

**MULTILATERAL TRADE
NEGOTIATIONS
THE URUGUAY ROUND**

RESTRICTED

MTN.GNS/TRANS/W/3
24 September 1990

Special Distribution

Group of Negotiations on Services

Working Group on Transport Services
Maritime Transport Services

SUPPLEMENTARY INFORMATION ON MARITIME
TRANSPORT SERVICES

Note by the Secretariat

Introduction

1. This document has been prepared in response to a request made by the Working Group on Maritime Transport Services (MTS) at its July meeting (MTN.GNS/TRANS/2) to update and extend the secretariat document MTN.GNS/W/60. Part I of this document constitutes an overview of existing multilateral arrangements which might be of relevance to the work of the Working Group. Part II updates the statistical information provided in tables 6 through 10 of the annex of MTN.GNS/W/60.

I. Existing Multilateral Arrangements of Relevance to Trade in MTS

(a) The General Public and Private Framework

2. Prior to the Second World War, attempts to arrive at multilateral understandings among nation-states on maritime transport were undertaken principally in the context of the work of the League of Nations Communication and Transit Organisation. In 1946, the United Maritime Consultative Council was established, and in February-March 1948, a conference to draft the new multilateral maritime organisation's constituting convention was held at Geneva, attended by 32 nations and several observers. The Convention on the Intergovernmental Maritime Consultative Organisation (IMCO) drew much of its content from the previous work undertaken by the League of Nations Communication and Transit Organisation. The first five ratifications were quickly obtained but 10 years were required to complete the ratification process. IMCO became effective in 1958 after twenty-one states had accepted it, seven of which being responsible individually for at least one million gross tons of shipping. One of the main delaying factors in the ratification process was disagreement among nations as to IMCO'S jurisdiction over discriminatory and restrictive trade practices. IMCO changed its name to International Maritime Organization (IMO) in May 1982.

3. One of the first prominent activities of the United Nations, starting with the International Law Commission, was the development of an international treaty regime concerning questions of the public law of the oceans. The 1958 Geneva Conference on the Law of the Sea (L.O.S. I) produced four international treaties which addressed in varying degrees issues related to trade in MTS. Other prominent U.N. related efforts in the area of international shipping regulation include the preparation by UNCTAD of the 1974 Code of Conduct for Liner Conferences (in force since 1983) and the 1980 Convention on Multimodal Transport of Goods (still not in force). Together with the United Nations Commission on International Trade Law (UNCITRAL), and through its Committee on Shipping, UNCTAD was also involved in formulating the 1978 Hamburg Rules on the Carriage of Goods by Sea which once in force will replace the liability regime contained in the 1924 Brussels Convention (the so-called Hague Rules). Other multi-country instruments concluded under the aegis of international organisations include the numerous conventions of the International Labour Organisation (ILO) regarding maritime labour issues.

4. The adoption of these conventions, as well as more recent attempts to add to the body of international private shipping regulation, can be traced back to the 1877 York-Antwerp Rules on the General Average which constituted an effort to harmonize maritime law and unify different legal systems and dispute settlement procedures. The Comité Maritime International (CMI), headquartered in Antwerp, was established twenty years later as a result of efforts pursued by various Western European national associations. Since its inception, the C.M.I. has been composed of several national associations which have met periodically through international conferences. The composition of individual national associations is most often representative of shipowners' interests; shipper and maritime labour concerns have seldom been reflected in C.M.I. legislative efforts. Various conventions have been negotiated through the international legislative process embodied in the C.M.I., many of which have had limited ratification after the Second World War. With the greater involvement of international organisations in maritime matters, the C.M.I. has run into difficulties in maintaining their independent law-making capacity. As a related development, the C.M.I. has started in recent years to submit draft conventions to the IMO for adoption.

(b) Specific Arrangements

5. Within the public and private international legal frameworks reviewed above, there are arrangements touching on a multitude of aspects of relevance to international maritime transport. Some of those which are relevant to trade in maritime transport services are examined.

(i) The Convention on the International Regime of Maritime Ports, Geneva, 1923

6. The conclusion of the Convention on the International Régime of Maritime Ports represented the culmination of an effort commenced at the

First General Conference of the League of Nations in Barcelona in 1921 when recommendations were first made concerning the need to place matters relating to maritime ports under an international régime. As a result, a Draft Convention on Maritime Ports was prepared for submission to the Second General Conference to be held in Geneva in 1923. This served as the basis for the final Convention signed on 9 December 1923.

7. The main guiding principle of the Convention, as set out in its Article 2, is the principle of equality of treatment, whereby Contracting States undertake to grant vessels of every other Contracting State the same treatment as that accorded to its own vessels, or those of any other State, in the maritime ports situated under its sovereignty or authority. The principle applies as regards freedom of access to the port, the use of the port, and the full enjoyment of the benefits with respect to navigation and commercial operations involving vessels, their cargoes and passengers. Equality of treatment is therefore extended to facilities of all kinds, as well as related dues and charges. The granting of equal treatment is subject to the principle of reciprocity alongside the reservation set out in the first paragraph of Article 8 of the Convention where the suspension of benefits deriving from Article 2 is envisaged in cases where a State feels that another State is not effectively applying the provisions of the agreement to its vessels. In order that the application of the principle of equality of treatment may not be rendered ineffective in practice by the adoption of other methods of discrimination, Article 6 sets out that provisions relating to Customs and other analogous duties or incidental charges of the Convention on the International Régime of Railways Statute, in particular Article 20, are to be applied to all parties of the Convention.

8. The coverage of the agreement extends to both publicly- or privately-owned or controlled vessels with the exceptions of warships, vessels performing police or administrative functions, fishing vessels or their catches (Articles 13 and 14). Article 9 stipulates that the agreement does not in any way apply to maritime coasting trade. Regarding dispute settlement, paragraph 2 of Article 8 sets out that a State whose benefits have been suspended due to ineffective application of the agreement has the right to apply to the Permanent Court of International Justice for settlement of the matter. Article 21 stipulated that Parties to a dispute may, before resorting to any procedure of arbitration or to a judicial settlement, submit the dispute for an advisory opinion to the body established by the League of Nations as the advisory and technical organisation on matters of communications and transit - i.e. any preliminary submission to such a body was made facultative and not in any manner obligatory.

(ii) The Convention on The High Seas, 29 April 1958

9. The Convention on the High Seas, which entered into force on 30 September 1962, proclaimed the freedom of the high seas (including the freedom to fly over them, to fish and to lay submarine cables and pipelines, as well as other freedoms "recognised by the general principles

of international law"). The Convention also proclaimed the right of land-locked states to have free access to the sea; gave immunity from the jurisdiction of any state other than the flag state to warships and other non-commercial government vessels on the high seas; reaffirmed the customary doctrine of hot pursuit, and enjoined states to ensure safety and to prevent pollution of the sea.

10. Regarding the nationality of ships, the Convention laid down (in Article 4) that ships have the nationality of their flag state, but allowed registering states alone to fix the conditions for granting their nationality and required only that there should be an undefined genuine link between the state and its flag. This meant that the flags of convenience system was codified, as a state could register ships whose owners were not its own nationals, and might have little connection with the registering state. The question of defining the link between the ship and the flag it flies has been taken up in the context of the U.N. Convention on Conditions for Registration of Ships adopted in 1986 (not yet entered into force).

(iii) The U.N. Code of Conduct for Liner Conferences

11. This arrangement has been discussed in Annex IV of MTN.GNS/W/60. An updated list of parties to the agreement, along with their individual status, is provided in Annex I below.

(iv) IMO Conventions

12. The IMO has adopted a substantial number of Conventions relating to all aspects of maritime traffic, including protection of the marine environment, and also codes and regulations. Not all the Conventions adopted have as yet entered into force. The 1974 International Convention for Safety of Life at Sea (SOLAS), which is the latest version of a series of safety of sea conventions dating back to 1914 and entered into force on May 25, 1980, covers a wide range of standards, specifying minimum levels for the construction, equipment and operation of ships. It deals with stability requirements, watertight compartments, maintenance of machinery and electrical installations, fire protection and extinction, radio equipment, etc. Contracting States issue certificates indicating that requirements are met and that they are responsible for setting up a control system for ships flying their flags. With respect to containerisation, the 1972 International Convention for Safe Containers with Annexes is relevant. This convention does not deal with the complex problems of ownership and liability, but is concerned with the technical requirements of safe containers. It came into force in September 1977. As indicated in Annex III of MTN.GNS/W/60, the need to harmonise documentary requirements and formalities associated with each document were dealt with in the 1965 Convention on Facilitation of Maritime Traffic. An important part of the international commitment in this convention is the agreement of the member states to cooperate with each other through IMCO in the reduction of documentary requirements. Considerable exceptions appear in the agreement

relating to public morals, diseases, pests and plants and animals. This convention came into force rather quickly in less than two years (5 March 1967).

(v) ILO Maritime Conventions

13. As mentioned above, the ILO has issued numerous conventions and recommendations relating to maritime labour matters. These apply to merchant ships (and not to warships, fishing and whaling vessels, sailing ships and small craft). The ILO Conventions relating specifically to sea-going personnel or seafarers include, for example, the 1926 Seamen's Articles of Agreement Convention which lays down exact procedures for drawing up articles of agreement between shipowners and seamen, as well as their scope, in terms of the applicable national laws.

II. Updated Statistical Information

14. As can be seen in Table 1, the value of world exports of shipment have increased by 327 per cent between 1970 and 1980 and by 25 per cent between 1980 and 1988. Table 2 shows that the corresponding growth rates for world shipment imports have had an even greater discrepancy between the two periods, registering 423 per cent for 1970-80 and a mere 4 per cent for 1980-88. Developed market-economy countries (DMECs) continue to predominate in both export and import markets, accounting for nearly 84 per cent of the total value of world exports of shipment in 1988 and 73 per cent of the corresponding value for imports. That represented a decline in these countries' aggregate share of total export value for 1970 when they accounted for over 92 per cent of that value. The share of total import value stood also at around 73 per cent in 1970 but decreased to 58 per cent by 1980 before increasing towards the end of the decade. In the ranking of leading DMEC exporters, the U.S. overtook the Federal Republic of Germany (FRG) in the fourth place in 1988. In the ranking of leading DMEC importers, France has overtaken Japan in second place and Italy has overtaken the FRG in fourth in the 1987-88 period. Developing countries have increased their share as world exporters of shipment from 7.2 per cent in 1970 to 13.2 per cent in 1988. On the import side, the value of developing countries' imports has decreased since the beginning of the eighties. In terms of shares of world shipment imports, the figures for 1970 and 1988 were roughly similar - 26.4 and 24.7 per cent respectively - while the figure for 1980 was much higher at 40.5 per cent. In the ranking of leading developing country exporters, the Republic of Korea continued to be first (a share of 21.4 per cent of total developing country exports and of 2.8 per cent of world total export value in 1988) followed by Taiwan.

15. Table 3 indicates the distribution of world tonnage by groups of countries. The 1989 mid-year data show that the world total has reached 638.0 million deadweight tons (dwt) which represents a decrease of less than one per cent from the value for 1986 and an increase of over 95 per cent over the value for 1970. DMECs no longer had the largest share of the world tonnage in millions of dwts: their share of 32.3 per cent has

been overtaken by open-registry countries with a 35.2 per cent share in 1989. Open-registry countries have had a steadily increasing share since 1970 (from 21.6 per cent in 1970 to 35.2 in 1989) to the detriment of the DMECs (65 per cent share in 1970). The overall share for DMECs and open-registry countries combined has experienced a decline since 1970 (from 86.6 per cent to 67.5 per cent in 1989); the developing countries' share has increased from 6.3 per cent in 1970 to 21.1 per cent in 1989.

16. Table 4 shows that the world total for all goods loaded in 1989 stood at 3,940 million tons, an increase of 51.2 per cent over the 1970 figure (2,605 million tons). The world total for goods unloaded experienced a 60 per cent increase between 1970 and 1989, going from 2,530 to 4,070 million tons. DMECs generated nearly 45 per cent of all goods loaded and were the destination for over 67 per cent of all goods unloaded in 1989. In 1970, they generated a smaller share (31.1 per cent) but had a greater share of the world's total goods unloaded (79.9 per cent). Developing countries generated almost two thirds of the goods loaded in 1970 and over 47 per cent in 1989. These countries were the destination for nearly 17 per cent of all goods unloaded in 1970 and over 26 per cent in 1989.

17. Table 5 compares total cargo turnover and fleet ownership by groups of countries. The predominance of DMECs and open-registry countries is quite clear in terms of deadweight tonnage of merchant fleet and the percentage of world total of goods loaded and unloaded. Though the DMEC shares of world total goods loaded and unloaded have stood within the 54-57 per cent range in the last twenty years, their share of world total merchant fleet owned has decreased from 86.5 to 67.4 per cent between 1970 and 1989. Developing countries have meanwhile increased their ownership shares from 6.3 per cent in 1970 to 20.9 per cent in 1989.

Table 1

¹
World Exports of Shipment, 1970-1988
 (US\$ million)

	1970	1980	1985	1987	1988
World	13,673.4	58,504.7	53,748.9	63,376.4	73,621
Developed market-economy countries	12,682.6	50,522.4	43,365.4	53,045.3	61,519
<u>Leading exporters</u> ²					
Japan	1,000.0	7,418.7	7,635.4	7,836.0	8,709
France	1,217.0	6,541.5	5,484.9	6,747.1	7,564
Italy	749.0	3,338.4	2,971.9	5,248.6	6,122
United States	1,110.0	4,256.0	4,467.5	4,668.0	5,335
Germany, Fed. Rep.	1,360.0	5,271.2	4,071.5	5,094.7	5,040
Developing countries ²	983.8	6,544.1	8,110.2	8,201.3	9,742
<u>Leading exporters</u>					
Korea, Rep. of	40.0	956.6	1,324.0	1,794.8	2,083
Taiwan	21.0	199.0	606.0	1,137.0	1,623
Singapore	11.0	550.5	682.3	879.3	1,210
Hong Kong	na	615.0	670.0	992.0	992
Turkey	5.0	29.9	607.2	615.5	777
Least developed countries	32.1	190.3	120.4	122.7	na
Asian socialist and Eastern European countries	7.0	1,438.2	2,273.2	2,129.7	2,787
<u>Of which:</u>					
China	0.0N	0.0N	867.1	1,156.0	1,308
Poland	0.0N	972.2	883.3	909.0	981

Source: IMF Balance of Payments Statistics

Notes: Major shipowning countries such as Greece and the USSR, do not report shipment statistics. Thus, the totals reported are based downward, and rankings may not be completely accurate. If 1988 data not available, 1987 data used.

¹ Shipment covers the freight, insurance and other distributive services in connection with merchandise trade.

² Expressed in order of importance for 1988.

Table 2

World Imports of Shipment¹, 1970-1988
(US\$ million)

	1970	1980	1985	1987	1988
World	16,456.3	86,004.8	77,521.6	90,172.0	100,292
Developed market-economy countries	12,036.1	49,527.9	49,040.3	65,037.9	73,301
<u>Leading importers²</u>					
United States	1,590.0	6,455.6	9,858.9	11,185.1	11,826
France	1,568.0	8,246.5	6,753.0	8,458.0	8,890
Japan	1,500.0	4,217.0	4,041.1	7,655.0	8,198
Italy	1,200.0	5,061.6	4,448.2	6,611.5	7,707
Germany, Fed. Rep.	1,670.0	5,987.0	4,883.8	6,814.5	6,935
Developing countries²	4,351.2	34,824.0	26,064.8	23,034.1	24,780
<u>Leading importers</u>					
Singapore	152.0	1,237.8	1,507.8	1,979.7	2,579
Thailand	137.0	1,055.5	1,095.6	1,479.3	2,244
India	249.0	1,568.0	1,845.0	2,060.0	2,060
Taiwan	124.0	1,086.0	954.0	1,594.0	1,955
Saudi Arabia	81.0	4,602.2	3,258.2	2,312.0	1,830
Least developed countries	263.4	2,039.1	1,799.8	1,321.1	na
Asian socialist and Eastern European countries	69.0	1,652.9	2,416.5	2,100.0	2,710
<u>Of which:</u>					
China	0.0N	0.0N	1,292.5	1,328.0	1,387
Hungary	69.0	354.0	331.0	453.9	446
Poland	0.0n	407.4	278.2	318.1	378
Romania	na	892.0	515.0	499.0	499

Source: IMF Balance of Payments Statistics

Notes: If 1988 data were not available, 1987 data were used.

¹ Shipment covers the freight, insurance and other distributive services in connection with merchandise trade.

² Expressed in order of importance for 1988.

TABLE 3

Distribution of world tonnage (grt and dwt) by groups¹
of countries of registration, 1970, 1986 and 1989
(Mid-year figures)

Flags of registration by Groups of countries	Tonnage and percentage shares ²						Increase tonnage (mill. of dwt)
	In grt (millions)			In dwt (millions)			
	1970	1986	1989	1970	1986	1989	1970- 1989 (average)
World total	217.9 (100.0)	399.0 (100.0)	404.2 (100.0)	326.1 (100.0)	639.1 (100.0)	638.0 (100.0)	16.4
Developed market- economy countries	141.8 (65.1)	156.0 (39.1)	134.5 (33.3)	209.7 (65.0)	243.8 (38.1)	206.1 (32.3)	-0.2
Open-registry countries ³	40.9 (18.8)	111.8 (28.0)	129.0 (31.9)	70.3 (21.6)	201.1 (31.5)	224.4 (35.2)	8.1
Total 2 & 3	182.0 (83.9)	267.8 (67.1)	263.5 (65.2)	282.2 (86.6)	444.9 (69.6)	430.5 (67.5)	7.8
Countries of Eastern Europe and Socialist Countries of Asia	19.5 (8.9)	47.2 (11.8)	50.5 (12.5)	21.7 (6.6)	60.7 (9.5)	64.9 (10.2)	2.3
Of which:							
in Eastern Europe	18.6 (8.5)	34.9 (8.7)	36.2 (9.0)	22.7 (6.2)	42.1 (6.6)	43.6 (6.9)	1.1
in Asia	0.9 (0.4)	12.3 (3.1)	14.3 (3.5)	1.2 (0.4)	18.6 (2.9)	21.3 (3.3)	1.1
Developing countries ⁴	14.5 (6.7)	79.8 (20.0)	85.0 (21.0)	20.5 (6.3)	127.0 (19.9)	135.0 (21.1)	6.0
Of which:							
in Africa	0.8	5.4	5.3	1.1	7.5	7.3	0.3
in America	6.4	16.9	16.6	8.7	25.9	25.4	0.9
in Asia ⁴	7.3	52.2	55.0	10.7	85.1	89.0	4.1
in Europe	-	4.9	7.0	2.2	7.9	11.5	0.5
in Oceania	-	0.3	-	-	0.5	1.8	-
Other, unallocated	1.2 (0.5)	4.3 (1.1)	5.2 (1.3)	1.7 (0.5)	6.6 (1.0)	7.6 (1.2)	0.3

Source: UNCTAD, Review of Maritime Transport 1989 (TD/B/C.4/334)

¹ Excluding the United States Reserve Fleet and the United States and Canadian Great Lakes fleets, which in 1988 amounted respectively to 3.3, 1.3 and 1.7 million grt.

² Percentage shares are shown in brackets.

³ This group comprises Bahamas, Bermuda, Cyprus, Liberia and Panama.

⁴ Including Yugoslavia, classified as from 1986 as a developing country in Europe.

TABLE 4

World seaborne trade in 1970 and 1989 (est.)¹
by types of cargo and shares of groups of countries²
(Millions of tons and percentages of world total)

Country group	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry Cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		
(Trade in millions of tons)									
World total	1970	1,110	330	1,165	2,605	1,101	302	1,127	2,530
	1989	1,260	468	2,212	3,940	1,300	433	2,337	4,070
(Percentage share of each category of goods in total)									
World total	1970	42.6	12.7	44.7	100.0	43.5	11.9	44.6	100.0
	1989	32.0	11.9	56.1	100.0	31.9	10.7	57.4	100.0
(Percentage share of trade by groups of countries)									
Developed market-economy countries	1970	2.0	27.1	60.0	31.1	80.4	79.6	79.1	79.9
	1989	16.3	29.1	63.8	44.6	72.7	81.3	61.4	67.1
Countries of Eastern Europe (including USSR)	1970	3.4	8.0	6.9	5.6	1.2	1.0	3.8	2.3
	1989	5.4	15.0	4.1	5.8	2.9	0.4	5.9	4.4
Socialist Countries of Asia	1970	-	-	1.2	0.5	0.5	0.1	2.0	1.2
	1989	3.5	1.7	1.3	2.0	0.3	0.3	3.4	2.1
Developing countries	1970	94.6	64.9	31.9	62.8	17.9	19.4	15.1	16.6
	1989	74.8	54.2	30.8	47.6	24.1	18.0	29.3	26.4

./.

Table 4 (continued)

Country group	Year	Goods loaded				Goods unloaded			
		Petroleum		Dry Cargo	Total all goods	Petroleum		Dry cargo	Total all goods
		Crude	Products			Crude	Products		

(Percentage share of trade by groups of countries)

of which:

in Africa	1970	25.5	2.4	9.1	15.2	1.7	4.7	3.6	2.9
	1988	23.4	7.3	4.9	10.9	5.7	2.4	4.3	4.6
in America	1970	12.2	35.4	13.8	16.0	10.5	5.6	4.4	7.2
	1988	13.9	11.3	13.0	13.1	5.5	4.1	4.3	4.5
in Asia	1970	56.9	27.0	8.1	31.3	5.5	8.5	6.7	6.4
	1988	37.1	34.6	12.5	22.8	12.4	10.0	20.0	16.5
in Europe	1970	-	-	-	-	-	0.1	0.1	-
	1988	-	0.2	0.3	0.2	0.7	0.6	0.7	0.7
in Oceania	1970	-	0.1	0.8	0.4	-	0.5	0.3	0.2
	1988	-	0.1	0.4	0.2	-	0.6	0.1	0.2

Source: UNCTAD, Review of Maritime Transport 1989 (TD/B/C.4/334)

¹ Including international cargoes loaded at ports of the Great Lakes and St. Lawrence system for unloading at ports of the same system, but excluding such traffic in main bulk commodities. At the time of publication figures for 1989 were available only as shown in the table.

² The estimates presented here reflect the inclusion of Yugoslavia in 1986 in the group "Developing countries in Europe"; in previous years Yugoslavia was classified as a developed market-economy country.

Table 5

Comparison between total cargo turnover and fleet ownership
by groups of countries, 1970, 1985, 1986 and 1989
(In terms of dwt)

Country Grouping	Year	Goods loaded and unloaded (millions of tons)		Total of goods loaded and unloaded (millions of tons)	Deadweight tonnage of merchant fleet (millions of tons)	Percentage of world total of goods loaded and unloaded	Percentage of world total of merchant fleet owned (dwt)
		Loaded	Unloaded				
Developed market-economy and open registry countries ¹	1970	802.7	2,010.4	2,812.1	282.2	54.8	86.5
	1985	1,571.2	2,331.9	3,903.1	486.3	57.3	73.1
	1986	1,585.2	2,382.1	3,967.3	444.9	56.6	69.6
	1989	1,792.0	2,752.0	4,544.0	430.5	56.7	67.4
Countries of Eastern Europe and Socialist Countries of Asia	1970	158.8	87.6	264.4	21.7	4.8	6.7
	1985	273.2	237.4	510.6	58.5	7.5	8.8
	1986	293.2	245.8	539.0	60.6	7.7	9.5
	1989	306.0	262.0	568.0	64.9	7.1	10.2
Developing countries	1970	1,643.3	431.6	2,074.9	20.5	40.4	6.3
	1985	1,538.0	855.7	2,393.7	113.4	35.2	17.1
	1986	1,599.6	902.6	2,502.2	127.0	35.7	19.9
	1989	1,842.0	1,056.0	2,898.0	135.0	36.2	21.2
World total	1970	2,604.8	2,529.6	5,134.4	326.1	100.0	100.0
	1985	3,382.3	3,425.0	6,807.3	664.8	100.0	100.0
	1986	3,478.0	3,530.5	7,008.5	639.1	100.0	100.0
	1989	3,940.0	4,070.0	8,010.0	638.0	100.0	100.0

Source: UNCTAD, Review of Maritime Transport 1989 (TD/B/C.4/334)

Note: ¹ The group of open registry countries comprises Bahamas, Bermuda, Cyprus, Liberia and Panama.

Annex 1

List of Countries that are Parties to the U.N. Code of Conduct
for Liner Conferences and their Status

<u>Countries</u>	<u>Status</u>	
1. Ghana	24 June 1975	r
2. Chile	25 June 1975	s
3. Pakistan	27 June 1975	s
4. Gambia	30 June 1975	s
5. Sri Lanka	30 June 1975	s
6. Venezuela	30 June 1975	s
7. Bangladesh	24 July 1975	a
8. Nigeria	10 September 1975	a
9. Benin	27 October 1975	a
10. United Republic of Tanzania	3 November 1975	a
11. Niger	13 January 1976	r
12. Philippines	2 March 1976	r
13. Guatemala	3 March 1976	r
14. Mexico	6 May 1976	a
15. Cameroon	15 June 1976	a
16. Cuba	23 July 1976	a
17. Indonesia	11 January 1977	r
18. Cote d'Ivoire	17 February 1977	r
19. Central African Republic	13 May 1977	a
20. Senegal	20 May 1977	r
21. Zaire	25 July 1977	a
22. Madagascar	23 December 1977	a
23. Togo	12 January 1978	r
24. Cape Verde	13 January 1978	a
25. India	14 February 1978	r
26. Kenya	27 February 1978	a
27. Mali	15 March 1978	a
28. Sudan	16 March 1978	a
29. Gabon	5 June 1978	r
30. Ethiopia	1 September 1978	r
31. Iraq	25 October 1978	a
32. Costa Rica	27 October 1978	r
33. Peru	21 November 1978	a
34. Egypt	25 January 1979	a
35. Tunisia	15 March 1979	a
36. Republic of Korea	11 May 1979	a
37. Czechoslovakia	4 June 1979	app
38. Honduras	12 June 1979	a
39. Union of Soviet Socialist Republics	28 June 1979	acc
40. German Democratic Republic	9 July 1979	r
41. Sierra Leone	9 July 1979	a
42. Uruguay	9 July 1979	a
43. Bulgaria	12 July 1979	a
44. Guyana	7 January 1980	a
45. Morocco	11 February 1980	a
46. Jordan	17 March 1980	a
47. Yugoslavia	7 July 1980	r
48. Guinea	19 August 1980	a
49. Mauritius	16 September 1980	a
50. China	23 September 1980	a
51. Barbados	29 October 1980	a
52. Romania	7 January 1982	a
53. Lebanon	30 April 1982	a

54.	Jamaica	20 July 1982	a
55.	Congo	26 July 1982	a
56.	Malaysia	27 August 1982	a
57.	Federal Republic of Germany	6 April 1983	r
58.	Netherlands (for the Kingdom in Europe and Aruba)	6 April 1983	a
59.	Trinidad and Tobago	3 August 1983	a
60.	Saudi Arabia	24 May 1985	a
61.	Denmark (except Greenland and the Faroe Islands)	28 June 1985	a
62.	Norway	28 June 1985	a
63.	Sweden	28 June 1985	a
64.	United Kingdom of Great Britain and Northern Ireland (including Gibraltar and Hong Kong)	28 June 1985	a
65.	France	4 October 1985	app
66.	Finland	31 December 1985	a
67.	Kuwait	31 March 1986	a
68.	Algeria	12 December 1986	r
69.	Belgium	30 September 1987	r
70.	Mauritania	21 March 1988	a
71.	Zambia	8 April 1988	a
72.	Somalia	14 November 1988	a
73.	Burkina Faso	30 March 1989	a
74.	Italy	30 May 1989	a
75.	Portugal	13 June 1990	a

approved (app)
 accepted (acc)
 ratified (r)
 acceded (a)
 definitive signature (s)