

Intervention Convention

Official reference	International Convention relating to intervention on the high seas in cases of oil pollution casualties	
Official website	www.imo.org	
Relevant dates	Document	29/11/1969
	Entry into force	6/05/1975
	Ratification by Belgium	29/07/1971
	Document Protocol 1973	2/11/1973
	Entry into force	30/03/1983
	Ratification by Belgium	6/08/1982
Policy level	International	
Type of instrument	Convention	
Geographical reach	World seas	
(Legal) coverage in the BNS	(International waters) but also exclusive economic zone	
International contact point	International Maritime Organization (IMO)	
Federal ratification	<p>Wet van 29 juli 1971 houdende goedkeuring van volgende internationale akten: 1. Verdrag inzake de territoriale zee en de aansluitende zone; 2. Verdrag inzake de volle zee; 3. Verdrag inzake de visserij en de instandhouding van de levende rijkdommen van de volle zee; 4. Protocol van facultatieve ondertekening inzake de verplichte beslechting van geschillen, opgemaakt te Genève op 29 april 1958; 5. Internationaal verdrag betreffende maatregelen in volle zee in geval van een ongeval dat verontreiniging door olie tot gevolg heeft of kan hebben en bijlage, opgemaakt te Brussel op 29 november 1969</p> <p>Protocol: Wet van 6 augustus 1982 houdende goedkeuring van het Protocol van 1973 betreffende de maatregelen in volle zee in geval van verontreiniging door stoffen, andere dan oliën, en van de Bijlage, opgemaakt te Londen op 2 november 1973</p>	

// abstract:

The Intervention Convention, also called the 'Public Law Convention' (PLC), regulates the intervention rights of Coastal States in the high seas (including the exclusive economic zone). Through this convention, states can take measures to prevent, increase or eliminate oil pollution (following an accident at sea) that is threatening their coast. Intervention is only possible when serious damage can be reasonably predicted and when the intervention measures are proportionate to the damage.

Before taking any measures, the Coastal State has to consult the Flag State and other States that are involved in the accident, and anyone affected by the proposed measures. Only in case of extreme urgency may the Coastal State take measures without prior notification to the Flag State or the other States. In all cases, measures have to be proportionate to the real or imminent threat. If the measure is disproportionate and results in damage, the Coastal State has to compensate for the damage.

In 1973, the Intervention Convention was supplemented by a Protocol that extended the intervention possibilities at sea in case of (possible) pollution caused by substances other than oil. The Protocol entered into force in 1983 and was amended in 1996 and in 2002, with the aim of updating the list of harmful substances.