

## EUROPEAN PARLIAMENT

# Working Documents

1980 - 1981

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17 April 1980

DOCUMENT 1-117/80

### MOTION FOR A RESOLUTION

tabled by Mr COTTRELL, Mr MORELAND, Mr MOORHOUSE,  
Mr TURNER, Lady ELLES, Mr FORTH, Sir Fred WARNER,  
Mr PROUT, Miss ROBERTS, Miss HOOPER, Mr JOHNSON,  
Mr SELIGMAN, Mr DALZIEL, Mr TUCKMAN, Mr C. JACKSON,  
Mr PRAG, Mr SHERLOCK, Mr J.D. TAYLOR, Mr PATTERSON,  
Sir John STEWART-CLARK, Mr WELSH and Mr BALFOUR,  
on behalf of the European Democratic Group,  
Mr CALVEZ, Mr HAAGERUP and Mr GEURTSSEN,  
on behalf of the Liberal and Democratic Group,  
Mr JANSSEN van RAAY and Mr HOFFMANN,  
on behalf of the Group of the European People's Party

with request for an early vote,  
pursuant to Rule 47(5)

to wind up the debate on the oral question  
Doc. 1-59/80

on the code of conduct for oil tankers and  
vessels carrying noxious substances

The European Parliament,

- concerned at the increase in wreckage of shipping at sea,
  - appalled at the unnecessary loss of life at sea and by the environmental effects, particularly on beaches, of wreckage of ships carrying oil and noxious substances,
  - recognizing that many of the problems relating to safety at sea are not restricted to Community-registered ships or Community waters and require international action,
  - recognizing that many problems related to safety at sea result from human error and require improvements in the standards of competence of merchant shipping crew and the proper use of pilotage facilities,
1. Calls on the Member States to make a strong and united effort to press for an increase in the authority of the appropriate United Nations Agency, namely the Intergovernmental Maritime Consultative Organization (IMCO)
    - (a) to ensure the establishment and enforcement of high minimum international standards in the construction and maintenance of ships,
    - (b) to establish and enforce high minimum standards for training and certification of ships' crew,
    - (c) to establish and enforce standard procedures for sea traffic control systems,
    - (d) to establish a law of salvage to ensure that salvage can take place without delay before a cargo becomes a pollutant,
    - (e) to review the level of civil liability insurance at sea,
    - (f) to introduce international call-signs to be painted in large conspicuous letters on ships so that a searchlight in the dense fog can establish a ship's identity;
  2. Calls on the Commission to make proposals in line where appropriate with existing IMCO practice to improve standards of safety and conduct in Community waters. Such proposals should include recognition that any Community legislation may, if necessary and appropriate, be altered by action agreed at IMCO and by the results of the Law of the Sea Conference and should include:
    - (a) establishment of stricter standards for ships,
    - (b) establishment and improvement of training facilities for merchant seamen,
    - (c) establishment, with the aid of the Maritime Authorities of the Member States, of compulsory pilotage for oil tankers in transit through congested waters adjacent to or between the coasts of Member States,
    - (d) establishment of a computerized information system to make available an up-dated blacklist of vessels or owners with poor safety records,
    - (e) refusal to allow into Community ports ships flying the flag of countries that have not ratified the 1974 Safety of Life at Sea Convention and the 1978 protocol thereto, the 1978 protocol to the MARPOL convention on marine pollution, and the International Labour Organization Convention No. 147 concerning minimum standards of safety and general welfare on merchant ships,

- (f) to establish in Community waters - and in particular the Channel - an aid to the maritime authorities of Member States, a system of approved 'havens of refuge' where ships which have become casualties at sea may be towed to avoid the risk of sinking, thereby discharging harmful or potentially harmful cargoes,
  - (g) to determine, with the aid of the maritime authorities of the appropriate English Channel coast, whether it would be possible to establish a 'Joint Maritime Safety Organization' to enforce safety conditions in the world's busiest shipping lane;
3. Calls on the Council and the Commission to ensure that both Community and international shipping legislation are fully respected by both current and future Member States;
  4. Instructs its President to forward this resolution to the Council and Commission and to the governments of the Member States.

