49° 51' 23" Westerlengte
23	43° 53' 15" Noorderbreedte	50° 34' 01" Westerlengte
24	43° 36' 06" Noorderbreedte	51° 20' 41" Westerlengte
25	43° 23' 59" Noorderbreedte	52° 17' 22" Westerlengte
26	43° 19' 50" Noorderbreedte	53° 20' 13" Westerlengte
27	43° 21' 14" Noorderbreedte	54° 09' 20" Westerlengte
28	43° 29' 41" Noorderbreedte	55° 07' 41" Westerlengte
29	42° 40' 12" Noorderbreedte	55° 31' 44" Westerlengte

PUNT	BREEDTEGRAAD	LENGTEGRAAD
30	41° 58' 19" Noorderbreedte	56° 09' 34" Westerlandte
31	41° 20' 21" Noorderbreedte	57° 05' 13" Westerlandte
32	40° 55' 34" Noorderbreedte	58° 02' 55" Westerlandte
33	40° 41' 38" Noorderbreedte	59° 05' 18" Westerlandte
34	40° 38' 33" Noorderbreedte	60° 12' 20" Westerlandte
35	40° 45' 46" Noorderbreedte	61° 14' 03" Westerlandte
36	41° 04' 52" Noorderbreedte	62° 17' 49" Westerlandte
37	40° 36' 55" Noorderbreedte	63° 10' 49" Westerlandte
38	40° 17' 32" Noorderbreedte	64° 08' 37" Westerlandte
39	40° 07' 46" Noorderbreedte	64° 59' 31" Westerlandte
40	40° 05' 44" Noorderbreedte	65° 53' 07" Westerlandte
41	39° 58' 05" Noorderbreedte	65° 59' 51" Westerlandte
42	39° 28' 24" Noorderbreedte	66° 21' 14" Westerlandte
43	39° 01' 54" Noorderbreedte	66° 48' 33" Westerlandte
44	38° 39' 16" Noorderbreedte	67° 20' 59" Westerlandte
45	38° 19' 20" Noorderbreedte	68° 02' 01" Westerlandte
46	38° 05' 29" Noorderbreedte	68° 46' 55" Westerlandte
47	37° 58' 14" Noorderbreedte	69° 34' 07" Westerlandte
48	37° 57' 47" Noorderbreedte	70° 24' 09" Westerlandte
49	37° 52' 46" Noorderbreedte	70° 37' 50" Westerlandte
50	37° 18' 37" Noorderbreedte	71° 08' 33" Westerlandte
51	36° 32' 25" Noorderbreedte	71° 33' 59" Westerlandte
52	35° 34' 58" Noorderbreedte	71° 26' 02" Westerlandte
53	34° 33' 10" Noorderbreedte	71° 37' 04" Westerlandte
54	33° 54' 49" Noorderbreedte	71° 52' 35" Westerlandte
55	33° 19' 23" Noorderbreedte	72° 17' 12" Westerlandte
56	32° 45' 31" Noorderbreedte	72° 54' 05" Westerlandte
57	31° 55' 13" Noorderbreedte	74° 12' 02" Westerlandte
58	31° 27' 14" Noorderbreedte	75° 15' 20" Westerlandte
59	31° 03' 16" Noorderbreedte	75° 51' 18" Westerlandte
60	30° 45' 42" Noorderbreedte	76° 31' 38" Westerlandte
61	30° 12' 48" Noorderbreedte	77° 18' 29" Westerlandte
62	29° 25' 17" Noorderbreedte	76° 56' 42" Westerlandte
63	28° 36' 59" Noorderbreedte	76° 47' 60" Westerlandte
64	28° 17' 13" Noorderbreedte	76° 40' 10" Westerlandte
65	28° 17' 12" Noorderbreedte	79° 11' 23" Westerlandte
66	27° 52' 56" Noorderbreedte	79° 28' 35" Westerlandte
67	27° 26' 01" Noorderbreedte	79° 31' 38" Westerlandte
68	27° 16' 13" Noorderbreedte	79° 34' 18" Westerlandte
69	27° 11' 54" Noorderbreedte	79° 34' 56" Westerlandte
70	27° 05' 59" Noorderbreedte	79° 35' 19" Westerlandte
71	27° 00' 28" Noorderbreedte	79° 35' 17" Westerlandte
72	26° 55' 16" Noorderbreedte	79° 34' 39" Westerlandte
73	26° 53' 58" Noorderbreedte	79° 34' 27" Westerlandte
74	26° 45' 46" Noorderbreedte	79° 32' 41" Westerlandte
75	26° 44' 30" Noorderbreedte	79° 32' 23" Westerlandte
76	26° 43' 40" Noorderbreedte	79° 32' 20" Westerlandte
77	26° 41' 12" Noorderbreedte	79° 32' 01" Westerlandte
78	26° 38' 13" Noorderbreedte	79° 31' 32" Westerlandte
79	26° 36' 30" Noorderbreedte	79° 31' 06" Westerlandte
80	26° 35' 21" Noorderbreedte	79° 30' 50" Westerlandte
81	26° 34' 51" Noorderbreedte	79° 30' 46" Westerlandte
82	26° 34' 11" Noorderbreedte	79° 30' 38" Westerlandte
83	26° 31' 12" Noorderbreedte	79° 30' 15" Westerlandte
84	26° 29' 05" Noorderbreedte	79° 29' 53" Westerlandte
85	26° 25' 31" Noorderbreedte	79° 29' 58" Westerlandte
86	26° 23' 29" Noorderbreedte	79° 29' 55" Westerlandte

PUNT	BREEDTEGRAAD	LENGTEGRAAD
87	26° 23' 21" Noorderbreedte	79° 29' 54" Westerlengte
88	26° 18' 57" Noorderbreedte	79° 31' 55" Westerlengte
89	26° 15' 26" Noorderbreedte	79° 33' 17" Westerlengte
90	26° 15' 13" Noorderbreedte	79° 33' 23" Westerlengte
91	26° 08' 09" Noorderbreedte	79° 35' 53" Westerlengte
92	26° 07' 47" Noorderbreedte	79° 36' 09" Westerlengte
93	26° 06' 59" Noorderbreedte	79° 36' 35" Westerlengte
94	26° 02' 52" Noorderbreedte	79° 38' 22" Westerlengte
95	25° 59' 30" Noorderbreedte	79° 40' 03" Westerlengte
96	25° 59' 16" Noorderbreedte	79° 40' 08" Westerlengte
97	25° 57' 48" Noorderbreedte	79° 40' 38" Westerlengte
98	25° 56' 18" Noorderbreedte	79° 41' 06" Westerlengte
99	25° 54' 04" Noorderbreedte	79° 41' 38" Westerlengte
100	25° 53' 24" Noorderbreedte	79° 41' 46" Westerlengte
101	25° 51' 54" Noorderbreedte	79° 41' 59" Westerlengte
102	25° 49' 33" Noorderbreedte	79° 42' 16" Westerlengte
103	25° 48' 24" Noorderbreedte	79° 42' 23" Westerlengte
104	25° 48' 20" Noorderbreedte	79° 42' 24" Westerlengte
105	25° 46' 26" Noorderbreedte	79° 42' 44" Westerlengte
106	25° 46' 16" Noorderbreedte	79° 42' 45" Westerlengte
107	25° 43' 40" Noorderbreedte	79° 42' 59" Westerlengte
108	25° 42' 31" Noorderbreedte	79° 42' 48" Westerlengte
109	25° 40' 37" Noorderbreedte	79° 42' 27" Westerlengte
110	25° 37' 24" Noorderbreedte	79° 42' 27" Westerlengte
111	25° 37' 08" Noorderbreedte	79° 42' 27" Westerlengte
112	25° 31' 03" Noorderbreedte	79° 42' 12" Westerlengte
113	25° 27' 59" Noorderbreedte	79° 42' 11" Westerlengte
114	25° 24' 04" Noorderbreedte	79° 42' 12" Westerlengte
115	25° 22' 21" Noorderbreedte	79° 42' 20" Westerlengte
116	25° 21' 29" Noorderbreedte	79° 42' 08" Westerlengte
117	25° 16' 52" Noorderbreedte	79° 41' 24" Westerlengte
118	25° 15' 57" Noorderbreedte	79° 41' 31" Westerlengte
119	25° 10' 39" Noorderbreedte	79° 41' 31" Westerlengte
120	25° 09' 51" Noorderbreedte	79° 41' 36" Westerlengte
121	25° 09' 03" Noorderbreedte	79° 41' 45" Westerlengte
122	25° 03' 55" Noorderbreedte	79° 42' 29" Westerlengte
123	25° 02' 60" Noorderbreedte	79° 42' 56" Westerlengte
124	25° 00' 30" Noorderbreedte	79° 44' 05" Westerlengte
125	24° 59' 03" Noorderbreedte	79° 44' 48" Westerlengte
126	24° 55' 28" Noorderbreedte	79° 45' 57" Westerlengte
127	24° 44' 18" Noorderbreedte	79° 49' 24" Westerlengte
128	24° 43' 04" Noorderbreedte	79° 49' 38" Westerlengte
129	24° 42' 36" Noorderbreedte	79° 50' 50" Westerlengte
130	24° 41' 47" Noorderbreedte	79° 52' 57" Westerlengte
131	24° 38' 32" Noorderbreedte	79° 59' 58" Westerlengte
132	24° 36' 27" Noorderbreedte	80° 03' 51" Westerlengte
133	24° 33' 18" Noorderbreedte	80° 12' 43" Westerlengte
134	24° 33' 05" Noorderbreedte	80° 13' 21" Westerlengte
135	24° 32' 13" Noorderbreedte	80° 15' 16" Westerlengte
136	24° 31' 27" Noorderbreedte	80° 16' 55" Westerlengte
137	24° 30' 57" Noorderbreedte	80° 17' 47" Westerlengte
138	24° 30' 14" Noorderbreedte	80° 19' 21" Westerlengte
139	24° 30' 06" Noorderbreedte	80° 19' 44" Westerlengte
140	24° 29' 38" Noorderbreedte	80° 21' 05" Westerlengte
141	24° 28' 18" Noorderbreedte	80° 24' 35" Westerlengte
142	24° 28' 06" Noorderbreedte	80° 25' 10" Westerlengte
143	24° 27' 23" Noorderbreedte	80° 27' 20" Westerlengte

PUNT	BREEDTEGRAAD	LENGTEGRAAD
144	24° 26' 30" Noorderbreedte	80° 29' 30" Westerlandte
145	24° 25' 07" Noorderbreedte	80° 32' 22" Westerlandte
146	24° 23' 30" Noorderbreedte	80° 36' 09" Westerlandte
147	24° 22' 33" Noorderbreedte	80° 38' 56" Westerlandte
148	24° 22' 07" Noorderbreedte	80° 39' 51" Westerlandte
149	24° 19' 31" Noorderbreedte	80° 45' 21" Westerlandte
150	24° 19' 16" Noorderbreedte	80° 45' 47" Westerlandte
151	24° 18' 38" Noorderbreedte	80° 46' 49" Westerlandte
152	24° 18' 35" Noorderbreedte	80° 46' 54" Westerlandte
153	24° 09' 51" Noorderbreedte	80° 59' 47" Westerlandte
154	24° 09' 48" Noorderbreedte	80° 59' 51" Westerlandte
155	24° 08' 58" Noorderbreedte	81° 01' 07" Westerlandte
156	24° 08' 30" Noorderbreedte	81° 01' 51" Westerlandte
157	24° 08' 26" Noorderbreedte	81° 01' 57" Westerlandte
158	24° 07' 28" Noorderbreedte	81° 03' 06" Westerlandte
159	24° 02' 20" Noorderbreedte	81° 09' 05" Westerlandte
160	23° 59' 60" Noorderbreedte	81° 11' 16" Westerlandte
161	23° 55' 32" Noorderbreedte	81° 12' 55" Westerlandte
162	23° 53' 52" Noorderbreedte	81° 19' 43" Westerlandte
163	23° 50' 52" Noorderbreedte	81° 29' 59" Westerlandte
164	23° 50' 02" Noorderbreedte	81° 39' 59" Westerlandte
165	23° 49' 05" Noorderbreedte	81° 49' 59" Westerlandte
166	23° 49' 05" Noorderbreedte	82° 00' 11" Westerlandte
167	23° 49' 42" Noorderbreedte	82° 09' 59" Westerlandte
168	23° 51' 14" Noorderbreedte	82° 24' 59" Westerlandte
169	23° 51' 14" Noorderbreedte	82° 39' 59" Westerlandte
170	23° 49' 42" Noorderbreedte	82° 48' 53" Westerlandte
171	23° 49' 32" Noorderbreedte	82° 51' 11" Westerlandte
172	23° 49' 24" Noorderbreedte	82° 59' 59" Westerlandte
173	23° 49' 52" Noorderbreedte	83° 14' 59" Westerlandte
174	23° 51' 22" Noorderbreedte	83° 25' 49" Westerlandte
175	23° 52' 27" Noorderbreedte	83° 33' 01" Westerlandte
176	23° 54' 04" Noorderbreedte	83° 41' 35" Westerlandte
177	23° 55' 47" Noorderbreedte	83° 48' 11" Westerlandte
178	23° 58' 38" Noorderbreedte	83° 59' 59" Westerlandte
179	24° 09' 37" Noorderbreedte	84° 29' 27" Westerlandte
180	24° 13' 20" Noorderbreedte	84° 38' 39" Westerlandte
181	24° 16' 41" Noorderbreedte	84° 46' 07" Westerlandte
182	24° 23' 30" Noorderbreedte	84° 59' 59" Westerlandte
183	24° 26' 37" Noorderbreedte	85° 06' 19" Westerlandte
184	24° 38' 57" Noorderbreedte	85° 31' 54" Westerlandte
185	24° 44' 17" Noorderbreedte	85° 43' 11" Westerlandte
186	24° 53' 57" Noorderbreedte	85° 59' 59" Westerlandte
187	25° 10' 44" Noorderbreedte	86° 30' 07" Westerlandte
188	25° 43' 15" Noorderbreedte	86° 21' 14" Westerlandte
189	26° 13' 13" Noorderbreedte	86° 06' 45" Westerlandte
190	26° 27' 22" Noorderbreedte	86° 13' 15" Westerlandte
191	26° 33' 46" Noorderbreedte	86° 37' 07" Westerlandte
192	26° 01' 24" Noorderbreedte	87° 29' 35" Westerlandte
193	25° 42' 25" Noorderbreedte	88° 33' 00" Westerlandte
194	25° 46' 54" Noorderbreedte	90° 29' 41" Westerlandte
195	25° 44' 39" Noorderbreedte	90° 47' 05" Westerlandte
196	25° 51' 43" Noorderbreedte	91° 52' 50" Westerlandte
197	26° 17' 44" Noorderbreedte	93° 03' 59" Westerlandte
198	25° 59' 55" Noorderbreedte	93° 33' 52" Westerlandte
199	26° 00' 32" Noorderbreedte	95° 39' 27" Westerlandte
200	26° 00' 33" Noorderbreedte	96° 48' 30" Westerlandte

PUNT	BREEDTEGRAAD	LENGTEGRAAD
201	25° 58' 32" Noorderbreedte	96° 55' 28" Westerlengte
202	25° 58' 15" Noorderbreedte	96° 58' 41" Westerlengte
203	25° 57' 58" Noorderbreedte	97° 01' 54" Westerlengte
204	25° 57' 41" Noorderbreedte	97° 05' 08" Westerlengte
205	25° 57' 24" Noorderbreedte	97° 08' 21" Westerlengte
206	25° 57' 24" Noorderbreedte	97° 08' 47" Westerlengte

.3. het zeegebied ter hoogte van de kusten van de eilanden van Hawaii, Hawai'i, Maui, Oahu, Moloka'i, Ni'ihau, Kaua'i, Lāna'i, en Kaho'olawe, die liggen binnen de geodetische lijnen die de volgende coördinaten verbinden:

PUNT	BREEDTEGRAAD	LENGTEGRAAD
1	22° 32' 54" Noorderbreedte	153° 00' 33" Westerlengte
2	23° 06' 05" Noorderbreedte	153° 28' 36" Westerlengte
3	23° 32' 11" Noorderbreedte	154° 02' 12" Westerlengte
4	23° 51' 47" Noorderbreedte	154° 36' 48" Westerlengte
5	24° 21' 49" Noorderbreedte	155° 51' 13" Westerlengte
6	24° 41' 47" Noorderbreedte	156° 27' 27" Westerlengte
7	24° 57' 33" Noorderbreedte	157° 22' 17" Westerlengte
8	25° 13' 41" Noorderbreedte	157° 54' 13" Westerlengte
9	25° 25' 31" Noorderbreedte	158° 30' 36" Westerlengte
10	25° 31' 19" Noorderbreedte	159° 09' 47" Westerlengte
11	25° 30' 31" Noorderbreedte	159° 54' 21" Westerlengte
12	25° 21' 53" Noorderbreedte	160° 39' 53" Westerlengte
13	25° 00' 06" Noorderbreedte	161° 38' 33" Westerlengte
14	24° 40' 49" Noorderbreedte	162° 13' 13" Westerlengte
15	24° 15' 53" Noorderbreedte	162° 43' 08" Westerlengte
16	23° 40' 50" Noorderbreedte	163° 13' 00" Westerlengte
17	23° 03' 20" Noorderbreedte	163° 32' 58" Westerlengte
18	22° 20' 09" Noorderbreedte	163° 44' 41" Westerlengte
19	21° 36' 45" Noorderbreedte	163° 46' 03" Westerlengte
20	20° 55' 26" Noorderbreedte	163° 37' 44" Westerlengte
21	20° 13' 34" Noorderbreedte	163° 19' 13" Westerlengte
22	19° 39' 03" Noorderbreedte	162° 53' 48" Westerlengte
23	19° 09' 43" Noorderbreedte	162° 20' 35" Westerlengte
24	18° 39' 16" Noorderbreedte	161° 19' 14" Westerlengte
25	18° 30' 31" Noorderbreedte	160° 38' 30" Westerlengte
26	18° 29' 31" Noorderbreedte	159° 56' 17" Westerlengte
27	18° 10' 41" Noorderbreedte	159° 14' 08" Westerlengte
28	17° 31' 17" Noorderbreedte	158° 56' 55" Westerlengte
29	16° 54' 06" Noorderbreedte	158° 30' 29" Westerlengte
30	16° 25' 49" Noorderbreedte	157° 59' 25" Westerlengte
31	15° 59' 57" Noorderbreedte	157° 17' 35" Westerlengte
32	15° 40' 37" Noorderbreedte	156° 21' 06" Westerlengte
33	15° 37' 36" Noorderbreedte	155° 22' 16" Westerlengte
34	15° 43' 46" Noorderbreedte	154° 46' 37" Westerlengte
35	15° 55' 32" Noorderbreedte	154° 13' 05" Westerlengte
36	16° 46' 27" Noorderbreedte	152° 49' 11" Westerlengte
37	17° 33' 42" Noorderbreedte	152° 00' 32" Westerlengte
38	18° 30' 16" Noorderbreedte	151° 30' 24" Westerlengte
39	19° 02' 47" Noorderbreedte	151° 22' 17" Westerlengte

PUNT	BREEDTEGRAAD	LENGTEGRAAD
40	19° 34' 46" Noorderbreedte	151° 19' 47" Westerlande
41	20° 07' 42" Noorderbreedte	151° 22' 58" Westerlande
42	20° 38' 43" Noorderbreedte	151° 31' 36" Westerlande
43	21° 29' 09" Noorderbreedte	151° 59' 50" Westerlande
44	22° 06' 58" Noorderbreedte	152° 31' 25" Westerlande
45	22° 32' 54" Noorderbreedte	153° 00' 33" Westerlande

(einde van de tekst)"

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### Resolutie MEPC.194(61)

Aangenomen op 1 oktober 2010

**Wijzigingen van de Bijlage bij het Protocol van 1997 tot wijziging van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd bij het Protocol van 1978 daarbij  
(Herzien model van de Aanvulling op het IAPP-certificaat)**

De Commissie voor de Bescherming van het Mariene Milieu,

In herinnering brengend artikel 38, onderdeel a, van het Verdrag van de Internationale Maritieme Organisatie inzake de taken die aan de Commissie voor de Bescherming van het Mariene Milieu (de Commissie) zijn opgedragen bij internationale verdragen ter voorkoming en beperking van verontreiniging van de zee,

Gelet op artikel 16 van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973 (hierna te noemen het „Verdrag van 1973”), op artikel VI van het Protocol van 1978 bij het Internationaal Verdrag ter voorkoming van verontreiniging door schepen van 1973 (hierna te noemen het „Protocol van 1978”) en op artikel 4 van het Protocol van 1997 tot wijziging van het Internationaal Verdrag ter voorkoming van verontreiniging door schepen, 1973, zoals gewijzigd bij het Protocol daarbij van 1978 (hierna te noemen „het Protocol van 1997”), die tezamen de procedure aangeven voor wijziging van het Protocol van 1997 en aan het bevoegde orgaan van de Organisatie de taak opdragen de wijzigingen van het Verdrag van 1973, zoals gewijzigd bij het Protocol van 1978 en bij het Protocol van 1997, te bestuderen en aan te nemen,



Tevens gelet op het feit dat bij het Protocol van 1997, Bijlage VI getiteld Voorschriften voor de voorkoming van luchtverontreiniging door schepen aan het Verdrag van 1973 is toegevoegd (hierna te noemen „Bijlage VI”),

Voorts gelet op het feit dat de herziene Bijlage VI is aangenomen bij resolutie MEPC.176(58) en op 1 juli 2010 in werking is getreden,

Na bestudering van de ontwerpwijzigingen van de herziene Bijlage VI,

1. Neemt, in overeenstemming met artikel 16, tweede lid, onderdeel d, van het Verdrag van 1973, de wijzigingen van Bijlage VI aan. De tekst van deze wijzigingen is vervat in de Bijlage bij deze resolutie;

2. Bepaalt, in overeenstemming met artikel 16, tweede lid, onderdeel f, onder iii, van het Verdrag van 1973, dat de wijzigingen worden geacht te zijn aanvaard op 1 augustus 2011, tenzij voorafgaand aan die datum ten minste een derde van de partijen, dan wel de partijen waarvan de koopvaardijvloeden tezamen ten minste vijftig procent vormen van de brutotonnage van de wereldkoopvaardijvloot, bij de Organisatie bezwaar hebben aangetekend tegen de wijzigingen;

3. Nodigt de partijen uit kennis te nemen van het feit dat de wijzigingen, in overeenstemming met artikel 16, tweede lid, onderdeel g, onder ii, van het Verdrag van 1973, in werking treden op 1 februari 2012 na hun aanvaarding in overeenstemming met het tweede lid hierboven;

4. Verzoekt de Secretaris-Generaal, in overeenstemming met artikel 16, tweede lid, onderdeel e, van het Verdrag van 1973, aan alle partijen bij het Verdrag van 1973, zoals gewijzigd bij het Protocol van 1978 en het Protocol van 1997, voor eensluidend gewaarmerkte afschriften van deze resolutie en van de in de Bijlage vervatte tekst van de wijzigingen te doen toekomen;

5. Verzoekt de Secretaris-Generaal voorts afschriften van deze resolutie en de Bijlage daarbij te doen toekomen aan de leden van de Organisatie die geen partij zijn bij het Verdrag van 1973, als gewijzigd bij het Protocol van 1978 en het Protocol van 1997.

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## Bijlage

### Wijzigingen van Aanhangsel I van de herziene MARPOL Bijlage VI

**(Herzien model van de Aanvulling op het Internationaal  
Certificaat betreffende voorkoming van luchtverontreiniging)**

Paragraaf 2.3 van het model van de Aanvulling van het Internationaal Certificaat betreffende voorkoming van luchtverontreiniging wordt als volgt gewijzigd:

„2.3. Zwaveloxiden (SO<sub>x</sub>) en fijnstof (voorschrift 14)

2.3.1. Indien het schip vaart buiten een gebied voor emissiebeheersing zoals aangeduid in voorschrift 14.3, gebruikt het schip:

.1. brandstofolie met een zwavelgehalte als aangetoond door middel van bunkerafleveringsbonnen die ten hoogste de grenswaarde bedraagt van:

- 4,50% m/m (niet van toepassing op of na 1 januari 2012); of .....
- 3,50% m/m (niet van toepassing op of na 1 januari 2020); of .....
- 0,50% m/m, en/of .....

.2. een gelijkwaardige voorziening goedgekeurd in overeenstemming met voorschrift 4.1 zoals vermeld in 2.6 die ten minste even doeltreffend is wat betreft de reductie van de emissie van SO<sub>x</sub> ten opzichte van het gebruik van een brandstofolie met een zwavelgehalte met een grenswaarde van:

- 4,50% m/m (niet van toepassing op of na 1 januari 2012); of .....
- 3,50% m/m (niet van toepassing op of na 1 januari 2020); of .....
- 0,50% m/m .....

2.3.2. Indien het schip vaart binnen een gebied voor emissiebeheersing zoals aangeduid in voorschrift 14.3, gebruikt het schip:

.1. brandstofolie met een zwavelgehalte als aangetoond door middel van bunkerafleveringsbonnen die ten hoogste de grenswaarde bedraagt van:

- 1,00% m/m (niet van toepassing op of na 1 januari 2015); of .....
- 0,10% m/m, en/of .....

.2. een gelijkwaardige voorziening goedgekeurd in overeenstemming met voorschrift 4.1 zoals vermeld in 2.6 die ten minste even doeltreffend is wat betreft de reductie van de emissie van SO<sub>x</sub> ten opzichte van het gebruik van een brandstofolie met een zwavelgehalte met een grenswaarde van:

- 1,00% m/m (niet van toepassing op of na 1 januari 2015); of .....
- 0,10% m/m .....

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D. PARLEMENT

Zie *Trb.* 2006, 80 en *Trb.* 2011, 44.

De bepalingen van de in rubriek B hierboven geplaatste wijzigingen van 15 juli 2011 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		
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		

Partij	Onder- tekening	Ratificatie	Type*	In werking	Opzeg- ging	Buiten werking
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		
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		
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		
<b>Nederlanden, het Koninkrijk der</b> – Nederland: – in Europa – Bonaire – Sint Eustatius		02-10-06 08-10-10 08-10-10	T T T	02-01-07 10-10-10 10-10-10		

Partij	Onder- tekening	Ratificatie	Type <sup>a</sup>	In werking	Opzeg- ging	Buiten werking
– Saba – Aruba – Curaçao – Sint Maarten		08-10-10 – – –	T	10-10-10 – – –		
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		
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		
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		
Spanje		26-09-03	T	19-05-05		
Syrië		26-08-08	T	26-11-08		
Tunesië		05-09-11	T	05-12-11		
Tuvalu		02-12-05	T	02-03-06		
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		

Partij	Onder-tekening	Ratificatie	Type*	In werking	Opzeg-ging	Buiten werking
Zuid-Korea		20-04-06	T	20-07-06		
Zweden		18-05-98	O	19-05-05		

\* 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	

### Verenigd Koninkrijk

Uitgebreid tot	In werking	Buiten werking
Gibraltar	08-06-2011	

## Verklaringen, voorbehouden en bezwaren

Denemarken, 18 mei 2002

[...] However, that the Protocol will not apply to the Faroe Islands and 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<sub>x</sub> 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<sub>x</sub> 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<sub>x</sub> 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 en *Trb.* 2011, 44.

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In overeenstemming met artikel 16, tweede lid, onderdeel f, onder iii, van het Verdrag ter voorkoming van verontreiniging door schepen, 1973, zijn de wijzigingen (MEPC.194(61)) van 1 oktober 2010 op 1 augustus 2011 aanvaard.

De wijzigingen zullen ingevolge artikel 16, tweede lid, onderdeel g, onder ii, voor het Koninkrijk der Nederlanden op 1 februari 2012 in werking treden.

Wat betreft het Koninkrijk der Nederlanden, zullen de wijzigingen alleen voor Nederland (het Europese en het Caribische deel) gelden.

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De in rubriek B hierboven geplaatste wijzigingen (MEPC.202(62) en MEPC.203(62)) van 15 juli 2011 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 2013 in werking treden, tenzij vóór 1 juli 2012 ten minste een derde van de partijen, dan wel de partijen waarvan de koopvaardijvloten tezamen ten minste vijftig procent vormen van de 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 en *Trb.* 2011, 44.

**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.* 2012, 19

**Overige verwijzingen**

- Titel : Handvest van de Verenigde Naties;  
San Francisco, 26 juni 1945
- Laatste *Trb.* : *Trb.* 2011, 176

Uitgegeven de *zevenentwintigste* januari 2012.

*De Minister van Buitenlandse Zaken,*

U. ROSENTHAL