

8. Marine oil tankers—pollution

CONCERNED at the severe and growing damage to marine and coastal species and ecosystems, and to the quality of life of people living in or visiting affected areas, due to the increasing incidence of oil spillages from tankers as well as of deliberate discharges of oil from most types of vessel;

RECALLING the recent groundings of the *Amoco Cadiz* and the *Eleni V*, and the numerous other incidents contributing to chronic oil pollution;

CONCERNED further that many tanker operators do not properly exercise their conservation responsibilities, and at the slow progress, in particular at the international level, towards adequate and widespread preventive measures by governments since the 1954 International Convention for the Prevention of Pollution of the Sea by Oil;

The General Assembly of IUCN, at its 14th Session, Ashkhabad, USSR, 26 September -5 October 1978:

URGES States to become parties to existing agreements on pollution control and on safety at sea;

INVITES the adoption by governments and by the Intergovernmental Maritime Consultative Organization of the following principles:

- (a) the design, construction, manning, operation and routing of large oil tankers should be made, by early international agreement, subject to compliance with detailed international safety standards—to be monitored, as appropriate, by the governments not only of their flag registration but by those responsible for the waters through which they navigate and the ports which they use;
- (b) those responsible for damage to marine species and ecosystems due to the negligent operation of large oil tankers should be heavily penalized; in case of serious breaches, these sanctions should go as far as depriving Masters and officers of their functions, and of prohibiting those ships, which have been shown not to meet the necessary technical standards for safe navigation, from putting to sea.