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

Accession by the Islamic Republic of Iran

The Secretary-General of the International Maritime Organization has the honour to refer to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, and to state that accession by the Islamic Republic of Iran was effected by the deposit of an instrument on 6 April 2011.

The instrument of accession by the Islamic Republic of Iran was accompanied by the following declaration:

"The Islamic Republic of Iran declares that it does not consider itself bound by the provisions of article 15. The submission of any dispute to conciliation or arbitration is subject to the consent of all parties to such a dispute and to fulfilment of the relevant domestic rules and regulations."

The Islamic Republic of Iran further declared that:

"According to paragraph 2 of IMO Assembly resolution A.1005(25), adopted on 29 November 2007, it is declared that the Government of the Islamic Republic of Iran intends to apply the Convention on the basis of the following understanding:

A ship subject to regulation B-3.3 constructed in 2009 will not be required to comply with regulation D-2 until its second annual survey, but no later than 31 December 2011."

Article 18 of the Convention provides as follows:

"1 This Convention shall enter into force twelve months after the date on which not less than thirty States, the combined merchant fleets of which constitute not less than thirty-five per cent of the gross tonnage of the world's merchant shipping, have either signed it without reservation as to ratification, acceptance or approval, or have deposited the requisite instrument of ratification, acceptance, approval or accession in accordance with article 17."

There are, at present, twenty-eight Contracting States to the Convention, representing approximately 25.43%* of the gross tonnage of the world's merchant shipping.

* This tonnage percentage is based on world tonnage figures provided by Lloyd's Register/Fairplay, effective as of 31 December 2009. Tonnage figures are liable to fluctuate from year to year.