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REVISED DOCUMENT PROPOSING AMENDMENTS TO THE REGULATIONS FOR REMOVING THE MONO-CLASS REQUIREMENT

prepared by the International Bureau

BACKGROUND

1. At its fourteenth session, held from October 6 to 8, 2025, the Working Group on the Legal Development of the Hague System for the International Registration of Industrial Designs (hereinafter referred to as the “Working Group”) discussed document H/LD/WG/14/3, entitled “Proposed Amendments to the Regulations for Removing the Mono Class Requirement”. The document sets out a proposal to amend Rules 7 and 33 of the Regulations Under the Geneva Act (1999) of the Hague Agreement Concerning the International Registration of Industrial Designs (hereinafter referred to as the “Regulations”), as well as to introduce a new Rule 8*bis*, in order to remove the current requirement that all designs contained in a single international application belong to the same class of the Locarno classification.

2. This proposal aims to adapt the Hague System to evolving user needs in the current technological and design environment, as an increasing number of Contracting Parties amend their legal frameworks to permit multi-class filings.

PURPOSE OF THIS DOCUMENT

3. During the discussion of this proposal at the fourteenth session, the Working Group generally supported the removal of the mono-class requirement, recognizing its potential benefits such as procedural simplification, cost savings, and closer alignment with evolving design practices. Several delegations, however, raised specific concerns or requests for clarification.

4. As a result, the Working Group requested the International Bureau to prepare, for discussion at its next session, a document taking into account the comments made by delegations[1].

5. Accordingly, this document analyzes the comments made by delegations at the fourteenth session of the Working Group and responds to the concerns raised. The document also contains an adjustment to the draft wording of proposed new Rule 8*bis*, in order to address all the potential scenarios arising from the interaction between declarations. Ultimately, this document is intended to assist the Working Group in its continued consideration of the possible removal of the mono-class requirement, with a view to recommending to the Hague Union Assembly the adoption of the proposed amendments to the Regulations.

6. The document is divided into three sections, with the analysis of comments preceding the proposed adjustment to Rule 8*bis* and the conclusion.

ANALYSIS OF COMMENTS MADE AT THE FOURTEENTH SESSION OF THE WORKING GROUP

BROAD SUPPORT BY DELEGATIONS

7. A significant number of delegations recognized the benefits of removing the mono-class requirement and expressed general support for the proposal.

8. Supportive interventions emphasized that removing the mono-class requirement would simplify the formalities associated with filing an international application, reduce costs for applicants by avoiding the need to file separate applications for designs in different Locarno classes, and make the Hague System more attractive and competitive.

9. Additionally, several delegations observed that the change would align the Hague System with the legislative frameworks of an increasing number of Contracting Parties, thereby reducing procedural discrepancies between international and domestic systems.

10. Furthermore, several delegations highlighted the proposal's relevance for designs that integrate physical and digital elements, such as graphical user interfaces (GUIs) in physical products, where seeking independent design protection for each constituent element may involve filings under different Locarno classes. The possibility of protecting such designs in a single international application was considered as an important way to align the Hague System with current users' practices in today's technological and market environment[2].

FINANCIAL IMPACT

11. As part of the discussion on the practical implications of removing the mono-class requirement, a Delegation raised a question regarding the possible financial impact of the proposed amendment to the Regulations. In particular, the Delegation enquired whether allowing multi-class filings could affect the financial sustainability of the Hague System, as a reduction in the number of international applications would consequently decrease the basic fee income of the International Bureau. In assessing this issue, two distinct financial scenarios must be weighed against each other. On one hand, removing the mono-class requirement may allow some users to consolidate what are currently separate international applications into single multi-class filings. On the other hand, maintaining the mono-class requirement may drive strategic users to bypass the Hague System entirely in favor of direct national or regional filing routes that accept multi-class applications. The central question is therefore not whether any

[1] See paragraphs 10 and 11 of document H/LD/WG/14/10 Rev. "Summary by the Chair".
[2] See document H/LD/WG/14/3, paragraph 7 and related footnote 5.

revenue reduction will occur, but rather which scenario poses the greater risk to the financial sustainability of the system: revenue reduction resulting from consolidation or from user diversion.

12. To answer this question, the International Bureau has conducted a comprehensive statistical analysis of filing behaviors over recent years[3]. For the purposes of this analysis, filings submitted by the same applicant across different Locarno classes within a one-week window (hereinafter referred to as "hypothetical multi-class applications") are used as a proxy for multi-class filing intent[4].

Revenue reduction resulting from consolidation

13. Turning first to the question of consolidation, the data reveals that hypothetical multi-class applications account for approximately 23.8 per cent of all international applications as of 2025[5]. However, the actual potential for consolidation of applications is significantly lower than this initial percentage suggests, for two reasons:

(i) Currently, under the Hague System, each Contracting Party designated in an international application is designated in relation to all designs contained in that application; it is not possible to designate a Contracting Party in relation to only some of the designs included in the same application. Consequently, merging applications that target different markets would force the applicant to designate and pay designation fees for all designated Contracting Parties in relation to all designs contained in the international application, including markets where certain designs have no commercial relevance. Therefore, it can be assumed that applicants have no strategic incentive to merge contemporaneous applications which designate different Contracting Parties, as doing so would generate unnecessary costs. Consequently, we should focus on international design applications that designate the exact same Contracting Parties. When isolating only those filings, the share of hypothetical multi-class applications in 2025 drops to 16.6 per cent of all international applications[6].

(ii) Even within this subset, consolidation would only be procedurally viable where all designated Contracting Parties accept multi-class filings. If an applicant's strategy includes any Contracting Party that maintains a mono-class requirement, the applicant would still be compelled to file separate international applications. The analysis reveals that among the 16.6 per cent of contemporaneous filings designating the exact same set of Contracting Parties, only 31.9 per cent exclusively target jurisdictions that currently accept multi-class filings at the domestic level, namely the European Union, Japan and the United Kingdom[7]. When applied to the 16.6 per cent already identified, this further reduces the current share of applications practically susceptible to consolidation in 2025 to just over five per cent of all international applications, i.e. 547 applications.

14. In other words, under the most realistic scenario, the vast majority of international design applications – around 95 per cent – and associated revenues would remain unaffected by the proposed amendment.

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3 See *Hague Yearly Review 2026*, Special Theme: Multi-class filing behavior among Hague applicants.

4 A one-week window was selected for this purpose as it reflects the practical reality that applicants often submit related applications across different Locarno classes over several consecutive days, whether due to internal preparation processes or coordination with representatives. This timeframe captures filings that are likely to form part of the same filing strategy while limiting the risk of linking unrelated applications filed further apart in time.

5 See *Hague Yearly Review 2026*, figure S1.

6 See *Hague Yearly Review 2026*, figure S9.

7 See *Hague Yearly Review 2026*, figure S13.

15. Even within this limited five per cent of applications practically susceptible to consolidation, the financial impact on the International Bureau's revenue is further mitigated by the structure of the Schedule of Fees. Notably, publication fees are calculated per reproduction and would therefore remain entirely unaffected if an applicant were to merge designs from different classes into a single international application. Consequently, any reduction in fee revenue resulting from the consolidation of applications would be limited to the difference between the basic fee for a first design and the basic fee for additional designs, a structure that applies to both the basic application fee and the standard renewal fee.

16. In accordance with the Hague System Schedule of Fees (as in force on July 1, 2026), the basic international application fee for one design is 397 Swiss francs, while the basic international application fee for each additional design included in the same international application is 50 Swiss francs. Filing two designs belonging to different Locarno classes as separate international applications requires the payment of the basic fee for a first design in each application (397 Swiss francs × 2 = 794 Swiss francs in total). If consolidated into a single multi-class application, the same two designs would instead attract one basic fee for a first design and one basic fee for an additional design (397 + 50 = 447 Swiss francs). The financial impact of consolidating two applications into one is thus limited to the difference from both scenarios, resulting in a reduction of 347 Swiss francs per absorbed application. The same arithmetic applies to renewal fees, where the differential between the fee for a first design (200 Swiss francs) and an additional design (17 Swiss francs) amounts to 183 Swiss francs per absorbed application.

17. Applying these figures requires first establishing a realistic estimate of the number of applications likely to be absorbed. To that end, the International Bureau has examined actual filing behavior within the cohort of 547 hypothetical multi-class applications in 2025 exclusively designating the European Union, Japan and/or the United Kingdom, applying the one-week window methodology to identify applications forming part of the same filing strategy. That analysis indicates that the 547 applications would consolidate into 131 filings, with approximately 416 applications absorbed. The estimated annual reduction would therefore amount to approximately 144,000 Swiss francs in basic application fees and approximately 76,000 Swiss francs per renewal cycle, assuming that all international registrations are successfully registered and subsequently renewed.

18. As regards renewal fees specifically, the actual long-term financial impact would be further attenuated by the natural life cycle of industrial designs. Not all international applications mature into international registrations, and a significant portion of international registrations are not maintained by holders for their maximum term of protection. The data shows that the first renewal rate for international registrations stood at 70.6 per cent in 2025, a figure that decreases considerably during the subsequent renewal periods as designs reach the end of their commercial lifespan. For instance, of all designs renewed in 2025, only 29.9 per cent were second-time renewals[8]. Therefore, the theoretical maximum reduction in renewal fee income caused by the consolidation of applications would not fully materialize in practice, as it is naturally mitigated by standard attrition rates.

19. Beyond its effect on fee revenues, the consolidation of applications would also generate operational efficiencies for the International Bureau. Application-level processing, including formality checks, correspondence management and administrative handling, is incurred once per application regardless of the number of designs it contains. Where consolidation occurs, the International Bureau would therefore process the same total number of designs across a reduced number of applications, yielding economies of scale in its operational workload. These savings would partially offset any income reduction resulting from consolidation and should be taken into account in any comprehensive assessment of the net financial impact of the proposed amendment.

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8 See *Hague Yearly Review 2026*, figures B14 and B16.

20. Taken together, the foregoing analysis confirms that any revenue reduction attributable to the consolidation of applications would be limited in scope (confined to a maximum of approximately five per cent of international applications in 2025), structurally mitigated by the design of the Schedule of Fees and the natural attrition of design registrations over their commercial lifespan, and partially offset by the operational savings resulting from processing the same total number of designs across fewer applications.

Revenue reduction resulting from user diversion

21. The limited consolidation impact identified above must be weighed against the risk of progressive diversion of users away from the Hague System should the option of multi-class filings not be offered.

22. For applicants consistently targeting the exact same flexible jurisdictions across multiple contemporaneous applications, the Hague System's mono-class requirement could serve as an administrative and financial hurdle that applicants could avoid entirely through direct national or regional filing. In these scenarios, applicants can achieve through a single direct filing what the Hague System forces them to split into multiple applications. Should the Hague System fail to accommodate these filing needs, direct national or regional routes that already accept multi-class applications represent a readily available alternative.

23. The actual, immediate risk of user diversion coincides with the cohort identified in paragraph 13.ii), namely contemporaneous filings designating exclusively jurisdictions that currently accept multi-class filings at the domestic level, namely the European Union, Japan and the United Kingdom. As indicated above, these represent around five per cent of the total international applications in 2025. However, the analysis reveals that this share has been growing rapidly over the 2023-2025 period[9]. This diversion risk is particularly acute in the technology and automotive sectors[10], which are among the fastest-growing sources of international design filings and whose complex products inherently encompass designs falling under multiple Locarno classes[11].

24. Applying the same cohort of 547 applications to the diversion scenario yields a fundamentally different financial picture. Rather than losing only the fee differential on absorbed applications, the International Bureau would forfeit the complete fee income associated with every one of the 547 applications. According to internal data, the total fees collected by the International Bureau in relation to these 547 applications amounted to 498,609 Swiss francs, including basic, publication and description-related fees[12] and excluding designation fees. Furthermore, the estimated loss in renewal fee income associated with the cohort of 547 applications would amount to approximately 109,000 Swiss francs per renewal cycle, assuming that all international registrations would have been successfully registered and subsequently renewed. By contrast, under the consolidation scenario, the estimated annual reduction of approximately 144,000 Swiss francs in basic application fees, with publication fees remaining entirely unaffected, and approximately 76,000 Swiss francs per renewal cycle. The revenue loss attributable to user diversion is therefore substantially greater than that resulting from consolidation, across both application and renewal fee income.

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[9] The figure has risen from 23.3 per cent of multi-class applications designating the same Contracting Parties in 2023 to 31.9 per cent in 2025. See *Hague Yearly Review 2026*, figure S13.

[10] See *Hague Yearly Review 2026*, figure S4.

[11] Within the automotive sector, specific combinations such as Locarno class 12 (means of transport) and Locarno class 26 (lighting apparatus) alone account for nearly 21 per cent of all multi-class applications. As regards the technology sector, one of the most selected Locarno classes is number 14, which encompasses GUIs. In this sense, the study reveals strong co-filing patterns where Locarno class 14 is frequently paired across a diverse range of other classes, most notably Locarno class 12 (means of transport; accounting for 10.1 per cent of multi-class filings), Locarno class 13 (equipment for producing electricity; 7.3 per cent), and Locarno class 15 (machines, not elsewhere specified; 7.0 per cent). See *Hague Yearly Review 2026*, figures S5 and S6.

[12] The description-related fee is the additional fee charged where the description exceeds 100 words and amounts to 2 Swiss francs per word exceeding 100 words. See the *Hague System Schedule of Fees*.

CONCERN OVER THE WIDESPREAD RELIANCE ON PROPOSED RULE 8*BIS*

25. Certain delegations and user associations cautioned against the potential use by many Contracting Parties of the declaration under proposed Rule 8*bis* of the Regulations, which would allow Contracting Parties to maintain the mono-class requirement. These delegations observed that, if a significant number of Contracting Parties were to notify a declaration under proposed Rule 8*bis*, the practical benefits of the amendment would be limited.

26. In this regard, it should be noted that declarations under Rule *8bis* would not introduce procedural complexity beyond the existing framework. The Geneva Act (1999) of the Hague Agreement Concerning the International Registration of Industrial Designs (hereinafter referred to as the "Geneva Act") already permits declarations under certain conditions, including under Article 13(1), and the Hague System has long operated with such mechanisms to accommodate variations in domestic legislations[13]. Consistent with this established practice, declarations under Rule 8*bis* would simply provide flexibility for Contracting Parties and transparency for users, who would be able to make informed decisions by identifying which Contracting Parties accept multi-class applications.

27. Furthermore, while it is foreseeable that many Contracting Parties would initially make the declaration under proposed new Rule 8*bis*, reflecting current domestic legislation of Contracting Parties, it is also expected that these will gradually be withdrawn as a result of global legislative developments and harmonization trends, as mentioned in paragraph 2, above.

INTERACTION WITH DECLARATIONS UNDER ARTICLE 13(1)

28. Concerns were raised regarding the compatibility between the proposed removal of the mono-class requirement and domestic provisions requiring unity of design, in particular where domestic law stipulates that, in addition to complying with the requirement of unity of design, all designs contained in a single application must belong to the same Locarno class.

29. In this regard, as explained in paragraph 31 of document H/LD/WG/14/3, the potential removal of the mono-class requirement would not interfere with existing declarations made under Article 13(1) of the Geneva Act. Such declarations would continue to apply to international applications designating Contracting Parties that have made them, thereby ensuring that domestic legal requirements regarding unity of design are respected.

30. Declarations under Article 13(1) and proposed new Rule 8*bis* are fully compatible. Where domestic legislation imposes requirements concerning both the unity of design and the unity of class, a Contracting Party could therefore maintain its existing Article 13(1) declaration while also making a new declaration under Rule 8*bis*[14]*.*

31. Additionally, a delegation enquired whether a Contracting Party that has made a declaration under Article 13(1) would need to make an additional declaration under proposed new Rule 8*bis*. The answer depends on the manner in which Article 13(1) declaration has been formulated. For instance, where Article 13(1) declaration limits an international application to a single design and its variants, the inclusion of designs belonging to different Locarno classes is already precluded. In this case, no additional declaration under Rule 8*bis* would be necessary.

ADMINISTRATIVE BURDEN ON OFFICES AND APPLICANTS

32. One Delegation cautioned that the removal of the mono-class requirement could lead to an increased number of refusals in jurisdictions whose domestic legislation requires all designs within a single application to belong to the same Locarno class. In such cases, applicants designating those Contracting Parties might need to pursue divisional applications at the

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[13] See paragraphs 27 to 29 of document H/LD/WG/14/3.
[14] See paragraphs 32 and 33 of document H/LD/WG/14/3.

national or regional level, resulting in additional costs and administrative steps. The Delegation noted that this could affect both the efficiency of procedures before national Offices and the overall convenience for applicants.

33. The International Bureau recognized this concern and will take steps to implement a comprehensive transparency framework to effectively minimize these outcomes. Specifically, it will provide clear and practical guidance to applicants by prominently listing the Contracting Parties having made a declaration under proposed new Rule 8*bis*. This information will be made available to applicants at two distinct stages: at the pre-filing stage, it will be made available through relevant information materials on the WIPO website; at the time of filing, it will be integrated into the DM/1 form and the electronic filing interface, where a dynamic alert would be triggered in case of a conflict in the applications data.

34. This two-layered approach will enable applicants to make fully informed decisions and adapt their filing strategy from the outset, effectively minimizing the risk of additional refusals. In any event, since the proposed amendment is permissive rather than mandatory, applicants who wish to avoid any such residual risk may simply continue to file single-class applications.

TECHNICAL AND OPERATIONAL CONSIDERATIONS

35. In connection with the technical implications of the removal of the mono-class requirement, one Delegation sought clarification as to whether any changes would be required to the electronic data format of publications and documents transmitted by the International Bureau to Offices. On the basis of the assessment carried out by the International Bureau, the structure of the input and output data formats is compatible with the removal of the mono-class requirement, and the introduction of multi-class applications would not require changes to those data format structures. In particular, the information included in the tag "com:LocarnoClass" of the XML structure would continue to be expressed as an Arabic numeral, irrespective of whether the registration contains designs belonging to different Locarno classes.

36. The proposed amendment to the Regulations also coincides with ongoing enhancements to the Global Design Database, scheduled for launch by the end of 2026, aimed at improving access to, and searchability of designs within international registrations. One of the key features under development will be the possibility to search individually for each design included in a multiple design registration. This improvement will further assist Offices and users in locating and examining relevant designs, regardless of whether the international registration contains single or multi-class designs.

37. Another concern raised was related to the operation of the Hague System Fee Calculator, as the designation fee for some Contracting Parties varies according to the Locarno class indicated in the international application[15]. In this regard, should the mono-class requirement be removed, the International Bureau intends to update the Hague System Fee Calculator so that applicants will receive fee estimates tailored to their intended designations and selected Locarno classes. This update would ensure that, when the applicant intends to file a multi-class application designating a Contracting Party applying class-dependent designation fees[16], the calculator would recognize these parameters and adjust the estimate accordingly. Providing this level of accuracy at the pre-filing stage will assist applicants in making informed decisions, anticipating the necessary fees, and avoiding unexpected costs.

[15] See footnote 7 of document H/LD/WG/14/3.
[16] Currently, the Republic of Korea is the only Contracting Party applying class-dependent designation fees.

TIMELINE AND ENTRY INTO FORCE

38. Several delegations highlighted the importance of providing sufficient time before the entry into force of any amendment removing the mono-class requirement. In this respect, it was noted that an entry-into-force date aligned with ongoing legislative developments in certain jurisdictions would facilitate a smoother transition and avoid situations in which Contracting Parties might feel compelled to make a declaration under proposed Rule 8*bis* on a temporary basis, only to withdraw it shortly thereafter[17].

39. Should the proposal be considered favorably by the Working Group at the present session, it would be submitted to the Assembly of the Hague Union in 2027 for consideration and adoption. Therefore, considering the decision-making procedure under the Hague System and the timeline of relevant meetings, the earliest practical date for entry into force would be January 1, 2028, i.e. one year later than the date of entry into force proposed in document H/LD/WG/14/3.

40. This later date of entry into force would allow users adequate time to familiarize themselves with the new framework. It would also provide sufficient time for Contracting Parties to assess the need to make a declaration under new Rule 8*bis* and for the International Bureau to implement the necessary updates to public information resources and filing tools.

ADJUSTMENT TO PROPOSED RULE 8*BIS*

41. Following the discussions at the fourteenth session, the International Bureau identified a specific scenario that would require an adjustment to the proposed wording of new Rule 8*bis*. As currently drafted in Annex II of document H/LD/WG/14/3, a declaration under Rule 8*bis* may only be made at least two months before the entry into force of the said Rule or upon the deposit of an instrument of ratification or accession to the Geneva Act. Consequently, if a Contracting Party that relies on an existing declaration under Article 13(1) to maintain a mono-class requirement were to later withdraw that Article 13(1) declaration, it would be precluded from making a new declaration under Rule 8*bis* at that later stage, even if its domestic legislation continued to require unity of class. To address this situation and ensure that the framework accommodates all possible scenarios, it is proposed to modify the draft text of Rule 8*bis,* as reproduced in the Annex, to allow a Contracting Party to make a declaration under this rule at the time of withdrawing a declaration under Article 13(1) of the Geneva Act.

CONCLUSION

42. The analysis of the comments made during the fourteenth session confirms broad support for the proposed removal of the mono-class requirement. As corroborated by empirical filing data, facilitating multi-class applications would not only enhance the flexibility and attractiveness of the Hague System, but also better accommodate the practical realities of contemporary product development and design protection.

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[17] Reference was made to ongoing legislative developments in the European Union in relation to industrial designs, in particular, to Directive (EU) 2024/2823 of the European Parliament and of the Council of 23 October 2024 on the legal protection of designs, which provides, inter alia, for the removal of the mono-class requirement at the European Union level. The European Union Member States have until 9 December 2027 to transpose this Directive into national law. Accordingly, if the removal of the mono-class requirement under the Hague System were to enter into force before that transposition deadline (as envisaged in document H/LD/WG/14/3 with a proposed entry into force of 1 January 2027), the European Union Member States might be prompted to make a declaration under proposed Rule 8*bis* on a transitional basis, which would then be withdrawn once the Directive had been implemented at national level.

43. Concerns regarding the potential financial impact of this amendment have been thoroughly evaluated and shown to be limited and manageable. The actual share of applications practically susceptible to consolidation currently represents just over five per cent of all international applications in 2025. Furthermore, the structure of the Schedule of Fees inherently safeguards publication fee revenues, which are calculated per reproduction and will therefore remain stable regardless of any consolidation of applications. Any residual revenue reduction would moreover be partially offset by the operational savings resulting from the International Bureau examining the same total number of designs across fewer applications. Conversely, failing to accommodate new multi-class filing practices poses a severe and immediate financial threat for the System: the diversion of an increasing number of users to direct national or regional routes that already allow multi-class applications, thereby depriving the International Bureau of all associated income, including basic, publication, description and designation fees, as well as all future renewal revenues. The risk of user diversion therefore poses a far more detrimental impact than the partial and bounded effect of application consolidation. Ensuring the competitiveness of the Hague System is therefore essential to its long-term financial sustainability.

44. Finally, the draft of proposed new Rule 8*bis* has been adjusted to comprehensively address scenarios involving declarations under Article 13(1) of the Geneva Act. Coupled with a proposed entry into force on January 1, 2028, this framework provides Contracting Parties, users, and the International Bureau with flexibility and adequate time for legislative alignment, technical adaptation, and awareness-raising.

46. *The Working Group is invited to:*

(i) consider the contents of this document, and

(ii) indicate whether it recommends to the Assembly of the Hague Union for adoption the proposed amendments to the Regulations with respect to Rules 7 and 33, as well as the introduction of a new Rule 8bis, as set out in the Annex to this document, with a date of entry into force on January 1, 2028.

[Annex follows]

**Regulations
Under the Geneva Act (1999)
of the Hague Agreement Concerning the
International Registration of Industrial Designs**

(as in force on [......])

Rule 7

Requirements Concerning the International Application

[…]

~~(7) [*All Products to Be in Same Class*] All the products which constitute the industrial designs to which an international application relates, or in relation to which the industrial designs are to be used, shall belong to the same class of the International Classification.~~

[…]

Rule 8bis

Special Requirement Concerning Unity of Class

(1) [*Notification of Declaration*] Any Contracting Party whose legislation requires that all the products which constitute the industrial designs to which an international application relates, or in relation to which the industrial designs are to be used, belong to the same class of the International Classification may notify the Director General accordingly, by way of a declaration, at least two months before the date on which this rule comes into force, or at the time it becomes party to the Act or withdraws a declaration made under Article 13(1). However, no such declaration shall affect the right of an applicant to include two or more industrial designs in an international application in accordance with Article 5(4), even if the application designates the Contracting Party that has made the declaration.

(2) [*Effect of Declaration*] Any such declaration, as long as the requirement underlying the declaration remains applicable in the Contracting Party, shall enable the Office of the Contracting Party that has made it to refuse the effects of the international registration pursuant to Article 12(1) pending compliance with the requirement notified under paragraph (1).

(3) [*Further Fees Payable on Division of Registration*] Where, following a notification of refusal in accordance with paragraph (2), an international registration is divided before the Office concerned in order to overcome a ground of refusal stated in the notification, that Office shall be entitled to charge the fee applicable under its domestic legislation for the processing of such a divisional application.

(4) [*Withdrawal of Declaration*] Any declaration made in accordance with paragraph (1) may be withdrawn at any time by notification addressed to the Director General. Such withdrawal shall take effect upon receipt by the Director General of the notification or at any later date indicated in the notification.

[…]

Rule 33

Amendment of Certain Rules

[…]

(2) [*Requirement of Four-Fifths Majority*] Amendment of the following provisions of the Regulations and of paragraph (3) of the present Rule shall require a four-fifths majority of the Contracting Parties bound by the Act:

(i) [Deleted] ~~Rule 7(7);~~

(ii) Rule 9(3)(b);

(iii) Rule 16(1)~~(a)~~;

(iv) Rule 17(1)(iii).

[…]

[End of Annex and of document]