

## 2.91 Ocean pollution by oil

RECALLING Resolution 8 *Marine Oil Tankers - Pollution* adopted by the 14<sup>th</sup> Session of the IUCN General Assembly (Ashkabad, 1978) and Recommendation 18.73 *Prohibition of Oil Tankers Inshore of the Coral Sea Great Barrier Reef World Heritage Area, Australia*, adopted by the 18<sup>th</sup> Session of the General Assembly (Perth, 1990);

AWARE that oil tanker traffic has almost doubled during the past fifteen years;

SERIOUSLY CONCERNED by the fact that ships that are twenty or more years old comprise 40 per cent of the world's tanker fleet;

NOTING that the sinking of the tanker *Erika* in December 1999, with a highly toxic cargo, caused widespread pollution of French coasts and brought again to light the inefficiency of preventive and clean-up measures in the struggle against oil spills; and

ADHERING to Resolution 16.15 *Liability and Compensation for Oil Spills from Vessels* adopted by the 16<sup>th</sup> Session of the IUCN General Assembly (Madrid, 1984), requiring application of the principle of 'polluter pays' and that adequate financing be provided for the restoration of polluted natural habitats by oil;

The World Conservation Congress at its 2<sup>nd</sup> Session in Amman, Jordan, 4–11 October 2000:

1. REQUESTS member States of the International Maritime Organization (IMO) to:
  - (a) take steps to modify existing legislation in order to reinforce preventive measures against marine pollution by petroleum products and to hold polluters accountable;
  - (b) accelerate implementation of the International Convention for the Prevention of Pollution from Ships (also referred to as 'MARPOL') provisions aimed at eliminating single-hull vessels and replacing them with double-hull vessels;
  - (c) reinforce implementation of existing regulations in order to guarantee that States respect international rules for vessels registered in their country or operating in areas within their national jurisdiction;
  - (d) raise the limits on financial compensation by the International Oil Pollution Compensation Funds (IOPC Funds);
  - (e) establish data systems (transponders) aboard vessels for recording and identifying navigation; and
  - (f) undertake highly dissuasive activities against the perpetrators discharging waste at sea, cognizant that this practice discharges into the sea much greater volumes of petroleum than that from oil spills;

2. RECOMMENDS that IUCN, its Commissions, members, and partners take note of work underway internationally to survey ecosystems vulnerable to marine pollution, and to support these initiatives as appropriate;
3. REQUESTS States:
  - (a) to exclude these ecologically sensitive coastal and marine areas from maritime routes; or, where this is not possible, to create strictly defined sea lanes that will afford protection to these ecologically sensitive coastal and marine areas;
  - (b) to review, and update where necessary, the legal instruments within the framework of relevant intergovernmental procedures; and
  - (c) in all cases of marine pollution by petroleum products, to consider indemnifying natural environments in the same way as for individuals and property, in order to rectify ecological damage;
4. URGES the relevant components of IUCN to examine the question of environmental and economic costs of oil pollution and contribute to the Convention on Biological Diversity (CBD) process on defining environmental responsibility.

*This Recommendation was adopted by consensus. State and Agency members United States refrained from engaging in deliberations on this Motion and took no national government position on the Recommendation as adopted, for reasons given in the US General Statement on the IUCN Resolutions Process (see p. 76).*