



KIMO RESOLUTION 1/98

OIL POLLUTION FROM SHIPPING

Background:

Over the last few years major oil pollution disasters such as MV Braer grounding on the coast of Shetland and the MV Sea Empress in Wales have generated massive media attention. However, for many years, operational discharges of oil from shipping, has resulted in considerable pollution on the coasts and beaches around Northern Seas. This pollution causes unnecessary risks and costs for local authorities, industries such as fisheries and tourism and for wildlife.

KIMO welcomes the decision by the International Maritime Organisation (IMO) to make the North West European waters a "special area" through adopting an amendment to Annex 1 (oil discharges) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78).

KIMO welcomes the Draft European Commission Directive on Shore Reception Facilities for Waste.

However, international measures to prevent this pollution have been too slow and ineffective and additional procedures and systems must be implemented with urgency.

KIMO believes measures should be implemented to ensure:

- *that the polluter pays,*
- *that full recovery costs are obtained for all impacts including direct contamination from oil pollution and other effects of oil pollution such as lost of revenue due to bad publicity etc.,*
- *that local authorities at all levels are included in emergency contingency plans and exercises,*
- *that adequate provision of pollution prevention equipment is provided to effectively protect the coastline.*

KIMO

In recognition of the need for a clean environment around Northern Seas and having regard to KIMO Resolutions 2/94 & 4/94 (amended 96):

- 1. urges European Governments and the European Commission to implement urgent measures to ensure this goal.**

- 2. calls on all European Governments and the European Commission to undertake efforts for; safer ships, a statutory ban on discharge of operational oil from ships, safer shipping routes, more efficient surveillance - including satellite surveillance, statutory insurance - also for ships under tow, safer transport standards, mandatory disposal at oil reception facilities - including the implementation of a no special fee regime and the introduction of higher penalties and a rigorous prosecution regime for illegal discharges throughout the region.**

- 3. calls on all European Governments and the European Commission to take unilateral action immediately.**