

ANNEX 3

Summary and Implications for the Accession to the Conventions

	International Conventions Recommended for Ratification	Summary of Conventions and Implication on Accession
1	<p>Safety of Ships</p> <p>(a) International Convention for the safety of Life at Sea 1974 (SOLAS)</p> <p>(b) International Convention on Load Lines, 1966 and the Protocol of 1988 (LOADLINE)</p> <p>(c) International Convention of Tonnage Measurement, 1969 (TONNAGE)</p> <p>(d) Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREG)</p> <p>(e) International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1976 (STCW)</p> <p>(f) Convention on the Limitation of Liability for Maritime Claims, 1976 (LLMC)</p>	<p>SOLAS is considered to be the most important of IMO's safety conventions. It specifies the minimum standards for the construction, equipment and operation of ships compatible with their safety.</p> <p>This Convention sets the limitations on the draft (depth) to which a ship may be loaded. These limits are given in the form of freeboards (distance from waterline to the upper-deck), taking into consideration weather tight and watertight integrity.</p> <p>The tonnage convention sets the standards for the computation for gross and net tonnages of vessels. The tonnage in this context is a volumetric representation of the capacity of a vessel. Gross tonnage forms the basis for manning regulations, safety rules and registration fees. Both gross and net tonnages are used to calculate port dues.</p> <p>This convention sets the rules governing the movement of vessels when underway and at anchor. It contains provisions dealing with steering and sailing; lights and shapes and sound and light signals.</p> <p>The STCW Convention establishes the basic requirements on training, ratification and watchkeeping for seafarers on an international level. It is mandatory that all persons employed on vessels engaged in international trade meet the minimum requirements of the convention.</p> <p>This convention provides for a system of limiting liability for loss of life or personal injury and property claims such as damage to other ships, property or harbour works.</p>

2	<p>Prevention of Pollution</p> <p>(a) International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 (INTERVENTION)</p> <p>(b) International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC)</p> <p>(c) International Convention on Civil Liability for Oil Pollution Damage, 1969 (CLC)</p> <p>(d) International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971</p>	<p>The Convention which resulted affirms the right of a coastal State to take such measures on the high seas as may be necessary to prevent, mitigate or eliminate danger to its coastline or related interests from pollution by oil or the threat thereof, following upon a maritime casualty. The Convention applies to all seagoing vessels except warships or other vessels owned or operated by a State and used on Government non-commercial service.</p> <p>Parties to the OPRC convention are required to establish measures for dealing with pollution incidents, either nationally or in co-operation with other countries. Ships are required to carry a shipboard oil pollution emergency plan, the to be developed by IMO. Ships are required to report incidents of pollution to coastal authorities and the convention details the actions that are then to be taken. The convention calls for the establishment of stockpiles of oil spill combating equipment, the holding of oil spill combating exercises and the development of detailed plans for dealing with pollution incidents. Parties to the convention are required to provide assistance to others in the event of a pollution emergency and provision is made for the reimbursement of any assistance provided. The Convention provides for IMO to play an important co-ordinating role.</p> <p>The CLC was adopted to ensure that adequate compensation is available to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships. The Convention requires ships covered by it to maintain insurance or other financial security in sums equivalent to the owner's total liability for one incident.</p> <p>The purposes of the Fund Convention are:</p> <ul style="list-style-type: none"> - To provide compensation for pollution damage to the extent that the protection afforded by the 1969 Civil Liability Convention is inadequate. - To give relief to shipowners in respect of additional financial burden imposed on them by the 1969 Civil Liability Convention, such a relief being subject to conditions designed to ensure compliance with safety at sea and other conventions. - To give effect to the related purposes set out in the Convention. <p>There are financial implications associated with the ratification of this convention. However, contributions to the Fund are made by persons/agencies who receive oil by sea in Contracting States and not the State. In our case it would be the responsibility of companies</p>
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		such as Hess Oil Saint Lucia Limited, Shell, Texaco etc. to make such contributions if they qualify. Based on the quantities of oil passing through the Hess Oil facility, the company will certainly have to make contributions to the Fund.
3	Facilitation (e) Convention of International Maritime Traffic, 1965 (FAL)	The Convention's main objectives are to prevent unnecessary delays in maritime traffic, to aid co-operation between Governments, and to secure the highest practicable degree of uniformity in formalities and other procedures. In particular, the Convention reduces to just eight the number of declarations which can be required by public authorities. The Convention contains "Standards" and "Recommended Practices" on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo. Saint Lucia already complies with many of the documentary requirements for this convention.
4	Other (f) International Labour Organization (ILO) Convention No. 147 (ILO 147) (g) Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1988 (h) International Convention on Maritime Search and Rescue, 1979 (SAR)	<p>The ILO Convention sets the standards for the working and living conditions on board vessels</p> <p>The main purpose of the convention is to ensure that appropriate action is taken against persons committing unlawful acts against ships. These include the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy it or damage it.</p> <p>The main purpose of this Convention is to facilitate cooperation between Governments and between agencies participating in Search and Rescue (SAR) operations at sea through the established international SAR plan. Saint Lucia has already established such an agreement with the neighbouring State of Martinique.</p>