

# DECISIONS

## COUNCIL DECISION (EU) 2019/1727

of 7 October 2019

### **on the position to be adopted on behalf of the European Union at the Second Ministerial Meeting of the Bonn Agreement with regard to the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto**

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 191 and 196, in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

- (1) The Agreement for Co-operation in Dealing with Pollution of the North Sea by Oil and Other Harmful Substances ('the Bonn Agreement') <sup>(1)</sup> was concluded by the European Economic Community by Council Decision 84/358/EEC <sup>(2)</sup>. The Bonn Agreement entered into force on 1 September 1989. The Bonn Agreement was amended in 1989. Those amendments entered into force on 1 April 1994. The European Economic Community approved those amendments by Council Decision 93/540/EEC <sup>(3)</sup>.
- (2) The Bonn Agreement celebrates its 50<sup>th</sup> anniversary in 2019. On that occasion, the Contracting Parties intend to adopt a Ministerial Declaration during the Second Ministerial Meeting of the Bonn Agreement in the presence of Intergovernmental Organisations and Observers from neighbouring regions, responsible for dealing with pollution of the Greater North Sea and its approaches by oil and other harmful substances to be held in Bonn on 11 October 2019 ('the Ministerial Declaration').
- (3) Acknowledging 50 years of successful cooperation within the framework of the Bonn Agreement and recognising the common benefit of further invigorating regional cooperation to prevent, prepare for and respond to accidental and illegal marine pollution from maritime activities in the Greater North Sea and its approaches, the Ministerial Declaration seeks to set out a common vision of a Greater North Sea and its approaches, free from accidental, avoidable and deliberate pollution from shipping, offshore oil and gas operations and from other maritime activities.
- (4) As a strong commitment to pursue such a vision, the Ministerial Declaration is to attest to the re-invigorated efforts by the Contracting Parties to the Bonn Agreement to accomplish agreed objectives and to achieve better prevention, preparedness and response to marine pollution in the Greater North Sea and its approaches. To that effect, the Contracting Parties intend to adopt the Bonn Agreement Strategic Action Plan 2019-2025, which is to be annexed to the Ministerial Declaration and sets out ambitious strategic aims, operational objectives and actions for their implementation for the period 2019-2025.
- (5) It is important to establish the position to be adopted on the Union's behalf during the Second Ministerial Meeting of the Bonn Agreement, as the decision to be adopted at the meeting will have legal effect in the Union.
- (6) As the Union is a Contracting Party to the Bonn Agreement and is interested in enhancing cooperation in dealing with pollution of the Greater North Sea and its approaches, it is appropriate to sign and support the Ministerial Declaration, which endorses the Bonn Agreement Strategic Action Plan 2019-2025 annexed thereto,

<sup>(1)</sup> OJ L 188, 16.7.1984, p. 9.

<sup>(2)</sup> Council Decision 84/358/EEC of 28 June 1984 concerning the conclusion of the Agreement for cooperation in dealing with pollution of the North Sea by oil and other harmful substances (OJ L 188, 16.7.1984, p. 7).

<sup>(3)</sup> Council Decision 93/540/EEC of 18 October 1993 approving certain amendments to the Agreement for cooperation in dealing with pollution of the North Sea by oil and other harmful substances (Bonn Agreement) (OJ L 263, 22.10.1993, p. 51).

HAS ADOPTED THIS DECISION:

*Article 1*

The position to be adopted on the Union's behalf at the Second Ministerial Meeting to the Bonn Agreement shall be to agree to the adoption of the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto, which are attached to this Decision.

Minor changes to the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto may be agreed upon without further decision of the Council.

*Article 2*

This Decision shall enter into force on the day of its adoption.

Done at Luxembourg, 7 October 2019.

*For the Council*  
*The President*  
A.-M. HENRIKSSON

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**DRAFT Ministerial Declaration****Bonn, Germany 11 October 2019**

WE THE MINISTERS AND THE MEMBER OF THE EUROPEAN COMMISSION, responsible for dealing with pollution of the Greater North Sea and its Approaches by oil and other harmful substances have met in Bonn on 11 October 2019 for the Second Ministerial Meeting of the Bonn Agreement in the presence of Intergovernmental Organisations and Observers from neighbouring regions;

ACKNOWLEDGING 50 years of successful cooperation within the framework of the Bonn Agreement and RECOGNISING the common benefit of further invigorating our cooperation to prevent, prepare for and respond to accidental and illegal marine pollution from maritime activities in the Greater North Sea and its Approaches;

WELCOMING the accession of Spain to the Bonn Agreement and the realignment of the Zone of Responsibility between France and Spain, following which the scope of the Bonn Agreement maritime area will include the Bay of Biscay;

AIMING to strengthen the protection of our coastal and marine environment from marine pollution as a result of activities in the Greater North Sea and its Approaches and the way in which we cooperate on pollution prevention, preparedness and response;

TAKING INTO ACCOUNT the role of the International Maritime Organization (IMO) in regulating global shipping to protect the marine environment and human health, the development of an Integrated Maritime Policy for the European Union and relevant EU legislation <sup>(1)</sup> in relation to marine pollution and incidents;

CONTINUING to coordinate the national efforts at a (sub-)regional scale, for the benefit of all and considering the reporting obligations by the Contracting Parties;

MAKING USE of widely accepted information systems that are defined as standard within competent international organisations;

NOTING both the continuing growth of maritime transport and other maritime activities such as offshore oil and gas exploitation and the fact that, despite the decrease in the number of observed spills during recent years, risks will always remain;

Have ADOPTED the following joint Declaration:

1. We have a vision of a Greater North Sea and its Approaches free from accidental, avoidable and deliberate pollution from shipping, offshore oil and gas operations and other maritime activities.
2. We welcome the regulations from IMO that have resulted in a reduction of marine pollution. Nevertheless, despite the wide range of measures taken in recent years, accidental and illegal pollution with substances other than oil remains a significant threat for the Greater North Sea and its Approaches.
3. We are *acutely aware* of the economic and social value of our marine and coastal environment and *recognise* that the costs of adequate resources for marine pollution prevention, preparedness and response are low compared to those arising from remediation after major pollution incidents.

<sup>(1)</sup> Norway is not a Member of the European Union. Norway contributes on the basis of equivalent national legislation and EU legislation by which they are bound as member of the European Economic Area (EEA).

4. We *stress* the importance of efficient maritime emergency prevention, preparedness and response. We *reaffirm* our commitment for active cooperation under the Bonn Agreement on planning, training and operational testing of emergency response systems, including joint operational response exercises. We *recognise* the importance of the overall European cooperation through the Emergency Response Coordination Centre (ERCC) and in coordination with the European Maritime Safety Agency (EMSA).
5. We *welcome* the well-established system for aerial and satellite surveillance of shipping, offshore oil and gas operations and other maritime activities in the Greater North Sea and its Approaches as an important aid for detecting possible pollution and discouraging illegal discharges at sea and implementing our commitments under the MARPOL Convention.
6. We *welcome* national and regional use of Remotely Piloted Aircraft Systems (RPAS) established as new services for maritime surveillance, air emissions from maritime transport monitoring and pollution response and encourage the Contracting Parties to share knowledge and experience on their national RPAS systems and their role in enforcement practices.
7. We *reaffirm* our commitment to continue national flight programmes and joint operations such as Coordinated Extended Pollution Control Operations (CEPCOs) and *welcome* the satellite imagery service provided by EMSA through CleanSeaNet as a contribution to better preparedness and prevention of pollution.
8. We *welcome* the development and continuous update of the Bonn Agreement manuals and codes, including the Counter Pollution Manual and Bonn Agreement Oil Appearance Code that provide unique information sources for pollution prevention, preparedness and response work and have been recognised globally in the context of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) and its Hazardous and Noxious Substances (HNS) Protocol.
9. We *reaffirm* our commitment to maintain and keep up to date the Bonn Agreement Joint Response Plans to maritime incidents (i.e. the DENGERNETH Plan, MANCHEPLAN, NORBRIT Plan, Quadripartite Zone Plan), providing an important tool to initiate response activities across borders immediately after an incident, irrespective of the national zone of responsibility in which the spill originated.
10. *Recognising* the changing risks from increasing transport of hazardous and noxious substances, larger ships, autonomous ships, new fuels, persistently high traffic densities, offshore oil and gas operations and other maritime activities, we *note* the importance of maintaining an adequate balance of resources for ensuring efficient pollution prevention and response work in the Greater North Sea and its Approaches. We *agree* that further development of response capacities in the Bonn Agreement area should be based on national and joint risk assessments.
11. We *reaffirm* our joint commitment to the prevention of marine pollution affecting air quality by collaboration on, and collective contribution to, implementation and enforcement of international marine pollution rules and standards, also ensuring a level playing field for economic operators. We *reiterate* the success of the implementation of Directive (EU) 2016/802 <sup>(2)</sup> reflecting the low sulphur requirements for SO<sub>x</sub>-Emission Control areas (0,10 % of maximum sulphur content as of 2015) and we *recall* as well the latest IMO commitments to ensure the consistent implementation of the global sulphur cap (0,50 % as of 2020) under Annex VI to the MARPOL Convention. The coordinated and robust enforcement regime for these requirements, including in the North Sea SO<sub>x</sub>-Emission Control Area, together with a high compliance rate of ships across the EU, resulted in significant reductions of sulphur dioxide pollution in coastal regions and cities. We *welcome* the development of our joint commitment to collectively contribute to the surveillance for the enforcement of MARPOL Annex VI, and the entry into force of the North Sea as a NO<sub>x</sub> (Nitrogen Oxides) Emission Control Area (NECA) from 2021. The Contracting Parties retain the right to freely choose their means of participation for the surveillance measures.

<sup>(2)</sup> Commission report on implementation and compliance with the sulphur standards for marine fuels set out in Directive (EU) 2016/802, COM(2018) 188 final, 16.4.2018.

12. We *recognise* that provisions such as the designation of the North Sea as a Special Area under MARPOL Annexes I and V will not be effective unless properly enforced. In this context we *welcome* the successful work of the North Sea Network of Investigators and Prosecutors in promoting enforcement of pollution rules and standards and *agree* to continue cooperation with the Network on enforcement of all relevant Annexes to the MARPOL Convention.
13. We *reaffirm* our commitment for the proper implementation and enforcement of the Directive 2005/35/EC<sup>3</sup> on ship-source pollution infringement (as amended), in particular as regards monitoring and enforcement cooperation, the fulfilment of reporting obligations and effective penalties, including criminal penalties, for pollution offences.
14. We *welcome* the adoption of the revised Directive on Port Reception Facilities<sup>3</sup> by the Council and the European Parliament and commit to exchange of information and to cooperate in order to prevent unlawful waste discharges at sea.
15. We *welcome* the adoption of the new output by IMO on 'Evaluation and harmonization of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas' as an important tool to gain a better understanding of the effects of washwater discharged by scrubbers/ exhaust gas cleaning systems (EGCS) on the marine environment.
16. We *stress* the need for coordinated research and development programmes in order to ensure counter-pollution measures are executed with best available techniques and equipment when dealing with existing and future challenges, for example, the introduction and increased use of new fuels, designed to comply with increasing stringent emission regulations, appear to demand innovative response techniques. We *reaffirm* that decision making processes are supported by the best available knowledge, methods and supportive tools. We *note* the identification of priorities for Research and Development under the Bonn Agreement Strategic Action Plan 2019-2025.
17. We *note* the development of integrated approaches to maritime governance and the importance of strengthening our cooperation with the relevant maritime sectors and bodies in order to move towards more holistic management of our seas, with the objective of achieving good environmental status of marine waters in accordance with the EU Marine Strategy Framework Directive<sup>(3)</sup>.
18. We *welcome* the 'IMO Action Plan to Address Marine Plastic Litter from Ships' that aims to enhance the existing regulations and introduces new supporting measures to tackle the significant problem posed by marine plastics in the marine environment.
19. We *reaffirm* our commitment to cooperate with other competent international and regional organisations and bodies, in particular the International Maritime Organization (IMO), OSPAR and HELSINKI Commissions, Lisbon Agreement, Copenhagen Agreement, Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), Organisation for Economic Co-operation and Development (OECD) and the Arctic Council, with a view to share experience and good practices, and achieve our common goals.

In view of the above and as a strong commitment to pursue our vision, we *attest* the re-invigorated efforts to accomplish agreed objectives and to achieve better prevention, preparedness and response to marine pollution in the Greater North Sea and its Approaches and have ADOPTED the Bonn Agreement Strategic Action Plan 2019-2025, as in Annex 1, setting out ambitious strategic aims, operational objectives and actions for their implementation for the period 2019-2025.

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<sup>(3)</sup> Norway is not a Member of the European Union. Norway contributes on the basis of equivalent national legislation and EU legislation by which they are bound as member of the European Economic Area (EEA).

## DRAFT Bonn Agreement Strategy Action Plan (BASAP)

2019-2025

### Introduction

The core work of the Bonn Agreement is to cooperate regionally in preventing and combating marine pollution in the Greater North Sea from ships and offshore installations; to carry out surveillance as an aid to detecting and combating pollution at sea; cleaning up after maritime disasters and pollution offences. These are the achievements that come from 50 years' scientific, technical and operational work of the Bonn Agreement. The Contracting Parties to the Bonn Agreement have cooperated to create great expertise in handling threats to the marine environment, and are ready to meet new challenges with the cooperation of Contracting Parties and engage with the international community.

The Bonn Agreement is the oldest regional agreement established by governments for responding to pollution incidents. The Agreement is the mechanism by which the North Sea States, and the European Union, work together to assist each other in combating pollution from maritime disasters and chronic pollution from ships and offshore installations in the North Sea Area. It was signed in 1969 by the eight states bordering the North Sea: Belgium, Denmark, Germany, France, the Netherlands, Norway, Sweden and the United Kingdom, shortly after the oil tanker 'Torrey Canyon' broke up off Cornwall in 1967 spilling 117 000 tonnes of oil in the first major pollution disaster affecting Western Europe. However, the Bonn Agreement was not activated until the late 1970s after two other major pollution incidents had occurred: the 'Ekofisk' blow-out in 1977 and the 'Amoco Cadiz' in 1978. The Agreement has continued to function effectively ever since and was extended in 1983 to include other harmful substances and in 1987 to cover cooperation in surveillance. Further expansion took place in 2010 when Ireland joined and the Agreement was widened to cover Irish waters and related Norwegian and UK waters.

Despite the overall decrease in the number of accidental oil spills in European waters, major accidental oil spills (i.e. those greater than 20 000 tonnes) still occur at irregular intervals. Although land-based discharges constitute the largest source of oil that enters the ocean each year, accidental oil spills are still a major source of pollution accounting for about 10-15 per cent of all oil that enters the ocean world-wide every year.

The BASAP 2019-2025 is intended to facilitate the implementation of the Bonn Agreement in order to contribute to the prevention of marine pollution at large and meet future challenges, like the inevitable paradigm shift in energy and natural resources markets, the environmental challenges that were identified by the Paris Agreement 2015 and the pressure on marine spatial planning that can introduce other risks at sea. Given these developments and the spectacular decrease of accidental oil spills in European waters over the last 30 years, oil spill responders have to broaden their focus from oil to all kinds of marine pollution that can be measured and/or cleaned. A key new challenge for the Bonn Agreement, identified through the SWOT analysis, will be on air pollution that is affecting the ecosystems and the health of citizens in coastal areas, with high population density (MARPOL Annex VI).

The BASAP 2019-2025 is implemented by its Contracting Parties by:

- keeping their zones of responsibility under surveillance for threats of marine pollution, pollution of the related air space over the sea, including coordinating aerial and satellite surveillance;
- alerting each other to such threats;
- adopting common operational approaches, so that they can rely on each other to achieve the necessary standards of prevention and clean-up;
- adopting common and coordinated operational approaches for the compliance monitoring and enforcement of MARPOL Annex VI;

- supporting each other (when asked to do so) in response operations;
- sharing research and development as well as good practices; and
- carrying out joint exercises.

### **Vision**

The vision of the Bonn Agreement is of:

A clean Greater North Sea without accidental and illegal pollution from shipping and other maritime activities

The Greater North Sea supports diverse and productive ecosystems and is essential for the daily lives of millions of people. Part of the Greater North Sea contains some of the busiest shipping lanes in the world. The vision of the Bonn Agreement is therefore to minimise as far as practically possible the threat of pollution from accidental and illegal pollution from ships and other maritime activities.

To achieve its vision the Bonn Agreement has agreed the following Strategic Aims:

- (a) Identify and address emerging issues in the maritime sector at large affecting the marine environment within the scope of the Bonn Agreement;

Identify and evaluate emerging opportunities to reduce risks to the marine environment based on best available techniques (BAT) and best environmental practices (BEP)

Identify and evaluate new approaches to monitoring to ensure best available techniques and best environmental practices are followed;

Respond as appropriate to newly identified risks to the marine environment taking into account recommendations from OTSOPA; and

Make full use of the BE-AWARE projects I and II, to identify the most effective future risk reduction and response measures.

### **Strategic Aims**

#### **A. Prevention of illegal and accidental pollution by collaboration and collective enforcement of international maritime pollution rules and standards, including the compliance of MARPOL Annexes**

Despite the wide range of measures taken in recent years, illegal and accidental pollution remains a significant threat for the Greater North Sea. Collaboration in their effective and efficient enforcement is a major tool in safeguarding the marine environment.

The international regulations on marine pollution come from the 1973 International Convention for the Prevention of Pollution from Ships (MARPOL), which was updated in 1978. MARPOL was developed by the International Maritime Organization (IMO) and is aimed at preventing and minimising pollution from ships — both accidental and from routine operations with the following six technical annexes covering marine pollution by, see Annex I: Current MARPOL texts for Annex I to Annex VI

Annex I — Regulations for the Prevention of Pollution by Oil

Annex II — Regulations for the Prevention of Pollution by Noxious Liquid Substances in Bulk

Annex III — Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form

Annex IV — Regulations for the Prevention of Pollution by Sewage from Ships

Annex V — Regulations for the Prevention of Pollution by Garbage from Ships

Annex VI — Regulations for the Prevention of Air Pollution from Ships.

Common and coordinated operational approaches must be established for the compliance monitoring to ensure uniform and consistent implementation and enforcement of MARPOL Annexes and ,in particular, for the implementation and enforcement of the North Sea Emission Control Area (ECA) under MARPOL Annex VI for sulphur and nitrogen oxides as well as in view of the entering into force in 2020 of the global sulphur limit for ships sailing outside ECAs.

#### **B. Promotion and establishment of efficient emergency preparedness**

#### **C. Organisation of optimum response capacities**

Despite all efforts to increase maritime safety there will always be the risk of incidents. Increasing levels of maritime transportation and hazardous and noxious cargos are leading to increasing risk for the marine environment. Contracting Parties have already put considerable resources into adequate response capacities. To further improve efficiency, not least in financial terms, the further development of response capacities should be based on risk assessments, gap analysis and regional and sub-regional approaches. Coordinated research and development programmes are needed to ensure counter-pollution measures are executed with best available techniques and equipment.

To achieve its strategic aims the Bonn Agreement has agreed the following operational objectives:

#### **Operational objectives:**

##### ***Operational objectives in relation to Strategic Aim A (prevention):***

- A.I To undertake adequate surveillance of shipping and maritime activities in the Greater North Sea and ensure efficient reporting of observations in the Bonn Agreement zones of responsibility;
- A.II To provide management and aircrew with up to date information on the planning and conduct of counter-pollution flights within the Bonn Agreement area;
- A.III To ensure common operational approaches in the compliance monitoring of MARPOL Annexes;
- A.IV To ensure efficient gathering of evidence in the case of pollution incidents and close cooperation with investigators and prosecutors on enforcement of maritime pollution rules and standards in the Greater North Sea;
- A.V To communicate and disseminate information on the prevention of illegal and accidental pollution to the public and at expert level.

##### ***Objectives for the implementation of Strategic Aim B (preparedness):***

- B.I To establish common understanding of the way in which it is appropriate to respond to maritime emergencies and ensure awareness of national contingency systems and strategies;
- B.II To maintain an adequate level of training of response staff and cooperation between combating units of the Contracting Parties and promote the preparedness for efficient multinational combating operations;
- B.III To ensure that response action by Contracting Parties is properly formulated to safeguard the marine environment and that priorities are established on the most appropriate basis;
- B.IV To cooperate with other international and European organisations as well as neighbouring maritime regions in order to identify synergies and avoid duplications.

##### ***Objectives for the implementation of Strategic Aim C (response):***

- C.I To ensure that Contracting Parties have clear understanding of the ways in which the others respond to incidents, in order to promote the development of best practice;
- C.II To maintain and keep up to date common operational approaches to pollution incidents and promote the development of and common understanding of appropriate response strategies;



- C.III To promote coordinated research and development programmes on response technologies, equipment and other operational means;
- C.IV To ensure that an adequate balance of resources for response work, based on sub-regional risk-assessments, is held across the North East Atlantic area.

### **Actions**

To achieve the Vision, Strategic Aims and Operational Objectives, the following Bonn Agreement Strategy Action Plan (BASAP) sets out specific measurable actions and realistic targets for the period 2019-2025, to guide and focus the work of Contracting Parties. The BASAP acknowledges the need to maintain well established systems and to continue work in hand necessary to continue the operational nature of the Agreement. At the same time opportunities to enhance these efforts and to develop new directions are articulated.

The Bonn Agreement has agreed the following actions:

Actions in relation to Strategic Aim A (prevention):

- A.1 Execute aerial and satellite surveillance operations, including national flights, regional flights, Tour d'Horizon flights and CEPCO/SuperCEPCO flights, to detect, investigate, gather evidence and monitor spillage of oil and other harmful substances;
- A.2 Maintain an efficient Standard Reporting System and to use the system to report detected pollution to the Bonn Agreement as well as to the Commission in the framework of Directive 2005/35/EC on Ship Source Pollution and to IMO;
- A.3 In cooperation with the European Maritime Safety Agency make optimum use of satellite imagery and responding to the latest developments in the area of High Altitude Pseudo Satellites (HAPS) and Remotely Piloted Aircraft Systems (RPAS) made available to Greater North Sea states and establish a harmonised system throughout the Greater North Sea to improve detection of pollution incidents;
- A.4 Strengthen cooperation on the detection of offences in relation to MARPOL Annex V and enforcement: V
- A.5 Strengthen cooperation on the detection of offences in relation to MARPOL Annex VI and enforcement, including through the existing port state control enforcement regime, as well as applying advanced targeting tools for compliance monitoring and sharing the outcome of enforcement actions in common information systems (e.g. Thetis-EU);
- A.6 Maintain and keep up to date the Aerial Operations Handbook and BAOAC Atlas;
- A.7 In cooperation with the North Sea Network of Investigators and Prosecutors (NSN) maintain and keep up to date the North Sea Manual on Maritime Oil Pollution Offences;
- A.8 Cooperate through OSINET on oil spill identification, including inter-calibration exercises of laboratories and further development of a common oil spill identification methods;
- A.9 Strengthen cooperation with investigators and prosecutors:
- a. by 2022 — in cooperation with the NSN identify options for giving publicity to convictions for maritime pollution offences;
  - b. by 2025 — in cooperation with the NSN establish procedures whereby environmental track-records of relevant shipping companies and ship-operating companies can be made available to the public.
- A.10 Liaise with IMO to determine how the Bonn Agreement can further contribute to compliance of with MARPOL Annex VI taking into account the latest IMO developments regarding the implementation of the 2020 global sulphur cap (e.g. reinforced port state control regime, as well as the carriage ban for combustion purposes of fuels with sulphur content above 0,50 %);

- A.11 Support process through IMO-MEPC for the review of MARPOL Annex II discharge conditions for high-viscosity and solidifying substances.
- A.12 Maintain and keep up to date the Bonn Agreement website and dissemination of electronic publications (i.e. manuals, handbooks and reports);
- A.13 Support/promote recommendations on preventive measures of the BE -AWARE projects.

Actions in relation to Strategic Aim B (preparedness):

- B.1 Maintain and update the Chapters of the Bonn Agreement Counter Pollution Manual to make it applicable to needs;
- B.2 Promote information exchange on potentially polluting wrecks and the development of national databases;
- B.3 Plan and undertake regional and sub-regional operational exercises and training;
- B.4 Promote the development of national environmental advice systems and related exchanges of information;
- B.5 Maintain information exchange with other regional and international organisations, in particular the UCPM (Union Civil Protection Mechanism), EMSA, EPPR (Arctic Council), HELCOM, IMO, OSPAR Commission, Lisbon Agreement and REMPEC through attendance at Inter-Secretariat meetings, and where useful strengthen cooperation with these organisations, such as with regard to the joint development of a HNS Response Manual.
- B.6 Strengthen cooperation with the OSPAR Commission and other international organisations involved in protecting the marine environment from pollution and offshore installations;
- B.7 Developing of HNS strategy for the cooperation with other international organisations for example HELCOM/EMSA/CTGto implement OPRC principles on HNS;
- B.8 Liaise with IMO to determine how the Bonn Agreement can further contribute to strengthening international OPRC-HNS-protocol implementation;
- B.9 To continue to evolve response capacity based on environmental risk analysis to keep up with the changing maritime risk.

Actions in relation to Strategic Aim C (response):

- C.1 Maintain a system of pollution incident reporting and identification of lessons learned;
  - C.2 Maintain and keep upto date joint response plans to maritime incidents (DENGERNETH Plan, MANCHEPLAN, Quadripartite Zone Plan, NorBrit Plan [Bay of Biscay Plan]);
  - C.3 Strengthen the development of joint approaches to wildlife response, including identification of best practice and communication of wildlife response work to the public;
  - C.4 Sharing lessons identified and learned from pollution response in offshore wind parks;
  - C.5 Promote research and development and information exchange on response technologies, equipment and other operational means, in particular on integrated surveillance sensors, response technology to respond to accidents at night and in bad visibility, under bad weather conditions, on the detection and recovery of containers lost at sea, accidents involving heavy oil and chemical accidents, and on accidents involving new generations fuels;
  - C.6 Förderung von Forschung und Entwicklung sowie des Informationsaustauschs in Bezug auf Einsatztechnologien, Ausrüstung und sonstige operative Mittel, insbesondere integrierte Überwachungssensoren, Technologie für die Reaktion auf Unfälle bei Nacht und schlechter Sicht, bei schlechtem Wetter, sowie für Nachweis und Bergung von auf See verlorenen Containern, Unfälle mit Schweröl und chemischen Substanzen sowie Unfälle, an denen Kraftstoffe der neuen Generation beteiligt sind;
  - C.7 Promote research on joint research priorities: by 2019-22 to develop a joint research proposal on new generation fuels;
  - C.8 Promote exchanges of information on national risk assessment systems, including emergency towing.
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## Addendum 1

Tasks 1-18 in relation to Strategic Aim A (prevention):

Task	Strategic Action	Description	Target date	Lead	Progress	Status
1	A.1	Execute aerial and satellite surveillance operations, including national flights, regional flights, Tour d'Horizon flights and CEPCO/SuperCEPCO flights, to detect, investigate, gather evidence and monitor spillage of oil and other harmful substances, taking into account strategic surveillance needs.	Activities undertaken throughout the year	CP		Ongoing
2	A.1	Maintain coverage and efficiency of aerial surveillance and analyse strategically surveillance needs, inter alia based on an evaluation of existing data sets of detections of observed oil pollution and other substances.		CP	CleanSeaNet — EMSA Fisheries — EU Agency EFCA NL — Task manager w/ CP NL to draft and circulate to HoDs BE — MARPOL Annex VI.	
3	A.3 A.4 A.5	Consider developing minimum recommendations on surveillance operations in the Bonn Agreement area and outcomes expected (MARPOL VI, Remote Piloted Aircraft Systems).		EU (for options on streamlining maritime surveillance e.g. for fisheries and pollution purposes) BE — Co lead (Annex VI) EU — Drones	Initial MARPOL Annex VI discussions started at OT-SOPA 19. EMSA started with operational RPAS service.	Ongoing
4	A.2	Maintain an efficient standard of monitoring and reporting, utilising the appropriate system to report detected pollution to the Bonn Agreement.	Activities undertaken when required	CP		Ongoing

Task	Strategic Action	Description	Target date	Lead	Progress	Status
5	A.3	In cooperation with the European Maritime Safety Agency make optimum use of satellite images, e.g. through CleanSeaNet, in order to follow-up to first alert of detection of possible pollution through aerial surveillance. and	Activities undertaken when re-quired	CP		Ongoing
6	A.3	Report on and respond to developments of High Altitude Pseudo Satellites (HAPS) and Remote Piloted Aircraft System (RPAS).	Activities undertaken when re-quired	CP	EU/EMSA - HAPS & RPAS	Ongoing
8	A.13	Supporting/promoting the implementation of Traffic Separation Schemes, and highlight other BE-AWARE recommendations in relation to Vessel Traffic Services, AIS in Windfarms and E-Navigation, to authorities responsible for risk reduction measures.	Ongoing	CP	Ireland, Norway and NL have had workshops	Different national departments are responsible for implementation.
9	A.6 B.I	Maintain and keep up to date the Aerial Operations Handbook.	Annually at OTSOPA	NO & CP		Ongoing
10	A.6 B.I	Maintain the online version of the Bonn Agreement Oil Appearance Code (BAOAC), including photo atlas, for air crew and expert level as part of the Bonn Agreement website redevelopment.	Activities undertaken when re-quired	FR & CP		Ongoing
11	A.4 A.5 A.10	Strengthen and expand cooperation on the detection and observation of offences in relation to MARPOL Annexes and the contribution to enforcement and liaison with IMO.	Ongoing	CP/NSN/Sec		Ongoing
12	A.5 A.10	Consider the development of a common technical strategy and operational approach for monitoring compliance for NO <sub>x</sub> and SO <sub>x</sub> .		BE, DK (tbc), FR NL? EMSA (tbc)		New

Task	Strategic Action	Description	Target date	Lead	Progress	Status
13	A.7 A.9	Strengthen cooperation with the North Sea Network of Investigators and Prosecutors (NSN) and jointly: a. maintain and keep up to date the North Sea Manual on Maritime Oil Pollution Offences; b. arrange workshops for subjects of mutual interest; c. assist, where useful, in the publicity of convictions and establish environmental track records for shipping companies.		NL/Sec	Possible subjects for seminar 2019-25: HNS Marine Litter	Ongoing
14	A.8	Continue the activities of OSINET in order to: a. improve knowledge and experience of relevant laboratories regarding oil spill forensics, including through inter-calibration exercises; and b. keep/develop up to date analytical procedures and reference methods, including for oil sampling at sea		DE/OSINET		Ongoing
15	A.12 B.1	Maintain and keep up to date the Bonn Agreement website and dissemination of electronic publications (i.e. manuals, handbooks and reports).	Activity undertaken when required	Sec/CP	Secretariat to investigate possibility of maintaining source of decisions/actions.	Ongoing
17.	A.2	Review existing recommendations for notifications and make necessary adjustments when required.	Activity undertaken when required	CP		New
18	A.12	Implement the Bonn Agreement Communication Strategy.		Sec		Ongoing

Tasks 19-30 in relation to Strategic Aim B (Preparedness):

Task	Strategic Action	Description	Target date	Lead	Progress	Status
19	B.1 A.12	Maintain and update the different Chapters of the Bonn Agreement Counter Pollution Manual	Activity undertaken when required	CP & Sec		Ongoing
20	B.2	Continue exchange of information on potentially polluting wrecks (methods for emptying, assessing risk, etc).	Activity undertaken when required	CP		Ongoing
21	B.4 B.5	Enhance readiness to receive/offer/transit international assistance making use of the EU Host Nation Support Guidelines.	Ongoing	CP & EU		Ongoing
22	B.3	Plan and undertake regional and sub-regional operational exercises and training, taking into account strategic needs.		CP		Ongoing
23	B.3	Organise joint operational combat exercises (BONNEX DELTA), in relation to regional strategic training needs.		CP as per JAP		Ongoing
24	B.3	Establish a system for graduated joint exercises to test and train cooperation in combating spillages.	Ongoing	DK	DK has military expertise and use this to provide support for exercises.	
25	B.4	Promote the development of national environmental advice systems and related exchanges of information. Consider establishing means of cooperative working (subregional)	OTSOPA 2020	UK		Ongoing
26	B.5 B.7 B.8	Strengthen cooperation with REMPEC and HELCOM on the development of a joint HNS Response Manual		SEC, FR,		New

Task	Strategic Action	Description	Target date	Lead	Progress	Status
27	B.6	Strengthen cooperation with the OSPAR Commission, regional agreements and other international organisations involved in protecting the marine environment from pollution from shipping, offshore oil and gas operations and other maritime activities, taking into account the obligations under the Marine Strategy Framework and the Water Framework Directives <sup>(1)</sup> .		SEC, BE & NL; CP (info exchange on MSFD implementation)	SEC to contact OSPAR on MSFD obligation D8 regarding monitoring and assessment of significant acute pollution, and report to OTSOPA 2020 BONN 19 to consider reciprocal BA/HELCOM attendance at key meetings. (cf. BAAP 2016-19, Product A.3.3)	New
29	B.9	trend analysis of the BE-AWARE Project 2030. Evaluate and follow up on the outcomes.	Ongoing	NL & CP		New
30	B.9	Exchange information/experiences on the increasing size of vessels, renewable energy, offshore oil and gas industry, LNG fuels and port expansions, autonomous ships and radioactive materials.		CP		New

<sup>(1)</sup> Norway is not a member of the European Union. Norway contributes on the basis of equivalent national legislation and EU legislation by which they are bound as member of the European Economic Area (EEA).

Tasks 31-40 in relation to Strategic Aim C (Response):

Task	Strategic Action	Description	Target date	Lead	Progress	Status
31	C.1 C.4.	Exchange information on lessons learned on incidents including in windfarms, places of refuge and waste management following pollution incidents.	OTSOPA BONN	CP		Ongoing
32	C.1 C.5	Maintain an efficient POLREP-system for the reporting of pollution incidents and the management of requests for and offers of assistance utilising the Marine Pollution Common Emergency Communication and Information System (CECIS MP) of the European Commission.	Ongoing	EU, NO, DK	6 month project with two workshops & nine countries.	Ongoing
33	C.2	Develop, maintain and keep up to date joint response plans to maritime incidents (DENGERNETH Plan (DE), MANCHEPLAN (UK & FR), Quadripartite Zone Plan (BE), NORBRIT Plan (UK & NO), UK and Ireland MOU), [Bay of Biscay].	Activity undertaken when required	CP concerned		Ongoing
34	C.3	Maintain information exchange on national wildlife response systems	Ongoing	— FR, SE & CP		Ongoing
35	C.7 C.6	Encourage and, if possible, carry out/perform research and development, and information exchange regarding new generation fuels.		NO+Project partners]	Proposal for DG-ECHO Call in 2019	Ongoing
36	C.7 C.6	Responses and preparedness in regards to new generation fuels		NO + project partners	Based on response from 35	



Task	Strategic Action	Description	Target date	Lead	Progress	Status
37	C.6	<p>Exchange information on and encourage further research of pollution incidents including:</p> <ul style="list-style-type: none"> <li>• on accidents at night, in bad visibility and under bad weather conditions;</li> <li>• on accidents involving heavy oil and chemical accidents, possibly through externally funded projects;</li> <li>• on response technologies, equipment and other operational means, in particular on integrated surveillance sensors, oil spill drift modelling and decision-support tools, and response technologies.</li> </ul>		CP		Ongoing
39	C.6	Consideration and development of a project proposal for a regional risk assessment for HNS.		CP & Sec		Ongoing
40	C.6	Promote continued research on HNS, <i>inter alia</i> on HNS response technologies, testing of HNS properties and behaviour in non-standard conditions, and further developments in, and validation of advanced decision-support tools.		CP		Ongoing
41	C.8.	Exchange of information on national risk assessment systems, including emergency towing.	Activities undertaken when required	CP		New

*Annex I***Current MARPOL texts****Current MARPOL texts for Annex I to Annex VI and Protocol 1.**

MARPOL includes regulations aimed at preventing accidental pollution, and pollution from routine operations detailed in six technical annexes.

**(b) Annex I — Regulations for the Prevention of Pollution by Oil**

Amendments to Annex I — entry into force 1 March 2018 — Resolution MEPC.276(70)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to Form B of the Supplement to the International Oil Pollution Prevention Certificate)

Amendments to Annex I — entry into force 1 January 2017 — Resolution MEPC.266(68)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to regulation 12 — tanks for oil residue (sludge))

Amendments to Annex I — entry into force 1 January 2017 — Resolution MEPC.265(68)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annexes I, II, IV and V to make the use of the environment-related provisions of the polar code mandatory)

Amendment to MARPOL Annex I — entry into force 1 March 2016 — Resolution MEPC.256(67)

Amendment to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendment to regulation 43 — Special requirements for the use or carriage of oils in the Antarctic area)

Amendments to Annex I — entry into force 1 January 2016 — Resolution MEPC.248(66)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annex 1 mandatory carriage requirements for a stability instrument) — MEPC 66/21/Corr.1

Amendments to Annex I — entry into force 1 January 2016 — Resolution MEPC.246(66)

Amendments to the Annex of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory)

Amendments to Annex I — entry into force 1 January 2015 — Resolution MEPC.238(65)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annexes I and II to make the RO code mandatory)

Amendments to Annex I — entry into force 1 October 2014 — Resolution MEPC.235(65)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to form A and form B of supplements to the IOPP certificate under MARPOL Annex I)

Amendments to Annex I — entry into force 1 August 2013 — Resolution MEPC.216(63)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Regional Arrangements for Port Reception Facilities under MARPOL Annexes I, II, IV and V)

Amendments to Annex I — entry into force 1 August 2011 — Resolution MEPC.190(60)

Amendments to the annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973 (North American Emission Control Area)

Amendments to Annex I — entry into force 1 August 2011 — Resolution MEPC.189(60)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Addition of a new chapter 9 to MARPOL Annex I)

Amendments to Annex I — entry into force 1 January 2011 — Resolution MEPC.187(59)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)

Amendments to Annex I — entry into force 1 January 2011 — Resolution MEPC.186(59)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Addition of a new chapter 8 to MARPOL Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B).

Amendments to Annex I — entry into force 1 December 2008 — Resolution MEPC.164(56)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Reception facilities outside special areas and discharge of sewage)

Amendments to Annex I — entry into force 1 August 2007 — Resolution MEPC.141(54)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to regulation 1, addition to regulation 12A, consequential amendments to the IOPP Certificate and amendments to regulation 21 of the revised Annex I of MARPOL)

Text of Annex I of MARPOL — as at 1 January 2007 — Resolution MEPC.117(52)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Revised annex I of MARPOL)

(c) **Annex II — Regulations for the Prevention of Pollution by Noxious Liquid Substances in Bulk**

Amendments to MARPOL Annex II — entry into force 1 September 2017 — Resolution MEPC.270(69)

Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (Amendments to MARPOL Annex II — Revised GESAMP Hazard Evaluation Procedure)

Amendments to Annex II — entry into force 1 January 2017 — Resolution MEPC.265(68)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annexes I, II, IV and V to make the use of the environment related provisions of the Polar Code mandatory)

Amendments to Annex II — entry into force 1 January 2016 — Resolution MEPC.246(66)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory)

Amendments to Annex II — entry into force 1 January 2015 — Resolution MEPC.238(65)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Amendments to MARPOL Annexes I and II to make the RO code mandatory)

Amendments to Annex II — entry into force 1 August 2013 — Resolution MEPC.216(63)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Regional Arrangements for Port Reception Facilities under MARPOL Annexes I, II, IV and V)

Text of Annex II of MARPOL — as at 1 January 2007 — Resolution MEPC.118(52) (as amended)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Revised Annex II of MARPOL)

International Bulk Chemical (IBC) Code given effect by Annex II Regulation 11 — tankers constructed on or after 1 July 1986 — Resolution MEPC.119(52)

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

Resolution MEPC.225(64) Amendments to Chapters 17, 18 and 19 which entered into force 1 June 2014

BLG.1/Circ.19 Products which have been classified or re-classified since the adoption of the amended IBC Code in 2004

BLG.1 Circ.19/Corr.1 Products which have been classified or re-classified since the adoption of the amended IBC Code in 2004

Bulk Chemical (BCH) Code given effect by Annex II Regulation 11 — tankers constructed before 1 July 1986 — Resolution MEPC.144(54)

Amendments to the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (BCH Code)

**(d) Annex III — Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form**

Amendment to MARPOL Annex III — (Amendment to the appendix on criteria for the identification of harmful substances in packaged form) enter into force 1 March 2016 — Resolution MEPC.257(67)

Amendment to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973

Amendments to Annex III — entry into force 1 January 2016 — Resolution MEPC.246(66)

Text of Annex III of MARPOL — as at 1 January 2014 — Resolution MEPC.193(61)

Text of Annex III of MARPOL — as at 1 January 2010 — Resolution MEPC.156(55)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory)

**(e) Annex IV — Regulations for the Prevention of Pollution by Sewage from Ships**

Amendments to Annex IV — entry into force 1 September 2017 — Resolution MEPC.274(69)

Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (Amendments to MARPOL Annex IV —Baltic Sea Special Area and Form of ISPP Certificate)

Amendments to Annex IV — entry into force 1 January 2017 — Resolution MEPC.265(68)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annexes I, II, IV and V to make the use of the environment-related provisions of the Polar Code mandatory)

Amendments to Annex IV — entry into force 1 January 2016 — Resolution MEPC.246(66)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory)

Amendments to Annex IV — entry into force 1 August 2013 — Resolution MEPC.216(63)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Regional Arrangements for Port Reception Facilities under MARPOL Annexes I, II, IV and V)

Amendments to Annex IV — entry into force 1 January 2013 — Resolution MEPC.200(62)

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

MEPC 62/24/Corr.1 — contains several corrections to Resolutions MEPC.200(62)

Amendments to Annex IV — entry into force 1 December 2008 — Resolution MEPC.164(56)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Reception facilities outside special areas and discharge of sewage)

Amendments to Annex IV — entry into force 1 August 2007 — Resolution MEPC.143(54)

Amendments to the Annex of the protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Addition of regulation 13 to Annex IV of MARPOL)

Text of Annex IV of MARPOL — as at 1 August 2005 — Resolution MEPC.115(51)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Revised Annex IV of MARPOL)

(f) **Annex V — Regulations for the Prevention of Pollution by Garbage from Ships**

Text of Annex V of MARPOL — as at 31 December 1988

Amendments to Annex V — entry into force 1 March 2018 — Resolution MEPC.277(70)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annex V — HME substances and Form of Garbage Record Book)

Amendments to Annex V — entry into force 1 January 2017 — Resolution MEPC.265(68)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annexes I, II, IV and V to make the use of the environment-related provisions of the Polar Code mandatory)

Amendments to Annex V — entry into force 1 January 2016 — Resolution MEPC.246(66)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annexes I, II, III, IV and V to make the use of the III Code mandatory)

Amendments to Annex V — entry into force 1 August 2013 — Resolution MEPC.216(63)

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Regional Arrangements for Port Reception Facilities under MARPOL Annexes I, II, IV and V)

Amendments to Annex V — entry into force 1 January 2013 — Resolution MEPC.201(62)

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

MEPC 62/24/Corr.1 — contains several corrections to Resolutions MEPC.201(62)

Amendments to Annex V of MARPOL — entry into force 1 August 2005 — Resolution MEPC.116(51)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to the Appendix to Annex V of MARPOL)

Amendments to Annex V of MARPOL — entry into force 1 March 2002 — Resolution MEPC.89(45)

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

Amendments to Annex V of MARPOL — entry into force 1 January 1997 — Resolution MEPC.65(37)

Amendments to the annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to Regulation 2 and new Regulation 9 of Annex V)

**(g) Annex VI — Regulations for the Prevention of Air Pollution from Ships**

Amendments to Annex VI — entry into force 1 January 2019 — Resolution MEPC 286(71)

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 give effect to the Baltic Sea and North Sea NO<sub>x</sub> Emission Control Area and amend the Bunker Delivery Note)

Amendments to Annex VI — entry into force 1 March 2018 — Resolution MEPC.278(70)

Amendments to the Annex of the Protocol of 1997 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Amendments to MARPOL Annex VI Data collection system for fuel oil consumption of ships)

Amendments to Annex VI — entry into force 1 September 2017 — Resolution MEPC.271(69)

Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (Amendments to regulation 13 of MARPOL Annex VI — Record requirements for operational compliance with NO<sub>x</sub> Tier III emission control areas)

Amendments to MARPOL Annex VI — entry into force 1 March 2016 — Resolution MEPC.258(67)

Amendment 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 regulations 2 and 13 and the Supplement to the IAPP Certificate)

Amendments to Annex VI — entry into force 1 January 2016 — Resolution MEPC.247(66)

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)

Amendments to Annex VI — entry into force 1 March 2015 — Resolution MEPC.251(66)

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 regulations 2, 13, 19, 20 and the Supplement to the IAPP Certificate under MARPOL Annex VI and certification of dual-fuel engines under the NO<sub>x</sub> Technical Code 2008)

Amendments to Annex VI — entry into force 1 August 2013 — Resolution MEPC.217(63)

Amendments to the Annex of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (Regional Arrangements for port Reception Facilities under MARPOL Annex VI and Certification of Marine Diesel Engines fitted with selective catalytic reduction systems under the NO<sub>x</sub> Technical Code 2008)

Amendments to Annex VI — entry into force 1 January 2013 — Resolution MEPC.203(62)

Amendments to the Annex of the Protocol of 1997 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Inclusion of Regulations on Energy Efficiency for Ships)

MEPC 62/24/Corr.1 — contains several corrections to Resolutions MEPC.203(62)

Amendments to Annex VI — entry into force 1 January 2013 — Resolution MEPC.202(62)

Amendments to the Annex of the Protocol of 1997 relating to the International Convention for the Prevention of Pollution from Ships 1973 (Designation of the Caribbean Sea Emission Control Area)

MEPC 62/24/Corr.1 — contains several corrections to Resolutions MEPC.202(62)

Amendments to Annex VI — entry into force 1 February 2012 — Resolution MEPC.194(61)

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 (Revised form of Supplement to the IAPP Certificate)

Amendments to Annex VI — entry into force 1 August 2011 — Resolution MEPC.190(60)

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 (North American Emission Control Area)

Text of Annex VI of MARPOL — as at 1 July 2010 — Resolution MEPC.176(58)

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 (Revised MARPOL Annex VI)

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