(ii) the date of entry into force of this Convention; and

(iii) the deposit of any instrument of denunciation from the Convention, together with the date on which it was received and the date on which the denunciation takes effect; and

(b) as soon as this Convention enters into force, transmit the text thereof to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article 22
Languages

This Convention is established in a single original in the Arabic, Chinese, English, French, Russian and Spanish languages, each text being equally authentic.

DONE AT LONDON this thirteenth day of February, two thousand and four.

IN WITNESS WHEREOF the undersigned, being duly authorised by their respective Governments for that purpose, have signed this Convention.

ANNEX

REGULATIONS FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS

SECTION A - GENERAL PROVISIONS

Regulation A-1
Definitions

For the purposes of this Annex:

1 "Anniversary date" means the day and the month of each year corresponding to the date of expiry of the Certificate.

2 "Ballast Water Capacity" means the total volumetric capacity of any tanks, spaces or compartments on a ship used for carrying, loading or discharging Ballast Water, including any multi-use tank, space or compartment designed to allow carriage of Ballast Water.

3 "Company" means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the International Safety Management Code[1].

4 "Constructed" in respect of a ship means a stage of construction where:

.1 the keel is laid; or

.2 construction identifiable with the specific ship begins; or

.3 assembly of the ship has commenced comprising at least 50 tonnes or 1 percent of the estimated mass of all structural material, whichever is less; or

.4 the ship undergoes a major conversion.

5 "Major conversion" means a conversion of a ship:

.1 which changes its ballast water carrying capacity by 15 percent or greater, or

.2 which changes the ship type, or

.3 which, in the opinion of the Administration, is projected to prolong its life by ten years or more, or

.4 which results in modifications to its ballast water system other than component replacement-in-kind. Conversion of a ship to meet the provisions of regulation D-1 shall not be deemed to constitute a major conversion for the purpose of this Annex.

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[1] Refer to the ISM Code adopted by the Organization by resolution A.741(18), as amended.