

CHAPTER 2. INTERNATIONAL TREATIES AND SUPPLEMENTARY LEGISLATION

SECTION A. MULTIPARTITE TREATIES

1. Contraband Traffic in Alcoholic Liquors

[No change]

2. Declaration of Panama

[No change]

3. International Penal Law

[No change]

4. Prevention of Pollution of the Sea by Oil

- (a) CONVENTION FOR THE PREVENTION OF POLLUTION OF THE SEA BY OIL.
Signed at London, 12 May 1954. Entered into force on 26 July 1958.
Great Britain, Cmd. 9197.

The Governments represented at the International Conference on Pollution of the Sea by Oil held in London from 26 April 1954 to 12 May 1954,

Desiring to take action by common agreement to prevent pollution of the sea by oil discharged from ships, and considering that this end may best be achieved by the conclusion of a Convention,

Have accordingly appointed the undersigned plenipotentiaries, who, having communicated their full powers, found in good and due form, have agreed as follows:

Article 1. (1) For the purposes of the present Convention, the following expressions shall (unless the context otherwise requires) have the meanings hereby respectively assigned to them, that is to say:

“The Bureau” has the meaning assigned to it by Article XXI;

“Discharge” in relation to oil or to an oily mixture means any discharge or escape howsoever caused;

“Heavy diesel oil” means marine diesel oil, other than those distillates of which more than 50 per cent by volume distills at a temperature not exceeding 340°C. when tested by A.S.T.M. Standard Method D.158/53;

“Mile” means a nautical mile of 6080 feet or 1852 metres;

“Oil” means crude oil, fuel oil, heavy diesel oil and lubricating oil, and “oily” shall be construed accordingly.

(2) For the purposes of the present Convention the territories of a Contracting Government mean the territory of the country of which it is the Government and any other territory for the international relations of which the Government is responsible and to which the Convention shall have been extended under Article XVIII.

Article 2. The present Convention shall apply to sea-going ships, registered in any of the territories of a Contracting Government, except

- (i) Ships for the time being used as naval auxiliaries;
- (ii) Ships of under 500 tons gross tonnage;
- (iii) Ships for the time being engaged in the whaling industry;
- (iv) Ships for the time being navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the Lachine Canal at Montreal in the Province of Quebec, Canada.

Article III. (1) Subject to the provisions of Articles IV and V, the discharge from any tanker, being a ship to which the Convention applies, within any of the prohibited zones referred to in annex A to the Convention in relation to tankers of:

(a) Oil;

(b) Any oily mixture the oil in which fouls the surface of the sea, shall be prohibited.

For the purposes of this paragraph the oil in an oily mixture of less than 100 parts of oil in 1,000,000 parts of the mixture shall not be deemed to foul the surface of the sea.

(2) Subject to the provisions of Articles IV and V, any discharge into the sea from a ship, being a ship to which the Convention applies and not being a tanker, of oily ballast water or tank washings shall be made as far as practicable from land. As from a date three years after the date on which the Convention comes into force, paragraph (1) of this Article shall apply to ships other than tankers as it applies to tankers, except that:

(a) The prohibited zones in relation to ships other than tankers shall be those referred to as such in annex A to the Convention; and

(b) The discharge of oil or of an oily mixture from such a ship shall not be prohibited when the ship is proceeding to a port not provided with such reception facilities as are referred to in Article VIII.

(3) Any contravention of paragraphs (1) and (2) of this Article shall be an offence punishable under the laws of the territory in which the ship is registered.

Article IV. (1) Article III shall not apply to:

(a) The discharge of oil or of an oily mixture from a ship for the purpose of securing the safety of the ship, preventing damage to the ship or cargo, or saving life at sea: or

(b) The escape of oil, or of an oily mixture, resulting from damage to the ship or unavoidable leakage, if all reasonable precautions have been taken after the occurrence of the damage or discovery of the leakage for purpose of preventing or minimising the escape;

(c) The discharge of sediment:

(i) Which cannot be pumped from the cargo tanks of tankers by reason of its solidity; or

(ii) Which is residue arising from the purification or clarification of oil fuel or lubricating oil.

provided that such discharge is made as far from land as is practicable.

(2) In the event of such discharge or escape as is referred to in this Article a statement shall be made in the oil record book required by Article IX of the circumstances of and reason for the discharge.

Article V. Article III shall not apply to the discharge from the bilges of a ship;

(a) Of any oil mixture during the period of twelve months following the date on which the Convention comes into force in respect of the territory in which the ship is registered;

(b) After the expiration of such period, of an oily mixture containing no oil other than lubricating oil.

Article VI. The penalties which may be imposed in pursuance of Article III under the law of any of the territories of a Contracting Government in respect of the unlawful discharge from a ship of oil or of an oily mixture into waters outside the territorial waters of that territory shall not be less than the penalties which may be imposed under the law of that territory in respect of the unlawful discharge of oil or of an oily mixture from a ship into such territorial waters.

Article VII. As from a date twelve months after the present Convention comes into force in respect of any of the territories of a Contracting Government all ships registered in that territory shall be required to be so fitted as to prevent the escape of fuel oil or heavy diesel oil into bilges the contents of which are discharged into the sea without being passed through an oily-water separator.

Article VIII. As from a date three years after the present Convention comes into force in respect of any of the territories of a Contracting Government, that Government shall ensure the provision in each main port in that territory of facilities adequate for the reception, without causing undue delay to ships, of such residues from oily ballast water and tank washings as would remain for disposal by ships, other than tankers, using the port, if the water had been separated by the use of an oily-water separator, a settling tank or otherwise. Each Contracting Government shall from time to time determine which ports are the main ports in its territories for the purposes of this Article, and shall notify the Bureau in writing accordingly indicating whether adequate reception facilities have been installed.

Article IX. (1) There shall be carried in every ship to which the Convention applies an oil record book (whether as part of the ship's official log-book or otherwise) in the form specified in annex B to the present Convention. The appropriate entries shall be made in that book, and each page of the book, including any statement under paragraph (2) of Article IV, shall be signed by the officer or officers in charge of the operations concerned and by the master of the ship. The written entries in the oil record book shall be in an official language of the territory in which the ship is registered, or in English or French.

(2) The competent authorities of any of the territories of a Contracting Government may inspect on board any such ship while within a port in that territory the oil record book required to be carried in the ship in compliance with the provisions of the Convention, and may make a true copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which purports to have been certified by the master of the ship as a true copy of an entry in the ship's oil record book shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. Any action by the competent authorities under this paragraph shall be taken as expeditiously as possible and the ship shall not be delayed.

Article X. (1) Any Contracting Government may furnish to the Contracting Government in the territory of which a ship is registered particulars in writing of evidence that any provision of the Convention has been contravened in respect of that ship, wheresoever the alleged contravention may have taken place. If it is practicable to do so, the competent authorities of the former Government shall notify the master of the ship of the alleged contravention.

(2) Upon receiving such particulars the latter Government shall investigate the matter, and may request the former Government to furnish further or better particulars of the alleged contravention. If the Government in the territory of which the ship is registered is satisfied that sufficient evidence is available in the form required by law to enable proceedings against the owner or master of the ship to be taken in respect of the alleged contravention, it shall cause such proceedings to be taken as soon as possible, and shall inform the other Contracting Government and the Bureau of the result of such proceedings.

Article XI. Nothing in the present Convention shall be construed as derogating from the powers of any Contracting Government to take measures within its jurisdiction in respect of any matter to which the Convention relates or as extending the jurisdiction of any Contracting Government.

Article XII. Each Contracting Government shall send to the Bureau and to the appropriate organ of the United Nations:

(a) The text of laws, decrees, orders and regulations in force in its territories which give effect to the present Convention;

(b) All official reports or summaries of official reports in so far as they show the results of the application of the provisions of the Convention, provided always that such reports or summaries are not, in the opinion of that Government, of a confidential nature.

Article XV. (1) The present Convention shall come into force twelve months after the date on which not less than ten Governments have become parties to the Convention, including five Governments of countries each with not less than 500,000 gross tons of tanker tonnage.⁷

(2) (a) For each Government which signs the Convention without reservation as to acceptance or accepts the Convention before the date on which the Convention comes into force in accordance with paragraph (1) of this Article it shall come into force on that date. For each Government which accepts the Convention on or after that date, it shall come into force three months after the date of the deposit of that Government's acceptance.

(b) The Bureau shall, as soon as possible, inform all Governments which have signed or accepted the Convention of the date on which it will come into force.

ANNEX A

Prohibited Zones

(1) Subject to paragraph (3) of this annex, the prohibited zones in relation to tankers shall be all sea areas within fifty miles from land, with the following exceptions:

(a) The Adriatic Zones

Within the Adriatic Sea the prohibited zones off the coasts of Italy and Yugoslavia respectively shall each extend for a distance of thirty miles from land, excepting only the island of Vis. When the present Convention has been in force for a period of three years the said zones shall each be extended by a further twenty miles in width unless the two Governments agree to postpone such extension. In the event of such an agreement the said Governments shall notify the Bureau accordingly not less than three months before the expiration of such period of three years and the Bureau shall notify all Contracting Governments of such agreement.

(b) The North Sea Zone

The North Sea Zone shall extend for a distance of 100 miles from the coasts of the following countries:

Belgium, Denmark, the Federal Republic of Germany, the Netherlands, the United Kingdom of Great Britain and Northern Ireland,

but not beyond the point where the limit of a 100-mile zone off the west coast of Jutland intersects the limit of the 50-mile zone off the coast of Norway.

(c) The Atlantic Zone

The Atlantic Zone shall be within a line drawn from a point on the Greenwich meridian 100 miles in a north-north-easterly direction from the Shetland Islands; thence northwards along the Greenwich meridian to latitude 64° north; thence westwards along the 64th parallel to longitude 10° west; thence to latitude 60° north, longitude 14° west; thence to latitude 54° 30' north, longitude 30° west; thence to latitude 44° 20' north, longitude 30° west; thence to latitude 48° north, longitude 14° west; thence eastwards along the 48th parallel to a point of intersection with the 50-mile zone off the coast of France. Provided that in relation to voyages which do not extend seawards beyond the Atlantic Zone as defined above, and which are to ports not provided with adequate facilities

⁷ The ten countries which accepted the Convention by 26 July 1957 were United Kingdom, Mexico, Sweden, Federal Republic of Germany, Denmark, Canada, Norway, Irish Republic, Belgium and France.

for the reception of oily residue, the Atlantic Zone shall be deemed to terminate at a distance of 100 miles from land.

(d) The Australian Zone

The Australian Zone shall extend for a distance of 150 miles from the coasts of Australia, except off the north and west coasts of the Australian mainland between the point opposite Thursday Island and the point on the west coast at 20° south latitude.

(2) Subject to paragraph (3) of this annex the prohibited zones in relation to ships other than tankers shall be all sea areas within fifty miles from land with the following exceptions:

(a) The Adriatic Zones

Within the Adriatic Sea the prohibited zones off the coasts of Italy and Yugoslavia respectively shall each extend for a distance of twenty miles from land, excepting only the island of Vis. After the expiration of a period of three years following the application of prohibited zones to ships other than tankers in accordance with paragraph (2) of Article III the said zones shall each be extended by a further thirty miles in width unless the two Governments agree to postpone such extension. In the event of such an agreement the said Governments shall notify the Bureau accordingly not less than three months before the expiration of such period of three years, and the Bureau shall notify all Contracting Governments of such agreement.

(b) The North Sea and Atlantic Zones

The North Sea and Atlantic Zones shall extend for a distance of 100 miles from the coasts of the following countries:

Belgium, Denmark, the Federal Republic of Germany, Ireland, the Netherlands, the United Kingdom of Great Britain and Northern Ireland, but not beyond the point where the limit of a 100-mile zone off the west coast of Jutland intersects the limit of the 50-mile zone off the coast of Norway.

(3) (a) Any Contracting Government may propose:

(i) The reduction of any zone off the coast of any of its territories;

(ii) The extension of any such zone to a maximum of 100 miles from any such coast,

by making a declaration to that effect and the reduction or extension shall come into force after the expiration of a period of six months after the declaration has been made, unless any one of the Contracting Governments shall have made a declaration not less than two months before the expiration of that period that its interests are affected either by reason of the proximity of its coasts or by reason of its ships trading in the area, and that it does not accept the reduction or extension, as the case may be.

(b) Any declaration under this paragraph shall be made by a notification in writing to the Bureau which shall notify all Contracting Governments of the receipt of the declaration.

(b) UNITED KINGDOM, OIL IN NAVIGABLE WATERS ACT, 1955,⁸ 3 AND 4, ELIZABETH II CH. 25; "HALSBURY'S STATUTES", 2ND EDITION, VOL. 35, P. 787.

Whereas a Convention entitled "The International Convention for the Prevention of Pollution of the Sea by Oil, 1954" (in this Act referred to as "the Convention of 1954") was signed on behalf of Her Majesty's Government in the United Kingdom in London on the twelfth day of May, nineteen hundred and fifty-four:

⁸This Act was brought into force, with the exception of S.2 (3) and (4), on 8 September 1956 by the Oil in Navigable Waters Act, 1955 (Commencement) Order, 1956: S. I. 1956 No. 896 (c. 3). The Act replaces the Oil in Navigable Waters Act of 1922 (12 and 13 Geo. 5. c. 39) and to this extent the Note on p. 289 of Vol. VI, Laws and Regulations on the Regime of the Territorial Sea, should be amended.

And whereas it is expedient to enable effect to be given to that Convention, and otherwise to make new provision for preventing the pollution of navigable waters by oil:

1. *Discharge of certain oils into prohibited sea areas*

(1) If any oil to which this section applies is discharged from a British ship registered in the United Kingdom into a part of the sea which, in relation to that ship, is a prohibited sea area, or if any mixture containing oil to which this section applies is discharged from such a ship into such a part of the sea with the consequence that the oil in the mixture fouls the surface of the sea, the owner or master of the ship shall, subject to the provisions of this Act, be guilty of an offence under this section.⁹

(2) This section applies:

(a) To crude oil, fuel oil and lubricating oil, and

(b) To heavy diesel oil, as defined by regulations made under this section by the Minister of Transport and Civil Aviation (in this Act referred to as "the Minister"),¹⁰

and shall also apply to any other description of oil which may be prescribed by the Minister, having regard to the provisions of any subsequent Convention in so far as it relates to the prevention of pollution of the sea by oil, or having regard to the persistent character of oil of that description and the likelihood that it would cause pollution if discharged from a ship into a prohibited sea area.

(3) Regulations made under this section by the Minister may make exceptions from the operation of subsection (1) of this section, either absolutely or subject to any prescribed conditions, and either generally or as respects particular classes of ships, or in relation to particular descriptions of oil or mixtures containing oil or to the discharge of oil or mixtures in prescribed circumstances, or in relation to particular areas of the sea.

(4) For the purposes of any proceedings for an offence under this section in respect of the discharge of a mixture containing oil to which this section applies:

(a) If it is proved that there were not less than one hundred parts of the oil in a million parts of the mixture, it shall be conclusively presumed that the oil in the mixture fouled the surface of the sea;

(b) If it is proved that there were less than one hundred parts of the oil in a million parts of the mixture, it shall be conclusively presumed that the oil in the mixture did not foul the surface of the sea.

(5) In this Act "subsequent Convention" means any Convention subsequent to the Convention of 1954, being a Convention accepted by Her Majesty's Government in the United Kingdom.

2. *Designation of prohibited sea areas*

(1) For the purposes of this Act the areas of the sea designated by or in accordance with this section shall be prohibited sea areas in relation to tankers, and to vessels other than tankers, respectively.

(2) Subject to the following provisions of this section:

(a) The areas specified in Part I of the Schedule to this Act shall, as from the coming into operation of this paragraph, be prohibited sea areas in relation to tankers;

⁹ For exemptions from this section see The Oil in Navigable Waters (Exceptions and Exemptions) Regulations, 1956 (S.I. 1956 No. 898) which permit, under certain conditions, the discharge of bilge water containing oil and of oil-contaminated ballast or tank-cleaning water.

¹⁰ See Oil in Navigable Waters (Heavy Diesel Oil) Regulation, 1956 (S.I. 1956 No. 897) s. 3 of which defines "heavy diesel oil".

(b) The areas specified in Part II of that Schedule shall, as from the coming into operation of this paragraph, be prohibited sea areas in relation to vessels other than tankers.

(3) As from the coming into operation of this subsection, the areas specified in Part III of the Schedule to this Act, and any other area designated by order of the Minister for the purpose of giving effect to the provisions of the Convention of 1954 which relate to Australia, shall (subject to the following provisions of this section) be prohibited sea areas in relation to tankers, in addition to the areas specified in Part I of that Schedule.

(4) As from the coming into operation of this subsection, the areas specified in Part IV of the Schedule to this Act shall (subject to the following provisions of this section) be prohibited sea areas in relation to vessels other than tankers, in addition to the areas specified in Part II of that Schedule.

(5) The Minister, if he considers it necessary to do so for the purpose of protecting the coasts and territorial waters of the United Kingdom against pollution by oil may by order:

(a) Designate any area of the sea, outside the territorial waters of the United Kingdom and outside the areas specified in Part I of the Schedule to this Act, as a prohibited sea area in relation to tankers;

(b) Designate any area of the sea, outside the territorial waters of the United Kingdom and outside the areas specified in Part II of that Schedule, as a prohibited sea area in relation to vessels other than tankers.

(6) The powers conferred by paragraphs (a) and (b) of the last preceding subsection shall be exercisable either before or after the coming into operation of subsection (3) or (as the case may be) subsection (4) of this section; and any area designated by an order under paragraph (a) of the last preceding subsection before the coming into operation of subsection (3) of this section, or designated by an order under paragraph (b) of the last preceding subsection before the coming into operation of subsection (4) of this section, shall continue thereafter to be a prohibited sea area by virtue of the order, in so far as it is not a prohibited sea area by virtue of being included in Part III or (as the case may be) Part IV of the Schedule to this Act.

(7) For the purpose of giving effect to any variation of the prohibited zones referred to in the Convention of 1954, in accordance with the provisions of that Convention or of any subsequent Convention, the Minister may by order vary any of the areas specified in any Part of the Schedule to this Act, or declare that any area specified in a Part of that Schedule shall cease to be included therein.

(8) For the purpose of giving effect to any subsequent Convention, the Minister may by order designate, as a prohibited sea area in relation to tankers, or to vessels other than tankers, any area of the sea, outside the territorial waters of the United Kingdom, which apart from the order is not a prohibited sea area in relation to tankers, or to vessels other than tankers, as the case may be.

...

6. Penalties for offences under Sections 1, 3 and 5

A person guilty of an offence under section one or section three of this Act, or under the last preceding section, shall, on conviction, on indictment, or on summary conviction, be liable to a fine:

Provided that an offence shall not by virtue of this section be punishable on summary conviction by a fine exceeding one thousand pounds.

...

14. General provisions as to application of Act

(1) The provisions of this Act, except provisions which are expressed to apply only to British ships registered in the United Kingdom, shall (subject to

any exemptions expressly conferred by or under this Act) apply to all vessels whether registered or not, and of whatever nationality.

...

SCHEDULE. PROHIBITED SEA AREAS

PART I¹¹

Initial Areas for Tankers

1. The whole of the sea which lies:
 - (a) Outside the territorial waters of the United Kingdom, and
 - (b) Within 100 miles from the coast of any of the following countries, that is to say, the United Kingdom, Belgium, the Netherlands, the Federal Republic of Germany, and Denmark.
2. The whole of the sea which lies:
 - (a) South of latitude 62° north, and
 - (b) Within fifty miles from the coast of Norway.
3. So much of the Atlantic Ocean and of the English Channel, outside the territorial waters of the United Kingdom, and outside the area specified in paragraph 1 of this Part of this Schedule, as lies within a line drawn from a point on the Greenwich meridian 100 miles in a north-north-easterly direction from the Shetland Isles; thence northwards along the Greenwich meridian to latitude 64° north; thence westwards along the 64th parallel to longitude 10° west; thence to latitude 60° north, longitude 14° west; thence to latitude 54°30' north, longitude 30° west; thence to latitude 44°20' north, longitude 30° west; thence to latitude 48° north, longitude 14° west; thence eastwards along the 48th parallel to the coast of France.

PART II¹²

Initial Areas for Vessels other than Tankers

1. The whole of the sea which lies:
 - (a) Outside the territorial waters of the United Kingdom, and
 - (b) Within 100 miles from the coast of any of the following countries, that is to say, the United Kingdom, the Republic of Ireland, Belgium, the Netherlands, the Federal Republic of Germany, and Denmark, or within 100 miles from the coast of any of the Channel Islands.
2. The whole of the sea which lies:
 - (a) South of latitude 62° north, and
 - (b) Within fifty miles from the coast of Norway.

PART III

Additional Areas for Tankers

1. The whole of the sea which lies within fifty miles from land, exclusive of:
 - (a) The areas specified in Part I of this Schedule,
 - (b) Any area within the seaward limits of the territorial waters of the United Kingdom, and
 - (c) The Adriatic Sea.

¹¹ This area is now extended by the Oil in Navigable Waters (Prohibited Sea Areas) (Protection of United Kingdom Coasts) Order, 1956 (S.I. 1956 No. 899). The schedule given by this order is as follows:

“(a) So much of the North Sea outside the territorial waters of the United Kingdom as lies south of latitude 62° north; and

“(b) So much of the Atlantic Ocean outside the territorial waters of the United Kingdom as lies within a line drawn from point on the Greenwich meridian 100 miles in a north-north-easterly direction from the Shetland Islands; thence northwards along the Greenwich meridian to latitude 64° north; thence westwards along the 64th parallel to longitude 10° west; thence to latitude 60° north, longitude 14° west; thence to latitude 54°30' north, longitude 30° west; thence to latitude 53° north, longitude 40° west; thence to latitude 42° north, longitude 40° west; thence to latitude 44°20' north, longitude 30° west; thence to latitude 48° north, longitude 14° west; thence eastwards along the 48th parallel to the coast of France.”

¹² The area under this second part is now the same as that given in the Schedule to the Order cited in footnote 10 (*supra*).

2. So much of the Adriatic Sea as lies within fifty miles from the coast of Albania, and so much of the remainder of the Adriatic Sea as lies within thirty miles from any other coast (the island of Vis being disregarded).

PART IV

Additional Areas for Vessels other than Tankers

1. The whole of the sea which lies within 50 miles from land, exclusive of:
 - (a) The areas specified in Part II of this Schedule,
 - (b) Any area within the seaward limits of the territorial waters of the United Kingdom, and
 - (c) The Adriatic Sea.
2. So much of the Adriatic Sea as lies within fifty miles from the coast of Albania, and so much of the remainder of the Adriatic Sea as lies within twenty miles from any other coast (the island of Vis being disregarded).

5. Chile-Ecuador-Peru

(a) DECLARATION ON THE MARITIME ZONE, SANTIAGO, 18 AUGUST 1952. "REGISTRO OFICIAL DEL ECUADOR" No. 1029, 24 JANUARY 1956, PP. 8492-8493.¹³

1. Governments are bound to ensure for their people access to necessary food supplies and to furnish them with the means of developing their economy.
2. It is therefore the duty of each Government to ensure the conservation and protection of its natural resources and to regulate the use thereof to the greatest possible advantage of its country.

3. Hence it is likewise the duty of each Government to prevent the said resources from being used outside the area of its jurisdiction so as to endanger their existence, integrity and conservation to the prejudice of peoples so situated geographically that their seas are irreplaceable sources of essential food and economic materials.

For the foregoing reasons the Governments of Chile, Ecuador and Peru, being resolved to preserve for and make available to their respective peoples the natural resources of the areas of sea adjacent to their coasts, hereby declare as follows:

(I) Owing to the geological and biological factors affecting the existence, conservation and development of the marine fauna and flora of the waters adjacent to the coasts of the declarant countries, the former extent of the territorial sea and contiguous zone is insufficient to permit of the conservation, development and use of those resources, to which the coastal countries are entitled.

(II) The Governments of Chile, Ecuador and Peru therefore proclaim as a principle of their international maritime policy that each of them possesses sole sovereignty and jurisdiction over the area of sea adjacent to the coast of its own country and extending not less than 200 nautical miles from the said coast.

(III) Their sole jurisdiction and sovereignty over the zone thus described includes sole sovereignty and jurisdiction over the sea floor and subsoil thereof.

(IV) The zone of 200 nautical miles shall extend in every direction from any island or group of islands forming part of the territory of a declarant country. The maritime zone of an island or group of islands belonging to one declarant country and situated less than 200 nautical miles from the general maritime zone of another declarant country shall be bounded by the parallel of latitude drawn from the point at which the land frontier between the two countries reaches the sea.

(V) This declaration shall not be construed as disregarding the necessary restrictions on the exercise of sovereignty and jurisdiction imposed by international law to permit the innocent and inoffensive passage of vessels of all nations through the zone aforesaid.

¹³ Text in translation taken from United Nations Doc. A/CN.4/L.63.

(VI) The Governments of Chile, Ecuador and Peru state that they intend to sign agreements or conventions to put into effect the principles set forth in this Declaration and to establish general regulations for the control and protection of hunting and fishing in their respective maritime zones and the control and co-ordination of the use and working of all other natural products or resources of common interest present in the said waters.

SECTION B. BIPARTITE TREATIES

1. China-Mexico [1]

[No change]

2. Czechoslovakia-Finland [2]

[No change]

3. Denmark-Sweden [3]

[No change]

4. Dominican Republic-Mexico [4]

[No change]

5. Ecuador-Mexico [5]

[No change]

6. Egypt-Germany [6]

[No change]

7. Egypt-United Kingdom [7]

[No change]

8. El Salvador-Mexico [8]

[No change]

9. Finland-Hungary [9]

[No change]

10. Finland-Sweden [10]

[No change]

11. Finland-Union of Soviet Socialist Republics [11]

(a) CONVENTION REGARDING THE MAINTENANCE OF ORDER IN THE PARTS OF THE GULF OF FINLAND SITUATED OUTSIDE TERRITORIAL WATERS, 28 JULY 1923

Note. This Convention is now revoked. See Communication of the Ministry for Foreign Affairs of 15 May 1948, concerning the Revocation of certain Agreements between Finland and the USSR, "Finnish Treaty Series", No. 14/48. The revocation took place by virtue of Article 12 (3) of the Treaty of Peace of 10 February 1947.

(b) CUSTOMS SUPERVISION IN THE GULF OF FINLAND

(i) Convention regarding customs supervision in the Gulf of Finland, 13 April 1929.

Note. This Convention is now revoked. See Communication of Ministry for Foreign Affairs referred to in *Note* under (a) above.

(ii) Final Protocol to the Convention regarding customs supervision in the Gulf of Finland, 13 April 1929.

[No change]

(iii) Protocol to the Convention regarding customs supervision in the Gulf of Finland, 13 April 1929.

[No change]

12. Finland-United Kingdom [12]

[No change]

13. France-Mexico [13]

[No change]

14. Germany-Mexico [14]

[No change]

15. Iran-Union of Soviet Socialist Republics [15]

[No change]

16. Mexico-Netherlands [16]

(a) TREATY OF COMMERCE AND NAVIGATION, 22 SEPTEMBER 1897

Note. In a letter dated 5 July 1957 the Permanent Mission of the Netherlands to the United Nations has stated that this treaty no longer applies.

17. Mexico-Norway and Sweden [17]

(a) TREATY OF AMITY, COMMERCE AND NAVIGATION, 29 JULY 1885, AS MODIFIED BY PROTOCOL OF 15 DECEMBER 1885.

Note. In a memorandum transmitted by letter from the Permanent Mission of Norway to the United Nations dated 1 July 1957, the Norwegian Ministry for Foreign Affairs has stated that "as far as Norway is concerned the treaty was renewed last time 21 December 1927 for the period up to 30 June 1928. At the expiration of that period the treaty went out of force as between Norway and Mexico."

18. Mexico-United Kingdom [18]

[No change]

19. Sweden-United States of America [19]

[No change]

20. Union of Soviet Socialist Republics-United Kingdom [20]

[No change]

21. United Kingdom-United States of America [21]

[No change]