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INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973
Agenda item 7

CONSIDERATION OF A DRAFT INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

Comments and proposals on a draft text of the Convention

Submitted by the Government of Greece

On the subject of the draft text of the International Convention for the Prevention of Pollution from Ships 1973, we are of the opinion that the new instrument which will come into existence must have the form of a new Convention and not the form of an amendment to the existing International Oil Pollution Convention 1954, as it was amended in 1962.

We believe that the contemporary requirements for the protection of the marine environment on a world-wide scale cannot be met with the provisions of the existing Convention which is old-fashioned and inadequate for that purpose.

Although the draft text of the new International Convention for the Prevention of Pollution from Ships, is acceptable by us as a whole, we reserve our rights to express our views on each article in the forthcoming Conference during which this draft text will be discussed for final approval.

For the time being we consider it necessary to emphasize the necessity for the Mediterranean Sea to be characterized by this Convention as A SPECIAL AREA for cultural, sentimental and substantive reasons.

The reason is that if the capacity of the sea in general, to assimilate wastes and render them harmless, and if its ability to regenerate natural resources are not unlimited, then it is without doubt that this ability is much more limited in the closed Mediterranean Sea. Therefore the management of this closed sea should be carried out under stricter measures and provisions than in any other part of the world's water surface.

With regard to annexes attached to this Convention we firmly believe that all five should be adopted as mandatory, for only in this way could the protection and the preservation of the marine environment be more effective and useful. But, estimating that the adoption of all the annexes as mandatory could make the acceptance of this Convention by Member States more difficult, we are of the opinion that it could be advisable to adopt only the first two annexes as mandatory and the remaining last three as optional ones.

In our opinion the proposed practical solution could result in bringing the Convention into force soon without any undesirable delay which otherwise could be unavoidable.

If such an adoption prevails, then we could agree on the procedure of the conversion of the optional annexes to mandatory by establishing, for example, the principle that this Convention should be converted in the case that an increased majority (let us say by Member States to that Convention representing 75% of the total world tonnage) considers a conversion necessary.
