

establish by 1997 port facilities for the collection and disposal of waste oil, chemical residues and garbage, especially in sensitive sea areas where ships are not permitted to make discharges. This would require substantial funding.

- (b) Encourage States to ratify [and finalize the future strategy of] the London Dumping Convention by 1994.
- (c) Develop an international regulatory global framework for offshore oil discharges, safety and disposal activities by 1995.
- (d) Implement liability and compensation regimes covering pollution damage from shipping and dumping activities, the immediate goal being the development of a regime for hazardous and noxious substances carried by ships.(47)

40. Countries should initiate regional agreements to prevent, reduce and control marine pollution arising from artificial islands, installations and structures used in the exploration and exploitation of offshore oil [and other] resources, and ballast water dumping rules to prevent the spread of non-indigenous organisms.(48)

41. As concerns shipping, coastal States could urge wider ratification and implementation of safety and marine pollution conventions, including those dealing with liability and compensation for pollution damage and rigorous enforcement of MARPOL regulations (e.g., through exercise of port State control procedures and aerial surveillance of shipping lanes). States could also implement more stringent pollution control measures [in semi-enclosed seas, the polar regions and particularly sensitive sea areas].(49)

42. In relation to ports, countries could urge the provision of facilities for collection and treatment of wastes from ships and for vessels and yachts in marinas and fishing harbours by:

- (a) In accordance with the London Dumping Convention and MARPOL provisions, regulation of dredging of navigation channels and disposal of dredged material, including global criteria for ocean disposal of contaminated spoils.
- (b) Development of guidelines for environmental impact assessments of port development and expansion and wider enforcement of codes of practice relating to transportation of hazardous and dangerous cargoes, and for detection of illicit movement of toxic chemicals and hazardous wastes. (50)
- [(c) Channels of communication and coordination between the Secretariats of the Basel and London Dumping Conventions should be strengthened and be more open in order to prevent parties to the Basel Convention from exporting, for disposal in the ocean, substances referred to in Annexes I and II to the London Dumping Convention to States not parties to that Convention.]

43.

- (a) States should develop oil and chemical spill contingency plans at local, national and regional levels and establish at the national level, government/industry collaboration mechanism on provision of oil spill response materials and equipment stockpiles, and training of clean-up personnel, together with a funding mechanism.(51)