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INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973
Agenda item 10

ADOPTION OF THE FINAL ACT OF THE CONFERENCE AND ANY INSTRUMENTS,
RECOMMENDATIONS AND RESOLUTIONS RESULTING FROM ITS WORK

Texts of Resolutions adopted by the Conference

RESOLUTION 1

IMPLEMENTATION OF THE 1969 AMENDMENTS TO THE
INTERNATIONAL CONVENTION FOR THE PREVENTION
OF POLLUTION OF THE SEA BY OIL, 1954

THE CONFERENCE,

NOTING its main objectives as set out in Resolution A.237(VII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization on 12 October 1971, as being the achievement, by 1975 if possible but certainly by the end of the decade, of the complete elimination of the wilful and intentional pollution of the seas by oil and noxious substances other than oil and the minimization of accidental spills,

NOTING FURTHER Recommendation 86(e) of the United Nations Conference on the Human Environment, 1972, which called upon Governments to participate fully in the present Conference as well as in other efforts with a view to bringing all significant sources of pollution within the marine environment under appropriate controls, including in particular, the complete elimination of deliberate pollution by oil from ships with the goal of achieving this by the middle of the present decade,

RECOGNIZING the importance of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as being the first multilateral instrument to be concluded with the prime objective of protecting the environment, and appreciating the significant contribution which that Convention has made in preserving the seas and coastal environment from pollution,

NOTING the Amendments to that Convention, set out in Resolution A.175(VI) adopted by the Assembly of the Organization on 21 October 1969, and considering that the implementation of those Amendments would be a major step towards the complete elimination of oil pollution and would bring about a significant reduction in the total quantity of oil reaching the sea,

BELIEVING that the International Convention for the Prevention of Pollution of the Sea from Ships, 1973, which was concluded by the present Conference will, when implemented, constitute a further important step towards the complete elimination of intentional pollution of the sea by harmful substances from ships,

BEING AWARE that some lapse of time will inevitably occur before the 1973 Convention can enter into force,

URGES Governments which have not yet accepted the 1969 Amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, to do so as a matter of urgency without awaiting the entry into force of the International Convention for the Prevention of Pollution from Ships, 1973.

RESOLUTION 2

**RAPID ENTRY INTO FORCE OF
THE INTERNATIONAL CONVENTION FOR THE PREVENTION
OF POLLUTION FROM SHIPS, 1973
AND ITS AMENDMENTS**

THE CONFERENCE,

BEING AWARE of the acuteness of the threat to the marine environment caused by pollution from ships,

HAVING DETERMINED to combat this form of pollution on the basis of and in accordance with the International Convention for the Prevention of Pollution from Ships, 1973, as adopted,

TAKING NOTE of paragraph (1) of Article 1 of this Convention by which the Parties to the Convention undertake to give effect to the provisions of the Convention and those Annexes thereto by which they are bound,

NOTES with particular interest Article 16 of the Convention which provides for a procedure accelerating the entry into force of amendments to Protocol 1 and to Annexes and Appendices to the Convention,

REALIZES that the effectiveness of that amendment procedure largely depends on there being national procedures for rapid approval of amendments,

URGES States to become Parties to the Convention as soon as possible and to give effect to later amendments thereto with the minimum of delay.

RESOLUTION 3

**THE COMPLETE ELIMINATION OF OIL
POLLUTION FROM SHIPS**

THE CONFERENCE,

HAVING CONCLUDED the International Convention for the Prevention of Pollution from Ships, 1973,

BEING AWARE of Recommendation 86(e) adopted by the United Nations Conference on the Human Environment, 1972, recommending governments, within the framework of the 1973 Inter-Governmental Maritime Consultative Organization Conference on Marine Pollution, inter alia to strive towards complete elimination of deliberate pollution by oil from ships, with the goal of achieving this by the middle of the present decade,

NOTING that the Governing Council of the United Nations Environment Programme at its first session has requested the Executive Director to urge the Inter-Governmental Maritime Consultative Organization to set a time-limit for the complete prohibition of intentional oil discharge in the seas,

CONSIDERING that the Convention and particularly the regulations contained therein on the discharge of oil into the sea will be an important means of curbing pollution by oil from ships,

RECOGNIZING, however, that the Convention alone may not be sufficient for a satisfactory protection of the sea from pollution by oil from ships,

RECOMMENDS that Governments and other interested bodies concerned undertake concerted efforts, including the elaboration of additional regulations within the framework of the Organization and the provision of the necessary reception facilities, further to reduce the discharge of oil from ships into the sea with a view to the complete elimination of intentional pollution as soon as possible, but not later than the end of the present decade,

INVITES the Organization to take all possible measures to assist Governments in this task.

RESOLUTION 4
INFORMATION ON PENALTIES

THE CONFERENCE,

HAVING CONCLUDED the International Convention for the Prevention of Pollution from Ships, 1973,

NOTING **that** the penalties which shall be specified under the laws of the Parties to the Convention pursuant to Article 4 of this Convention must be adequate in severity to discourage violations of this Convention and must be equally severe irrespective of where the violation occurs,

CONSIDERING that each Party to this Convention has the sole competence to provide suitable penalties under its own laws,

RECOMMENDS **that** the Inter-Governmental Maritime Consultative Organization make available to all States Members of the Organization as well as Parties to the Convention information which might be relevant in considering a scale of suitable penalties applicable pursuant to Article 4 of the Convention.

RESOLUTION 5
INTENTIONAL POLLUTION OF THE SEA
AND ACCIDENTAL SPILLAGES

THE CONFERENCE,

NOTING that it was assigned the two following objectives by Resolution A.237(VII), adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization,

- (1) the complete elimination of wilful and intentional pollution of the sea by oil and noxious substances other than oil; and
- (2) the minimization of accidental spills;

these objectives to be achieved by 1975, if possible, but certainly by the end of the decade,

RECOGNIZING that primarily, it has been as a result of extensive preparatory work within the Organization that the Conference has been able to prepare and open for signature the International Convention for the Prevention of Pollution from Ships, 1973,

BEING AWARE that the said Convention comprehensively covers the problem of intentional pollution by oil, noxious liquid substances in bulk, harmful substances in packaged forms or in freight containers or portable tanks or road and rail tank wagons, sewage and garbage, whereas it deals with the problem of accidental pollution only to a limited extent, bearing in mind that many aspects of this problem are and will continue to be dealt with within the framework of other technical Conventions relating to maritime safety,

BEING ALSO AWARE of the close relationship between ship safety and the prevention of pollution from ships,

RECOGNIZING ALSO that considerable progress has been made by the Organization in furtherance of the second objective, by developing proposed international rules and standards directed towards, or contributing to, the prevention, mitigation and minimization of accidental pollution, including the prevention of accidents to ships, minimization of spillages after accident and mitigation of damages after spillages,

RECOGNIZING FURTHER that a considerable amount of work in this field leading to the formulation of, and amendments to, conventions for which the Organization is depositary, and other instruments relating to ship safety and prevention of pollution, has yet to be accomplished,

RECOMMENDS that the Organization pursue and encourage studies relating to pollution abatement in the marine environment such as:

- (a) collection of scientific data on the identification of harmful substances transported by ships and their effect on the marine environment;
- (b) collection of ship casualty statistics, particularly casualties resulting in the pollution of the marine environment;
- (c) analysis of such casualty data including the interrelationship of average tanker size and age with incidents and magnitude of pollution casualties,

RECOMMENDS FURTHER that the Organization continue its work with a high priority on the development of measures for the minimization of accidental spillages, particularly those relating to:

- (a) prevention of accidents to ships including:
 - (i) safe navigational procedures and traffic separation schemes for the prevention of collisions, strandings and groundings, this to include the ultimate development **of international performance standards for navigational aids;**

- (ii) watchkeeping practices in port and at sea and the training and certification of seamen;
 - (iii) provision of modern navigational and communications equipment;
 - (iv) the operational procedures during the transfer, loading and unloading of oil and noxious substances;
 - (v) manoeuvrability and controllability of large ships;
 - (vi) construction and equipment of ships carrying oil or noxious substances; and
 - (vii) safe carriage of dangerous goods in packaged forms or in freight containers or portable tanks or road and rail tank wagons,
- (b) minimization of the risk of escape of oil and other noxious substances in the event of maritime accidents including facilitation of transfer of cargo in the event of accidents,
- (c) minimization of pollution damage to the marine environment including:
- (i) study and development of new techniques and methods for cleaning, recycling and disposing of hazardous substances carried by ships; and
 - (ii) technical study and development of devices and chemicals used in removing oil and other harmful substances discharged into the sea,

with a view to having appropriate action taken by way of the adoption and implementation at an early date of amendments to existing conventions relating to safety at sea and prevention of pollution or of new conventions as appropriate.

RESOLUTION 6

CONTROL OF DISCHARGE OF OIL

THE CONFERENCE,

NOTING that all petroleum derived oils are regulated under Annex I of the International Convention for the Prevention of Pollution from Ships, 1973,

NOTING FURTHER that the regulation of certain light refined petroleum oils under Annex I of the Convention introduces a new dimension and scope to international control of ship-generated oil pollution,

RECOGNIZING that different types of petroleum derived oils may behave differently in the marine environment and may have different hazard characteristics, and

CONSIDERING that the behaviour and effects of all petroleum derived oils in the marine environment, and in particular the methods and procedures for controlling their discharge from ships, are appropriate matters for further study by the Inter-Governmental Maritime Consultative Organization,

RECOMMENDS that the Organization take appropriate steps, at an early date, to review, on a comprehensive basis, the environmental problems created by the discharge of all petroleum derived oils into the marine environment, with particular reference to the problems associated with the discharge of light refined oils and with a view to possible improvement of the provisions of Annex I of the Convention.

RESOLUTION 7

METHOD TO IDENTIFY THE SOURCE OF DISCHARGED OIL

THE CONFERENCE,

HAVING IN MIND Regulation 9 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, whereby the discharge of oil or oily mixtures from ships shall be prohibited except when such discharge satisfies specified conditions,

RECOGNIZING the need to ensure that any ship which has discharged oil or oily mixtures in contravention of the said Regulation shall be identified promptly and punished,

RECOGNIZING ALSO that some Governments have promoted work to develop a practical method whereby the discharged oil can be promptly identified as the oil loaded on board a certain ship,

URGES those Governments to continue their efforts and all other Governments to initiate research into this problem, with a view to arriving at an early solution.

RESOLUTION 8

DRAUGHT REQUIREMENTS FOR SEGREGATED BALLAST TANKERS

THE CONFERENCE,

NOTING that Regulation 13 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, in determining the amount of required segregated ballast capacity, specifies a segregated ballast draught as a function of ship length, and that this will be applied to tankers of 150 metres in length and above,

NOTING FURTHER that this requirement is largely based on experience which pertains in general to large tankers where the amount of ballast taken aboard has been left to the discretion of the Master.

RECOMMENDS that the Inter-Governmental Maritime Consultative Organization take appropriate action to consider these ballast draught requirements, taking full account of further experience with ships of various sizes which have operated safely in their ballast conditions and to examine them with a view to determining whether any improvement is required, with special regard to the need for a more specific requirement for tankers of less than 150 metres in length.

RESOLUTION 9

TONNAGE MEASUREMENT OF SEGREGATED BALLAST OIL TANKERS

THE CONFERENCE,

NOTING that Regulation 13 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973 requires segregated ballast for new oil tankers of 70,000 tons deadweight and above,

NOTING ALSO that this requirement may cause new segregated ballast oil tankers to have substantial increases in freeboard and certain principal dimensions, in comparison with existing oil tankers, for equivalent productive cargo deadweights,

NOTING FURTHER that substantially increased principal dimensions without increased deadweight may in some cases increase either gross or net registered tonnage or both, for segregated ballast oil tankers,

RECOMMENDS that the Incer-Governmental Maritime Consultative Organization study the matter of equitable determination of gross and net registered tonnage for segregated ballast oil tankers in comparison with existing oil tankers of equivalent productive cargo deadweight.

RESOLUTION 10

DEVELOPMENT OF EFFICIENT OIL CONTENT MONITORING ARRANGEMENTS

THE CONFERENCE,

NOTING that the Regulations contained in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973 rely for their control and enforcement in a number of instances on an oil discharge monitoring system and in particular that Regulation 15 of that Annex requires that an oil tanker designed for retention of oil on board shall be fitted with such a system to control the quality of any effluent discharged into the sea,

NOTING ALSO that Regulation 1(16) of that Annex provides for ballast to be considered as clean ballast if oil content monitoring arrangements establish that the oil content of the effluent from such a tank does not exceed 15 parts per million,

NOTING FURTHER the Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization by Resolution A.233(VII),

RECOGNIZING that further progress in the development of such monitors is an urgent requirement,

RECOMMENDS that the Organization should promote studies with a view to developing more sensitive, accurate and reliable oil content measuring instruments to cope with the full range of the oils covered by that Annex.

RESOLUTION 11

LIMITATION OF SIZE AND ARRANGEMENT OF CARGO TANKS IN OIL TANKERS

THE CONFERENCE,

NOTING with satisfaction that most tankers ordered since 1 January 1972 comply with the provisions regarding the limitation of the size and the arrangement of cargo tanks laid down in the 1971 Amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, contained in Resolution A.246(VII) adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization, although those amendments have not yet entered into force,

NOTING FURTHER that Resolution A.247(VII) of the Assembly of the Organization invites Governments to put into effect these requirements as soon as possible,

EMPHASIZING the desirability of the entry into force of the 1971 Amendments at the earliest possible date and in any case not later than the date of entry into force of the International Convention for the Prevention of Pollution from Ships, 1973,

BEING AWARE that some lapse of time will inevitably occur before the 1973 Convention can enter into force,

URGES all Governments to accept the Amendments to the 1954 Convention contained in Resolution A.246(VII) of the Assembly of the Organization as soon as possible.

RESOLUTION 12

DEVELOPMENT OF SCIENTIFIC INFORMATION ON
WATER QUALITY CRITERIA

THE CONFERENCE,

RECOGNIZING that the capacity of the sea to assimilate pollutants and render them harmless is limited and that its ability to regenerate natural resources is also limited,

BELIEVING that the adequacy of measures taken to prevent pollution of the sea by substances that are liable to create hazards to human health, to harm marine life, to damage amenities or to interfere with other legitimate uses of the sea needs to be kept under review,

BELIEVING ALSO that there is a need to organize all interested competent organizations in establishing methods whereby the needs of the marine environment relative to water quality can be established, to identify the sources of pollution and continually assess the various methods of controlling marine pollution for the development of new or more effective control measures where appropriate,

RECOMMENDS that the Inter-Governmental Maritime Consultative Organization should co-operate with other organizations and in particular with the Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP) to achieve these aims whereby a first step might be to examine the method and procedure necessary to establish water quality criteria for the protection of the marine environment.

RESOLUTION 13

PROCEDURES AND ARRANGEMENTS FOR THE DISCHARGE OF
NOXIOUS LIQUID SUBSTANCES INTO THE SEA

THE CONFERENCE,

HAVING CONCLUDED, in pursuance of its main objectives, the International Convention for the Prevention of Pollution from Ships, 1973, which, inter alia, contains in Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk,

NOTING in particular, Regulation 5 of Annex II by which the discharge into the sea of noxious liquid substances of Categories A, B, C and D or of ballast water, tank washings or other residues or mixtures containing such substances is prohibited except in compliance with specified conditions including procedures and arrangements which shall be approved by the Administration to ensure that the criteria specified for each Category will be met,

DESIRING to facilitate international trade by ensuring, as far as possible, the uniform implementation of Annex II,

RECOMMENDS that the Inter-Governmental Maritime Consultative Organization should ensure, with a view to providing a uniform basis for the guidance of the Parties to the Convention in approving such procedures and arrangements, that the necessary studies are undertaken with highest priority, in order to develop the standards referred to in Regulations 5 and 8 of Annex II,

RECOMMENDS FURTHER that the Organization should subsequently review the form of the Cargo Record Book contained in Appendix IV of Annex II of the Convention, taking into account the standards for procedures and arrangements previously developed.

RESOLUTION 14

RECOMMENDATION ON HAZARD EVALUATION OF
NOXIOUS LIQUID SUBSTANCES

THE CONFERENCE,

HAVING CONCLUDED, in pursuance of its main objectives, the International Convention for the Prevention of Pollution from Ships, 1973, which, inter alia, contains in Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk,

NOTING Resolution 17 by which the Conference recommended the development of appropriate provisions relating to the control of pollution by noxious solid substances carried in bulk,

NOTING, in particular, Regulations 3 and 4 of Annex II and its Appendices II and III by which liquid substances are categorized in accordance with their environmental hazards when released into the sea through the normal operation of ships,

NOTING ALSO with appreciation that the Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP) had developed a rationale and made hazard evaluations of some 400 substances which provided a sound scientific basis for their categorization,

DESIRING to facilitate international trade by avoiding, as far as possible, the necessity for Parties to the Convention to enter into consultation on substances not listed in Appendices II and III to Annex II,

NOTING FURTHER, however, that there are substances which require further data in order to complete the evaluation of their environmental hazards, particularly in relation to living resources,

BEING AWARE of the need to keep these Appendices up to date,

RECOMMENDS that the Inter-Governmental Maritime Consultative Organization should as a matter of urgency take appropriate steps:

- (a) to review the criteria used to define category D substances;
- (b) to evaluate the hazard of those substances for which further data were found necessary as well as new substances proposed to be carried in accordance with the rationale developed by GESAMP; and
- (c) to increase all the lists to cover all the substances known to be carried,

INVITES Governments to pursue and encourage studies on environmental hazards of such substances and provide the Organization, as specified in the Annex to this Resolution, with as much information as is available.

ANNEX TO RESOLUTION 14

INFORMATION ON A NEW SUBSTANCE TO BE TRANSPORTED BY SHIPS
FOR THE EVALUATION OF ITS ENVIRONMENTAL HAZARDS

1. Correct technical name:
- (Secondary or alternative name(s))

Note: The information listed below would enable a complete assessment to be made but a provisional assessment may be based on as much relevant information as is currently available to the Governments involved.

2. Chemical formula:
3. Physical properties:
 - (a) Boiling point:°C
 - (b) Melting points:°C
 - (c) Specific gravity:
 - (d) Vapour pressure:k_p/cm² at 37.8°C
 - (e) Solubility in water:mg/l at 20°C
 - (f) Viscosity
 - (g) Odour (qualitative description)
 - (h) Colour:
4. Chemical and biochemical properties:
 - (a) Chemical stability (oxidation, reduction, UV light)
 - (b) Reactivity with sea water:
 -
 - (c) Biodegradability:
 - (d) Chemical oxygen demand (COD)/5-day Bio-chemical oxygen demand (BOD)₅mg/l(20°C)
 - (e) Biotransformation (where known)
 - (f) Polymerizability under exposure to the atmosphere and sunlight:
 - (g) Lipid solubility:
5. Bioaccumulation by marine organisms (cf. GESAMP IV/19/Supp.1, paras 23-26):
 - (a) Rate and level of uptake and retention of substances:

- (b) Tainting effect:
- (c) Colour and other appearances changes:
- 6. Other damage to marine living resources (cf. GESAMP IV/19/Supp.1, paras. 27-30) Toxicity (TLm₉₆):ppm.
.....
- 7. Hazard to human health (cf. GESAMP IV/19/Supp.1, paras. 31-34, 37)
 - (a) By oral intake: mg/kg (LD₅₀)
 - (b) By skin contact and inhalation:
.....
- 8. Effect on amenities (cf. GESAMP IV/19/Supp.1, paras. 38-42):
.....
- 9. Additional remarks (briefly describe test conditions for items 5, 6 and 7 above).

Note: Approved standard method should be used where possible.

RESOLUTION 15

RECOMMENDATION CONCERNING THE CONVENTION PROVISIONS
RELATING TO THE CARRIAGE OF NOXIOUS
LIQUID SUBSTANCES IN BULK

THE CONFERENCE,

NOTING the Regulations relating to the design, construction, equipment and procedures for ships carrying noxious liquid substances in bulk contained in Annex II of the International Convention for the Prevention of Pollution from Ships, 1973, in particular Regulation 13(2) of that Annex by which Parties to the Convention are obliged to issue, or to cause to be issued, detailed requirements on the design, construction, equipment and procedures for such ships in order to ensure compliance with Regulation 2(1) of that Annex,

NOTING ALSO Regulation 13(3) of that Annex which requires that for chemical tankers the detailed requirements shall contain at least all the provisions given in the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk ("the Bulk Chemical Code") adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization in Resolution A.212(VII),

NOTING FURTHER that the Organization has prepared an approach to modification of the Bulk Chemical Code to include marine pollution prevention measures,

DESIRING the formulation of appropriate provisions for the carriage of noxious liquid substances in bulk in ships that are not self-propelled and in ships other than chemical tankers,

RECOMMENDS that the Organization:

- (a) amends the Bulk Chemical Code as early as possible in order to include requirements necessary from the marine pollution prevention point of view and also to ensure the consistency with the provisions of the Convention, in particular the definition of a new and existing ship in paragraph 1.7 of the Code;
- (b) keeps the Code under constant review with regard to prevention of marine pollution, taking into account both experience and future development of technology; and
- (c) develops with priority Codes for the carriage of noxious liquid substances in bulk in ships that are not self-propelled and in ships other than chemical tankers.

RESOLUTION 16

RECOMMENDATION CONCERNING THE PREVENTION OF
POLLUTION BY LIQUEFIED OR COMPRESSED
GASES CARRIED IN BULK

THE CONFERENCE,

NOTING that the International Convention for the Prevention of Pollution from Ships, 1973, contains in Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk which are framed to eliminate or minimize the intentional or accidental pollution by such substances,

RECOGNIZING a potential hazard to the environment in general which is also involved in the carriage of some liquefied or compressed gases in bulk by ships,

NOTING also that the Inter-Governmental Maritime Consultative Organization has under preparation a Code for the Construction and Equipment of Ships Carrying Dangerous Liquefied or Compressed Gases in Bulk ("the Gas Carrier Code"),

RECOMMENDS that:

- (a) the Organization should use all its endeavours to bring the Gas Carrier Code to the earliest possible completion; and
- (b) Parties to the Convention, following the finalization of the Gas Carrier Code, should issue or cause to be issued such national requirements as may be necessary to minimize any harmful effect of transporting liquefied or compressed gases in bulk on the environment.

RESOLUTION 17

RECOMMENDATION CONCERNING THE PREVENTION OF POLLUTION BY NOXIOUS SOLID SUBSTANCES CARRIED IN BULK

THE CONFERENCE,

NOTING that the International Convention for the Prevention of Pollution from Ships, 1973, contains in Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk which are framed to eliminate or minimize the intentional or accidental pollution by such substances,

RECOGNIZING a potential hazard to the marine environment which is also involved in the carriage of noxious solid substances in bulk by ships,

RECOGNIZING ALSO a possible need to formulate appropriate provisions for inclusion in the International Convention for the Prevention of Pollution from Ships, 1973,

NOTING however that the present state of knowledge in this field has not advanced sufficiently to enable the Conference to formulate such provisions,

RECOMMENDS that:

- (a) the Inter-Governmental Maritime Consultative Organization pursue and encourage studies of the impact that the carriage of noxious solid substances in bulk by ships may have upon the marine environment and on the measures for minimizing the threat to the marine environment which arises from the carriage of such substances; and
- (b) the results of such studies be directed towards the development of the appropriate provisions relating to the control of pollution by noxious solid substances carried in bulk for inclusion in the 1973 Convention.

INVITES Governments:

- (a) to forward reports of incidents involving noxious solid substances carried in bulk by ships to the Organization pending development of the regulations of the 1973 Convention; and
- (b) to issue, or cause to be issued, such national requirements as may be necessary to minimize any harmful effect of transporting noxious solid substances in bulk on the environment.

RESOLUTION 18

RESEARCH INTO THE EFFECT OF DISCHARGE OF
BALLAST WATER CONTAINING BACTERIA OF
EPIDEMIC DISEASES

THE CONFERENCE,

NOTING that ballast water taken in waters which may contain bacteria of epidemic diseases may, when discharged into the sea in another location, cause a danger of spreading of the epidemic diseases to other countries,

REQUESTS the World Health Organization, in collaboration with the Inter-Governmental Maritime Consultative Organization, to initiate studies of that problem on the basis of any evidence and of proposals which may be submitted by any Government.

RESOLUTION 19

RECOMMENDATION CONCERNING THE PREVENTION OF POLLUTION BY HARMFUL
SUBSTANCES CARRIED BY SEA IN PACKAGED FORMS OR IN FREIGHT
CONTAINERS, PORTABLE TANKS OR ROAD AND RAIL TANK WAGONS

THE CONFERENCE,

NOTING the Regulations set forth in Annex III of the International Convention for the Prevention of Pollution from Ships, 1973, relating to the carriage of harmful substances by sea in packaged forms, or in freight containers, portable tanks, or road and rail tank wagons, in particular Regulation 1(3) of that Annex by which Parties of the Convention are obliged to issue, or cause to be issued, detailed instructions on packaging, marking and labelling, documentation, stowage, quantity limitations, exceptions and notification for preventing or minimizing pollution of the marine environment,

NOTING ALSO the Regulations relating to the safe carriage of dangerous goods by sea as set out in Chapter VII of the International Convention for the Safety of Life at Sea, 1960, in particular Regulation 1(d) of that Chapter by which Contracting Governments are obliged to issue, or cause to be issued, detailed instructions for the safe packing and stowage of specific dangerous goods or categories of dangerous goods which shall include any precautions necessary in relation to other cargo,

NOTING FURTHER the International Maritime Dangerous Goods Code which was prepared in implementation of Recommendation 56 of the International Conference on Safety of Life at Sea, 1960, and has been recommended by the Inter-Governmental Maritime Consultative Organization as a uniform basis upon which Governments should formulate the national regulations envisaged in Chapter VII of the 1960 Safety Convention,

RECOGNIZING that provisions concerning harmful substances as defined in Article 2(2) of the 1973 Convention must be specified and be complementary to those which have been adopted for the carriage of dangerous goods by sea,

RECOMMENDS that:

- (a) the Organization pursue and encourage studies of the impact that the carriage by sea of such harmful substances in packaged forms, or in freight containers, portable tanks, or road and rail tank wagons, may have upon the marine environment;

- (b) the results of such studies be directed towards the revision of the scope of the International Maritime Dangerous Goods Code, taking into account:
 - (i) substances that are harmful to the marine environment whether or not classed as dangerous goods;
 - (ii) the minimization of the threat to the marine environment that arises from the carriage by sea of the substances that will be enumerated in that Code; and
 - (iii) safety in maritime transport;
- (c) in such revision particular account be taken of:
 - (i) packaging,
 - (ii) marking and labelling,
 - (iii) documentation,
 - (iv) stowage,
 - (v) quantity limitations,
 - (vi) exceptions, and
 - (vii) notification.
- (d) Governments consider adoption of the format of the International Maritime Dangerous Goods Code for the systematic development of regulations and standards for the carriage by sea of harmful substances that represent a threat to the marine environment so as to ensure compatibility between safety requirements and provisions relating to pollution abatement;
- (e) such particulars as referred to above in this paragraph form the basis for the further development of the provisions of the Regulations contained in Annex III of the 1973 Convention; and
- (f) Parties to the 1973 Convention make arrangements to cater for the possible need to recover or otherwise deal with harmful substances which are lost or may be lost into the sea from ships.

RESOLUTION 20

**PROVISION OF STANDARDS AND TEST METHODS
CONCERNING DISCHARGE OF SEWAGE**

THE CONFERENCE,

NOTING that Annex IV of the International Convention for the Prevention of Pollution from Ships, 1973 contains certain requirements concerning the discharge of sewage into the sea from ships which should be based on standards and test methods to be developed by the Inter-Governmental Maritime Consultative Organization,

URGES the Organization to take action to develop such standards and test methods as soon as possible.

RESOLUTION 21

PROVISION OF RECEPTION FACILITIES FOR THE DISCHARGE
OF SEWAGE AND DISPOSAL OF GARBAGE

THE CONFERENCE,

NOTING that Annexes IV and V of the International Convention for the Prevention of Pollution from Ships, 1973, provide that the discharge of sewage and disposal of garbage into the sea from ships shall be prohibited except when specified conditions are satisfied,

RECOGNIZING the need for adequate reception facilities to make possible the application of these requirements for the disposal of sewage and garbage.

RECOGNIZING FURTHER that the effective implementation of Annexes IV and V of the Convention is dependent upon the availability of such reception facilities on a world-wide basis,

URGES Governments to take appropriate action to ensure the provision, as early as possible, of adequate facilities for the reception of sewage and garbage from ships, adequate to meet the needs of the ships using them without causing undue delay.

RESOLUTION 22

PROMOTION OF TECHNICAL CO-OPERATION

THE CONFERENCE,

RECOGNIZING that the complete elimination of pollution in the marine environment by ships requires broad international co-operation and technical and scientific resources,

RECOGNIZING FURTHER Parties to the International Convention for the Prevention of Pollution from Ships, 1973, will be asked to undertake full responsibility and make arrangements for detecting, monitoring and preventing or mitigating pollution by ships,

BELIEVING that the promotion of technical co-operation on an inter-governmental level will hasten the implementation of the Convention by States not already possessing the necessary or adequate technical and scientific expertise,

URGES Governments to promote, in consultation with the Inter-Governmental Maritime Consultative Organization and other international bodies, and with assistance and co-ordination by the Executive Director of the United Nations Environment Programme, support for those States which request technical assistance for:

- (a) the training of scientific and technical personnel;
- (b) the supply of necessary equipment and facilities for monitoring;
- (c) the facilitation of other measures and arrangements to prevent or mitigate pollution of the marine environment by ships; and
- (d) the encouragement of research,

URGES FURTHER Governments to initiate action in connexion with the above without awaiting the entry into force of the Convention.

RESOLUTION 23

NATURE AND EXTENT OF STATES' RIGHTS OVER THE SEA

THE CONFERENCE,

BEARING in mind that a United Nations Conference on the Law of the Sea is to be convened pursuant to Resolution 2750 C (XXV) of the General Assembly of the United Nations

TAKING into account the specialized character of the present Conference,

CONSIDERING that the International Convention for the Prevention of Pollution from Ships, 1973, establishes technical requirements relating to the operation, design and equipment of ships with regard to the prevention of marine pollution, and that, wherever necessary, these international standards should be progressively amended and further improved within the framework of that Convention,

MINDFUL of paragraph (2) of Article 9 of the Convention,

NOTING that the Convention deals mainly with technical questions such as operation, equipment and design of ships,

BEING CONVINCED that the appropriate forum to deal with the question of the nature and extent of States' rights over the sea is the above-mentioned Conference on the Law of the Sea,

DECLARES that the decision of the present Conference reflects a clear intention to leave that question to the above-mentioned Conference on the Law of the Sea,

DECLARES FURTHER that the rights exercised by a State within its jurisdiction in accordance with the Convention do not preclude the existence of other rights of that State under international law.

RESOLUTION 24

CO-ORDINATION OF ACTIVITIES
ON THE PREVENTION AND CONTROL
OF MARINE POLLUTION

THE CONFERENCE,

NOTING that the International Convention for the Prevention of Pollution from Ships, 1973, has conferred upon the Inter-Governmental Maritime Consultative Organization and its Secretary-General, important functions to be performed under the Convention,

RECOGNIZING the need for effective co-ordination of activities carried out by different international organizations concerned with the prevention and control of marine pollution,

RECOMMENDS that the Organization, where necessary, consult with and seek assistance from other international organizations and expert bodies concerned within the United Nations system in order to achieve the objectives of the present Convention.

RESOLUTION 25

TRANSMISSION OF THE INTERNATIONAL CONVENTION FOR
THE PREVENTION OF POLLUTION FROM SHIPS, 1973
TO THE UNITED NATIONS CONFERENCE ON THE LAW OF THE SEA

THE CONFERENCE,

BEARING IN MIND that a United Nations Conference on the Law of the Sea will be convened pursuant to Resolution 2750 C (XXV) of the General Assembly of the United Nations,

NOTING that, in accordance with the foregoing Resolution, International Law concerning marine pollution forms a part of the Law of the Sea,

REQUESTS the Secretary-General of the Inter-Governmental Maritime Consultative Organization to forward the International Convention for the Prevention of Pollution from Ships, 1973, to the United Nations Conference on the Law of the Sea, so that this Convention can be taken into account in the broader context of that Conference.

RESOLUTION 26

ESTABLISHMENT OF THE LIST OF SUBSTANCES ANNEXED TO
THE PROTOCOL RELATING TO INTERVENTION ON THE HIGH SEAS
IN CASES OF MARINE POLLUTION BY SUBSTANCES OTHER THAN OIL

THE CONFERENCE,

NOTING that the Protocol relating to Intervention on the High Seas in Cases of Marine Pollution by Substances other than Oil, 1973 provides in its Articles I and III that the list of substances to be annexed to the Protocol shall be established and maintained by an appropriate body designated by the Inter-Governmental Maritime Consultative Organization,

NOTING FURTHER that the Protocol provides that Parties to the Protocol whether or not Members of the Organization shall be entitled to participate in the proceedings of the appropriate body when it considers matters relating to the list,

RECOGNIZING that the early establishment of this list will encourage acceptance of the Protocol by Governments and thereby promote the speedy entry into force of the Protocol,

REQUESTS the Organization to designate at the earliest practicable opportunity the appropriate body in accordance with the provisions of Articles I and III of the Protocol and to provide this body with the necessary facilities for its work,

REQUESTS that appropriate body to proceed with all speed and establish the list not later than 30 November 1974, which list shall be adopted by a two-thirds majority of those present and voting in that body,

RECOMMENDS that in establishing and maintaining the list of substances the appropriate body should consult and co-operate with competent international organizations,

REQUESTS the Secretary-General of the Organization, as soon as the list has been established, to annex copies thereof to the authentic texts of the Protocol,

REQUESTS FURTHER the Secretary-General of the Organization to communicate this list to Governments without delay.
