



KIMO RESOLUTION 4/94 (amended 96)

POLLUTION FROM SHIPPING

As the result of the grounding on the coast of Shetland of the oil tanker MV Braer in January 1993, the UK Government commissioned Lord Donaldson to conduct an inquiry. The report "Safer Ships, Cleaner Seas" is extremely detailed amounting to some 522 pages in length. Lord Donaldson's task was "to consider the risk of pollution from merchant shipping to the United Kingdom as a whole".

Lord Donaldson's Report is probably the most comprehensive study ever taken in the UK into shipping operations. Due to the haphazard way that the industry has developed over a long period of time, it has become accustomed to operating in a somewhat "laissez - faire" manner, with little in the way of outside regulation. There are signs in the report of some attempt being made to impose such regulation. However, some disappointment might be felt that it does not go far enough, and that an opportunity has been missed.

Many of the recommendations within the report are relevant to Europe and the rest of the world but progress is slow. Many national governments are reluctant to implement the recommendations independently and are content to wait for the IMO and other international agencies. It is time for unilateral actions to implement many of Lord Donaldson's recommendations.

KIMO

Recognising the need to protect the coastlines of Northern Seas, and the industries that are dependant upon a clean marine environment:

urges European governments and the European Commission;

1) at IMO (International Marine Organisation) to take every opportunity to improve the standards of Flag State Control,

2) to take vigorous action to ensure that Port State Control inspections can be effectively carried out,

3) to take vigorous action at IMO and elsewhere to ensure that effective and mandatory measures are in place with regard to the routing of ships. If international action is not effective, individual governments and the European Union should take unilateral action to protect coastlines, particularly where fragile economies dependent upon a pristine environment are placed at unnecessary risk,

- 4) to ensure that there is no diminution of the existing ATBA's (Areas to be Avoided) and to take immediate action to amend the existing unsatisfactory wording on ocean charts,
- 5) to support the introduction of greater duplication of ships equipment including, and in particular, the fitting of twin engines, preferably twin screws, and if so twin rudders and separate steering systems on all new tankers and other vessels carrying dangerous or polluting cargoes,
- 6) to take effective and vigorous action against shipowners, of whatever nationality, who do not comply with the highest operational standards and enlist the assistance of ports and commercial sanction to support their diplomatic efforts,
- 7) to secure the future of their national fleets,
- 8) to ensure that anchor handling and emergency towing arrangements are satisfactory in all ships of any nationality.
- 9) supports the principle of adequate surveillance of Northern Seas waters and that transponders systems should be fitted to all ships.
- 10) acknowledges that harbour tugs are not an adequate alternative for offshore salvage capability and that adequate salvage capability is provided in European Waters.
- 11) recommends that all vessels travelling in European Waters should carry insurance cover, including hull and machinery cover, third party risks and that any cargo on board is also insured. That this should be mandatory under government licensing schemes.
- 12) to ensure that public bodies responsible for ship safety *are* adequately resourced in all aspects.
- 13) to introduce a statutory framework for oil pollution response as part of National Contingency Plans upon acceding to the INTERNATIONAL CONVENTION ON OIL POLLUTION PREPAREDNESS, RESPONSE AND CO - OPERATION 1996
- 14) to deplore any attempts to introduce ONE MAN BRIDGE OPERATION at NIGHT and to oppose all attempts to make this internationally acceptable.

KIMO Members:

- 1) agree to submit this Resolution to all National Governments, the European Commission and other agencies.