

## **16/15. LIABILITY AND COMPENSATION FOR OIL SPILLS FROM VESSELS**

CONSCIOUS of the dangers of pollution posed by the worldwide maritime carriage of oil;

CONVINCED of the need to ensure that adequate funds are available to compensate persons who suffer damage caused by pollution resulting from the escape or discharge of oil from vessels; and to ensure rapid repair, restoration and rehabilitation of damaged natural resources in marine and coastal areas caused by such pollution;

BELIEVING that the costs of pollution damage resulting from the maritime carriage of oil should be borne by the shipping industry and by the oil cargo interests; in accordance with the polluter pays principle;

AWARE that the efforts of the International Maritime Organization (IMO) and States resulted in a diplomatic conference, in London in 1984 adopting Protocols to amend the International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971 (Fund); and

BELIEVING that those 1984 Protocols significantly improve the existing CLC and Fund Conventions, in respect of availability of funds, liability and coverage;

The General Assembly of IUCN, at its 16th Session in Madrid, Spain, 5-14 November 1984:

1. RECOMMENDS that States that are Parties to the 1969 CLC and 1971 Fund Conventions, and all other States, ratify or accede to the 1984 Protocols to those Conventions and deposit those instruments of ratification or accession with the Secretary General of the IMO as soon as possible;
2. ENCOURAGES the IMO, in cooperation with other international organizations, States and non-governmental organizations, to promote actively throughout the world the signature and ratification by Governments of the 1984 Protocols; and
3. FURTHER ENCOURAGES IUCN members, in particular, to assist in this effort.