

## **Resolution A.743(18)**

*Adopted on 4 November 1993  
(Agenda item 13)*

### **OIL TANKER SAFETY AND MARINE ENVIRONMENTAL PROTECTION**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

NOTING WITH CONCERN the recent successive occurrence of tanker accidents, including the groundings at La Coruña and the Shetlands and the collision off Sumatra,

RECOGNIZING that maritime transportation of oil is the fundamental activity which supports world economies today and that the economic development and prosperity of all countries depend, to a great extent, on the maritime transportation of oil,

CONFIRMING that all necessary measures must be taken urgently to prevent accidents arising from the carriage of oil at sea in order to protect the marine environment,

NOTING with satisfaction the entry into force on 6 July 1993 of new regulations 13F and 13G of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) to make double-hull or equivalent construction mandatory for new oil tankers and to upgrade existing oil tankers, recognizing the significant contributions which the implementation of these regulations would make to the protection of the marine environment,

RECALLING resolution A.448(XI), which, *inter alia*, urges Governments to develop, as appropriate, joint contingency arrangements at a regional, subregional or sectoral level or on a bilateral basis, if they have not already done so; and invites Governments which have resources and expertise available to assist other Governments in developing and implementing such contingency arrangements,

BEING AWARE that the United Nations Conference on Environment and Development (UNCED), through Agenda 21, calls for States to consider ratifying the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990, (OPRC) and to intensify international co-operation to strengthen or establish, where necessary, regional oil/chemical spill response centres and/or, as appropriate, mechanisms in co-operation with relevant subregional/regional/global intergovernmental organizations and, where appropriate, industry-based organizations,

HAVING CONSIDERED the recommendations of the Maritime Safety Committee at its sixty-second session and the Marine Environment Protection Committee at its thirty-fourth session,

1. RECOMMENDS that, in order to ensure that existing IMO regulations are effectively complied with, Governments:

- (a) actively participate in and accelerate the discussion at the Sub-Committee on Flag State Implementation aiming at analysing the factors preventing stringent implementation of, and full compliance with, the regulations on oil tanker safety, and take appropriate measures as required; and
- (b) strengthen port State control of oil tankers, reinforce the port State control organization and promote the early establishment of regional co-operation for effective implementation of port State control in consideration of the resolution A.682(17);

2. RECOMMENDS ALSO that, in order to enhance the safety of oil tankers, Governments:
  - (a) take such action as they may consider necessary to implement the ship manoeuvrability standard adopted by IMO\* and consider at the Maritime Safety Committee the possibility of making the standard mandatory for strict implementation and monitoring compliance of new ships with the standard;
  - (b) accelerate the development of comprehensive safety systems for ship use, which may integrate electronic charts, radar systems and ship-positioning systems, and develop standards for such systems;
  - (c) take necessary steps to ensure timely and effective implementation of new regulations 13F and 13G of Annex I of MARPOL 73/78, in particular the upgrading of existing oil tankers not later than the time-scale prescribed in regulation 13G and the institution of the enhanced programme of surveys during inspections of existing oil tankers under regulation 13G(3) with the aim of eliminating the operation of existing unsafe oil tankers;
  - (d) promote international co-operation for the scrapping of old oil tankers; and
  - (e) take such action as early as possible as they may consider necessary to implement the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code) adopted by IMO by resolution A.741(18) and the detailed guidelines on port State control operational requirements<sup>†</sup> agreed upon by IMO;
3. RECOMMENDS FURTHER that, in order to enhance oil pollution preparedness, response and co-operation, Governments:
  - (a) ratify and implement the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC);
  - (b) conclude and implement regional, subregional and bilateral arrangements for co-operation to enhance coastal States' oil pollution preparedness and response capacities in accordance with the OPRC Convention and, where applicable, within the framework of the UNEP Regional Seas Programme;
  - (c) promote co-operation between users of and States bordering international straits, in particular those straits which are bordered by developing countries, to improve oil pollution preparedness and response; and
  - (d) promote and provide, as appropriate, technical assistance to developing countries in accordance with resolution 6 of the Conference on International Co-operation on Oil Pollution Preparedness and Response, in particular with respect to the development of national systems for preparedness and response;
4. INVITES Governments, in co-operation with the Organization, when appropriate, to promote:
  - (a) technical research and development of tanker safety measures and on oil pollution prevention such as research on new oil tanker designs and research on oil pollution control and treatment technology; and
  - (b) research and development relating to the enhancement of the state of the art of oil pollution preparedness and response, including technologies and techniques for surveillance, containment, recovery, dispersion, clean-up and otherwise minimizing or mitigating the effects of oil pollution and for restoration in accordance with article 8 of the OPRC Convention.

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\* See resolution A.751(18), Interim Standards for Ship Manoeuvrability.

<sup>†</sup> See appendix to resolution A.742(18), Guidelines for the Control of Operational Requirements Related to the Safety of Ships and Pollution Prevention.