

**REPORT OF THE  
INTERGOVERNMENTAL GROUP TO MONITOR  
THE SUPPLY AND SHIPPING OF OIL AND  
PETROLEUM PRODUCTS TO SOUTH AFRICA**

**GENERAL ASSEMBLY**

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LETTER OF TRANSMITTAL

26 October 1989

Excellency,

I have the honour, in accordance with paragraph 5 of General Assembly resolution 43/50 J of 5 December 1988, to transmit herewith the report of the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa, which was adopted unanimously on 26 October 1989.

On behalf of the Group, I would like to request that this report be issued as a document of the General Assembly and of the Security Council.

Accept, Excellency, the assurances of my highest consideration.

(Signed) Nabeela AL-MULLA  
Acting Chairman  
Intergovernmental Group to Monitor  
the Supply and Shipping of Oil and  
Petroleum Products to South Africa

His Excellency  
Mr. Javier Pérez de Cuéllar  
Secretary-General  
United Nations

## I. INTRODUCTION

1. The Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa was established by the General Assembly under its resolution 41/35 F of 10 November 1986. Its mandate has been renewed twice, most recently through Assembly resolution 43/50 J of 5 December 1988. The Intergovernmental Group consists of the following Member States: Algeria, Cuba, German Democratic Republic, Indonesia, Kuwait, New Zealand, Nicaragua, Nigeria, Norway, Ukrainian Soviet Socialist Republic and United Republic of Tanzania. At its first meeting for the current year, the Intergovernmental Group re-elected Mr. Tom Eric Vraalsen (Norway) as Chairman, Ms. Nabeela Al-Mulla (Kuwait) as Vice-Chairman and Mr. Wilbert K. Chagula (United Republic of Tanzania) as Rapporteur.
2. Representatives of the liberation movements of South Africa, namely the African National Congress of South Africa (ANC) and the Pan Africanist Congress of Azania (PAC), continue to attend meetings of the Intergovernmental Group as observers. The Intergovernmental Group has also sought, since its inception, to co-operate closely with the Organization of African Unity (OAU) and other intergovernmental and non-governmental organizations.
3. Since its report to the General Assembly at its forty-third session 1/ the Intergovernmental Group has continued to monitor the supply and shipping of oil and petroleum products to South Africa. It has maintained contracts with Governments and relevant organizations. It has considered information received on specific alleged violations, as well as on those commercial and maritime activities which bear upon possible supplies of oil and petroleum products to South Africa. It has devoted particular attention to cases where circumstances strongly indicate possible violations of the oil embargo against South Africa, partly by eliciting clarificatory particulars from Governments deemed to be in a position to provide key information on each individual case, and partly through its own research. Through the public hearings held in April 1989, it has sought to assemble experts, decision-makers and relevant support groups in the anti-apartheid struggle so that they might exchange information among themselves, communicate their particular expertise to the Intergovernmental Group and raise public awareness of the issue. The Intergovernmental Group has continued to build up its data base of relevant information, which will enhance its capacities for global monitoring of all aspects of the oil embargo against South Africa. This has already enabled the Intergovernmental Group to handle a greater number of cases and to do so more expeditiously. The Intergovernmental Group adopted the present report on 26 October 1989.
4. The past year has seen heartening and, it is hoped, decisive developments towards a resolution of the issue of Namibian independence. The Intergovernmental Group welcomes these developments and expresses its hope that they will lead to a speedy achievement of full independence for Namibia. However, the Intergovernmental Group reiterates the view that the nature of the apartheid system, which is maintained by a régime intransigently determined to stamp out all opposition to its continued practice, is in no way mitigated by these developments. The Intergovernmental Group's basic mandate, to apply peaceful but decisive pressure on the Pretoria régime to contribute to the elimination of apartheid through an effective oil embargo, thus still retains its compelling importance.

5. The international community has attached special importance to an oil embargo because of Pretoria's almost total dependence on outside sources of petroleum and on outside aid in procuring and transporting the petroleum that it needs. Previous annual reports of the Intergovernmental Group have outlined the basic strengths and weaknesses of the oil embargo. Some trends, which have become more apparent during the past year, suggest that South Africa will face increasing difficulties in evading the oil embargo, while other trends cannot be easily assessed in their ultimate significance for the issue. In any case, these recent trends must be cited and analysed in order to facilitate the framing of effective oil embargo strategies by the Intergovernmental Group, by other organizations in the international community and by national Governments.

6. The cessation of hostilities in the Gulf region has led to a return to normal maritime navigation practices in that region and facilitates the Intergovernmental Group's task of monitoring shipping movements of oil tankers. Oil producer organizations have reasserted a greater degree of monitoring accuracy in their efforts to enforce production quotas, and this reduces the amount of "unofficial" oil flowing onto the world market. A slight improvement in the demand/supply situation in favour of producers will have the same effect. Both trends will tend to decrease the amount of oil available to South Africa and increase South Africa's cost in obtaining what oil is available. Previous experience has shown that, when the oil price increases, the premium paid by South Africa for clandestine oil procurement increases even more.

7. In addition, new market practices for selling crude oil have evolved, thus reducing the amount of oil passing through spot markets. Since South Africa obtains most of its oil from spot markets, this reduction will further decrease the available pool of oil from which it can purchase its supplies. In this regard the Intergovernmental Group notes with satisfaction that on 15 September 1989 the Government of Singapore announced measures prohibiting exports of oil and petroleum products to South Africa, as well as the carriage of such items on Singapore-registered ships. Those measures are expected to have a considerable negative impact on South Africa's clandestine oil supply logistics.

8. In evading the oil embargo, Pretoria has made extensive use of a number of independent oil traders who became prominent in international oil markets in the early 1980s. However, their number is now declining and their functions are being taken over to a certain extent by three new types of market agents: oil companies, institutional brokerage firms and large trading houses, all of which now have departments and employees permanently deployed in oil trading. Whether this trend will favour or disfavour South Africa is less clear, but flexible strategies require taking note of it.

9. Over a longer term, the so-called "downstream integration" of major oil producers will shift some of the production and control of petroleum products to producer countries that have already banned their export to South Africa. In any case, the Intergovernmental Group considers that a global approach to its task requires that it also pay attention to the question of petroleum products. A final trend to note is that of transporting an increasing portion of Middle East oil to Europe via pipelines that terminate in Mediterranean ports. This will lead to a corresponding drop in tanker traffic passing the southern tip of Africa.

10. Changing conditions in the shipping industry can only be expected to work against South Africa. The gradual elimination of surplus tanker tonnage, the restabilization of freight rates and the marginal return of major oil companies to the oil tanker market will make it more difficult for Pretoria to find shipping companies willing to circumvent the embargo.

11. The Intergovernmental Group believes that it presently monitors the majority of all shipments of oil or petroleum products to South Africa in violation of the oil embargo. It hopes that it will be able to raise the detection rate. Together with continued efforts to co-ordinate the exchange of information on violations and the loopholes that give rise to them, as well as remedial recommendations to counteract violations, the Intergovernmental Group should be in a position to limit further the apartheid régime's options in this regard.

12. In fulfilment of its mandate, the Intergovernmental Group collects relevant information on its own. Within the past year, it heard considerable expert testimony on South Africa's oil procurement. Accordingly, the Intergovernmental Group is in a better position to provide an outline of the procedures used and the volumes involved.

13. It is estimated that about 60 per cent of South Africa's imported oil is delivered in crude form on tankers. Although most of the tankers have loaded their cargoes in producer or exporter countries, the link between the original producer or exporter and the ultimate consumer tends to be obscured in some cases, if not covered up altogether. The strategy employed is obviously to bring oil to South Africa in tankers as large as possible under conditions of maximum secrecy. The tactics employed to keep the identity of the ships and their destination secret are rigorous. Within the past year, evidence has been offered from several sources that such tankers habitually cease using their assigned radio call signs as they approach South Africa and mask their identity by covering up or painting over the ship's name. In addition, these tankers discharge their cargoes at offshore moorings some distance from shore where they cannot be easily observed from land. Indeed, over the years there have been persistent reports of transloading operations being conducted on the high seas. The South African authorities also make the utmost efforts to prevent these voyages from becoming known to commercial information gathering firms in the shipping industry. In the past most such oil deliveries were discovered on the basis of discrepancies in the itineraries of the ships.

14. The remaining 20 per cent of South Africa's imported oil enters South African waters either in the form of refined petroleum products on ships of considerably smaller tonnage or as crude oil on medium size tankers or combination carriers bound for Saldanha Bay or Richards Bay for the purpose of picking up cargoes of export ores. In the latter case the ships may discharge their oil at the offshore mooring outside Durban before putting into Richards Bay. Secrecy is either harder to maintain in these cases, or the South African authorities have less interest in maintaining secrecy, and many of the voyages are public knowledge within the international shipping industry. These shipments also seem to come from a far greater variety of sources, both geographically and functionally. In this the Pretoria authorities may be pursuing a "diversification" or "dispersal" tactic to lessen their dependence on direct producer-country sources. They do so by obtaining oil from major oil-handling or oil-importing harbours rather than from the exporters. In addition, they seem to make maximum use of harbours with free

port, export zone or other offshore facilities. As stated with respect to crude oil, in this way the linkage between the original producer or exporter and the ultimate consumer is confused. In both cases the same purpose can be achieved by having a cargo sold and resold several times, thus passing through many hands before it ultimately goes to South Africa.



## II. HEARINGS ON THE OIL EMBARGO AGAINST SOUTH AFRICA

15. In its resolution 43/50 J, the General Assembly mandated the Intergovernmental Group, in co-operation with the Special Committee against Apartheid, to hold hearings on this topic. A Task Force was established, under the chairmanship of Ms. Nabeela Al-Mulla (Kuwait) and consisting also of the German Democratic Republic, Ghana as Vice-Chairman, Indonesia, Nigeria, Norway, Peru and the Ukrainian Soviet Socialist Republic, which was responsible for organizing the hearings. The Task Force also arranged for suitable publicity and for the background material used at the hearings.

16. At the request of the Task Force Mr. Paul Conlon prepared a background paper, which was issued as document A/AC.234/4. In the paper, Mr. Conlon surveyed the situation within the international oil producing and shipping industries as it relates to South Africa's oil procurement, and traced the development of the energy sector in South Africa, particularly in the last 15 years after oil producing countries began to impose an oil embargo on that country. He sketched the history of the oil embargo and highlighted some of the legal issues involved. He provided short descriptions of South Africa's harbours, refineries, pipelines, stockpiling facilities and synthetic fuel plants, as well as discussing various estimates of petroleum fuel consumption. Working from information in A/AC.234/4, the Cartographic Unit of the Department of Conference Services of the Secretariat produced a map (No. 3542), entitled "South African oil/fuel infrastructure", which was annexed to the same document. The map was also distributed at the hearings and constituted the first time in over a decade that South Africa's pipelines and storage facilities were depicted in a publicly available document.

17. The Panel convened on 12 April 1989 before the opening of the hearings and elected Mr. Abdelaziz Alwattari, Secretary General of the Organization of Arab Petroleum Exporting Countries (OAPEC), as its Chairman; Mr. Peter Dingi Zuze, Permanent Representative of Zambia to the United Nations, as Vice-Chairman; and Mr. Oystein Maeland, Political Adviser to the Minister of Foreign Affairs of Norway, as Rapporteur. The Panel further consisted of Mr. Solomon Gomez, Special Political Affairs Officer of OAU; Mr. Suhail Nasser, Adviser to the Minister of Oil of Kuwait; Mr. Yury G. Samsonov, Director of the Dalneft firm of the All-Union Foreign Trade Association Soyuznefteeksport of the Union of Soviet Socialist Republics; and Mr. Alberto Valero, Director of International Affairs at the Ministry of Energy and Mines of Venezuela. The Chairman of the Intergovernmental Group, Mr. Tom Eric Vraalsen (Norway) and the Chairman of the Special Committee, Mr. Joseph N. Garba (Nigeria), were ex officio members of the Panel.

18. The hearings were held under the chairmanship of Mr. Alwattari on 12 and 13 April 1989 at United Nations Headquarters in New York. The following witnesses appeared: Mr. Palleo Jordan, Member of the National Executive Committee of ANC; Mr. Ahmed Gora Ebrahim, Foreign Secretary of PAC; Mr. Calvin Makgaleng and Mr. Rod Crompton, President and General Secretary, respectively, of the Chemical Workers Union of South Africa; Mr. Manene Samela of the South African Chemical Workers; Mr. Jaap Woldendorp, Director of the Shipping Research Bureau of Amsterdam, the Netherlands; Mr. Peter Sluiter of the Association of West European Parliamentarians against Apartheid; Ms. Donna Katzin, Director of the Interfaith Centre on Corporate Responsibility of New York; Mr. David Craine, Embargo, United Kingdom of Great Britain and Northern Ireland; Mr. Martin Bailey, The Observer (London); Mr. Bernard Rivers, an economist, New York; Mr. Kenneth Zin, Deputy

Administrator, United Mineworkers of America, Washington, D.C.; Mr. Richard Knight, American Committee on Africa, New York; Professor Richard Lillich, University of Virginia in Charlottesville, Virginia; Ms. Kate Pfordresher, Labor Committee against Apartheid, New York; and Professor Bashker Vashee of Hampshire College.

19. Noteworthy insights that emerged from testimony included estimates that South Africa consumed 280,000 barrels per day of petroleum products, of which only 20 per cent could be produced from domestic coal conversion plants, the remainder coming from imports. The procedures for the discharge of oil in South African harbours were described. These included the masking of the identity of tankers when they entered South African waters. Attention was also drawn to "ghost transfers" of oil on the high seas. One particular violation, the case of the Almare Terza, which was handled by the Intergovernmental Group in 1988, 2/ was analysed in detail for the insights that it provided into conduit and circumvention practices for which the term "paper chase" was coined.

20. There was repeated testimony to the effect that legislative measures adopted were inadequate in certain countries and non-existent in others. Several major oil exporting States that banned exports of oil to South Africa had not enacted coherent legal statutes to that effect. One witness proposed that the Intergovernmental Group consider framing a model law on the subject. Another major loophole that was mentioned by several witnesses was that national measures against oil supplies to South Africa were often not extended to offshore facilities or to third-country subsidiaries. In regard to the Almare Terza case, it was stated that oil embargo legislation in the exporting country provided no effective restrictions on third-party shipments of oil to South Africa. One witness specifically recommended that the General Assembly's appeal to States to prohibit oil supplies to South Africa should be extended to include foreign subsidiaries of companies based in those jurisdictions.

21. Testimony predominantly leaned to the view that transnational corporations and, particularly, major oil companies, did collaborate in the supply of oil to South Africa, although the exact relationship between transnational corporations and oil deliveries was unclear. Other witnesses described the actions undertaken by anti-apartheid groups to dissuade major oil companies from remaining in South Africa and of the increasing success of such actions, often by threatening or carrying out boycott actions against their subsidiaries.

22. The Panel on the Hearings summarized testimony heard in its report to the Intergovernmental Group and to the Special Committee against Apartheid (A/44/279-S/20634, annex). Testimony preponderantly stressed the South African régime's vulnerability to an oil embargo and urged that an oil embargo be given priority and that the Security Council adopt a mandatory oil embargo. There was, furthermore, considerable testimony on the lack of measures by oil producing, shipping and handling States and on the lack of co-ordination and co-operation in the matter. The absence or inadequacy of legislative measures was held to have deprived the oil embargo of a basis for successful enforcement and effective monitoring. The methods of enforcement discussed included criminal proceedings against individual violators, blacklisting, contractual sanctions and increased publicity on violations.

23. Much attention was devoted to the question of destination control, particularly through discharge certificates, and testimony indicated a general feeling that the monitoring and verification of such destination control

instruments was lax. There was also a general consensus on the desirability of greater co-operation and co-ordination between all interested parties, including the Intergovernmental Group, national Governments and relevant international organizations. While action by OAPEC had been highly appreciated, efforts would be made to achieve closer co-operation between it and the Intergovernmental Group. The Group would also seek to highlight the importance of the oil embargo in its contacts with the Organization of Petroleum Exporting Countries (OPEC).

24. The role of transnational corporations, including major oil companies, was highlighted. Additional stress was laid on important external contributions to the apartheid régime's capacity to survive and evade the oil embargo coming from foreign transnational corporations in the areas of technology transfer, which are vitally important in the oil and chemical industries, as well as in the area of financing and trade support. In the latter context, it was suggested that the Intergovernmental Group should study the question of possible conflicts with legal norms in credit and insurance agreements stemming from the circumstances under which oil was being delivered to South Africa in violation of the oil embargo and in violation of export restrictions of oil exporting countries.

25. The Panel reported seven conclusions: that the adoption by the Security Council of an oil embargo in accordance with Chapter VII of the Charter of the United Nations would be the most appropriate means to complement the already existing mandatory arms embargo; that South Africa was heavily dependent on imported oil and that the voluntary oil embargo had had an enormous cost for South Africa; that an effective oil embargo would greatly increase pressure on South Africa; that, pending the adoption of mandatory sanctions, efforts at the national, regional and multilateral levels should be made to support the oil embargo and make it more effective; that a comprehensive approach to the oil embargo would have to comprise the supply, shipping and handling of oil to South Africa as well as the provision of capital for South Africa's oil industry. The Panel called for the enactment of specific and detailed legislation as a basis for effective co-ordinated implementation of the oil embargo and welcomed the results achieved by the Intergovernmental Group and other organizations.

26. The Panel made six recommendations: that the Security Council invoke Chapter VII of the Charter and impose a mandatory oil embargo on South Africa; that all States, particularly oil exporting, shipping and handling States, adopt legislative or comparable measures to the same end, and that the Intergovernmental Group undertake a study of existing legislation with a view to achieving greater uniformity; that States should (a) take steps to ensure the application of destination restriction measures, particularly the strict observance of certificates of discharge; (b) enhance enforcement measures by introducing punitive measures against violators; and (c) co-operate amongst themselves, within intergovernmental and international organizations and extend full co-operation to the Intergovernmental Group; and (d) publicize violations and successful prosecutions thereof.

### III. LEGISLATIVE AND OTHER MEASURES TO IMPLEMENT THE OIL EMBARGO AGAINST SOUTH AFRICA

27. Because of its strong commitment to peaceful and orderly ways of bringing pressure to bear on the apartheid régime, the Intergovernmental Group has always devoted keen attention to legal aspects of the oil embargo. The relative impact of the oil embargo against South Africa is held in no small measure to result from the absence of effective or comparable legislative measures in many States. Such legislative measures should not only provide for a prohibition on the supply and shipping of oil and petroleum products to South Africa but also specify penalties for violations of the embargo.

28. In 1987 and 1988, the Intergovernmental Group circulated a questionnaire 3/ to Member States and requested information on legislative or comparable measures to enforce the oil embargo. The replies received 4/ demonstrated a general commitment to the aims of the oil embargo on the part of replying States. Some States considered their endorsement of resolutions or declarations concerning the oil embargo against South Africa to be sufficient. Some replies outlined a comprehensive and well-planned strategy to implement the oil embargo. Others, however, reflected a more general approach, where the oil embargo was merely included as part of a more general action programme against apartheid. Some States expressed the view that, as their countries were not prominently engaged in oil production, shipping or handling, they saw no need for specific legislation. Others made reference to their auto-executory adherence to oil embargo measures decided by international organizations to which they belonged.

29. While the Intergovernmental Group welcomes the spirit of support for the oil embargo against South Africa expressed in so many replies, it is nevertheless felt that effective implementation requires detailed legislative or comparable measures that take into account all possible ramifications of the oil embargo, including, inter alia, the issues of discharge control documentation, the penalization of violations, and provisions made for monitoring and prevention. In particular, the Intergovernmental Group has been made aware of cases where countries that are not prominent in oil production, shipping or handling have been used as transaction conduits for the shipment of oil to South Africa. It has also highlighted the problems of implementation arising when States rely on the application of decisions of international organizations without specific complementary statutes at the national level.

30. The Hearings added further emphasis to this issue. The Panel in its report stated (A/44/279-S/20634, annex, para. 9):

"The importance of legislative measures that would be unambiguous as well as binding was stressed. Particular reference was made by some speakers to the status of most oil embargo laws, which were considered unclear and insufficiently standardized and ineffectively implemented. Supplying oil to South Africa should constitute a violation of national law, otherwise effective monitoring and enforcement of the embargo would be rendered impossible."

31. The Panel also recommended that the Intergovernmental Group should undertake a study of existing legislative measures with a view to achieving greater uniformity. The Chairman of the Intergovernmental Group informed the permanent

representatives and permanent observers accredited to the United Nations of plans for the preparation of an up-to-date compilation of laws and regulations and comparable measures taken by States and requested them to provide copies of their national legislation to that effect. Such a compilation would cover the export, shipping and handling of oil and petroleum products to South Africa.

32. The Chairman also stated that those laws, regulations and measures would be analysed in order to assist in the formulation of a model law that would be presented to Governments for their consideration. The Group will report on the model law to the General Assembly at its forty-fifth session.

#### IV. INDIVIDUAL CASES OF ALLEGED VIOLATIONS

33. The Intergovernmental Group has continued to follow up cases of alleged violations by writing to Governments urging their co-operation in investigating cases that concern their Governments, with the purpose of shedding further light as to the accuracy of the information regarding each case.

34. Several States have responded by providing certificates of discharge of oil shipments, while some States have not responded. A number of States have indicated that allegations were being investigated and the Intergovernmental Group is awaiting the results of such investigations.

35. The Intergovernmental Group has decided to send final reminders to Governments concerned with regard to cases of alleged violations reported on in 1987. 5/ Governments were requested to submit documentation supporting the information brought forward regarding each case. Certificates of discharge received by the Intergovernmental Group were reviewed, and the cases where sufficient evidence has been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were closed and consequently removed from annex I of the present report. The remaining cases, where sufficient evidence to dispel the allegations that the oil shipments in question had probably been delivered to South Africa had not been received, were retained in the same annex. Communications between Governments and the Intergovernmental Group concerning cases reported in 1987 are summarized in section B of annex I.

36. Regarding the cases reported in 1988, 6/ the Intergovernmental Group sent reminders to Governments concerned with the alleged cases on 18 May 1989. On 23 August 1989, the Intergovernmental Group sent another reminder to the Governments that still had not responded to the notes verbales, once more requesting information. Certificates of discharge received by the Intergovernmental Group were reviewed, and the cases where sufficient evidence had been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa were closed and consequently removed from annex II of the present report. The remaining cases, where such proof had not been provided, were retained in the same annex. Communications between Governments and the Intergovernmental Group are summarized in section B of annex II.

37. The majority of the cases reported in 1989 involved a Hong Kong based shipping company, the World-Wide Shipping Group. When Denmark and Norway introduced laws prohibiting oil transports to South Africa in 1986 and 1987, respectively, the involvement of the World-Wide Shipping Group in alleged oil deliveries to South Africa increased significantly. During the period from October 1986 to December 1988, alleged secret oil deliveries by the group accounted for at least 4.7 million tons of crude oil, or about 14 per cent of South Africa's crude oil import needs for that period. During the same period, the company organized an additional number of highly suspect voyages with South Africa as a possible final destination. This could very well push up the total to 7.6 million tons of oil delivered to South Africa during the period mentioned. Details of alleged voyages and communications between Governments and the Intergovernmental Group are summarized in annex III of the present report. To ensure accuracy and ease of reference, the cases handled by the Intergovernmental Group have been numbered (89-001 to 89-048 and 89-523 to 89-531).

38. The Intergovernmental Group is in the process of reviewing and verifying the replies received. However, it wishes to reiterate that the publication of the cases in annex III of the present report does not in any way imply a charge against, or a passing of judgement on, the individual States concerned or the companies under their jurisdiction.

39. In 1989, in a new area of inquiry designed to enhance and speed efforts towards an effective oil embargo against South Africa, the Intergovernmental Group began to collect and evaluate its own information on port calls that may have resulted in possible clandestine deliveries of oil to South Africa. This initiative will go a long way to supplementing the important contributions made by Governments and non-governmental organizations on the subject. Information from Governments and non-governmental organizations on the movement of ships carrying oil and petroleum products will continue to be central to the work of the Intergovernmental Group.

40. In this new endeavour, the Intergovernmental Group decided to collect data on voyages of all ships that, from the beginning of 1988 until early 1989, were known to have called at a South African port and that were capable of transporting one or more types of cargoes that are covered by the oil embargo. This included ships capable of transporting other types of cargoes as well, i.e. combination carriers that can carry oil as well as mineral ore. The survey thus encompasses crude oil tankers, petroleum product tankers, petrochemical tankers, liquid gas carriers, as well as two different types of combination carriers. In all, the survey covered 180 ships in the following categories:

General tankers	20
Ore/bulk/oil carriers	53
Petrochemical and petroleum product tankers	77
Ore/oil carriers	16
Liquid petroleum gas carriers	14

41. These ships together made 250 voyages to South Africa in 1988. The same ships were also found to have made an additional 224 voyages in the previous two calendar years, as well as a small number of voyages early in calendar 1989. The total number of cases from this exercise, which the Intergovernmental Group has accepted for consideration in 1989, came to 474.

42. The Intergovernmental Group's consideration of these cases is still at a preliminary stage. On 28 July 1989, the Intergovernmental Group sent letters to various Governments seeking information that would assist it in verifying whether any of the ships concerned might have been involved in carrying oil or petroleum products to South Africa. The Intergovernmental Group is well aware that some ships call at South African ports for reasons unconnected with oil trading, such as emergency repairs, taking on supplies, shifting crews, picking up cargoes, delivering other cargoes etc. But the fact that they are capable of carrying oil has necessitated the search for further information. The Intergovernmental Group would welcome information that would allow these cases to be excluded from further consideration.

43. The Intergovernmental Group, in moving into this new area of investigation - port calls, is aware of both the difficulty and the importance of obtaining corroborative information that would allow it to decide whether a prima facie case exists requiring further consideration. The absence of a response from Governments, in the circumstances outlined, might fairly be considered in itself grounds for such a case. It therefore urges Governments to respond as early and fully as possible with information on the shipping movements brought to their



attention. In line with its established practices and procedures, the Intergovernmental Group will be sending reminders to those Governments that do not respond to the appeal for information contained in the letter of 28 July 1989.

44. Once responses are received, and in the light of the material furnished from other sources, the Intergovernmental Group will examine closely all the information at its disposal. The Intergovernmental Group intends to report to the General Assembly at its forty-fourth session within six months of submitting the present report on the progress of its work on the 474 cases cited and, specifically, on those where, in its assessment, sufficient grounds exist for believing that oil shipments to South Africa have occurred in contravention of the embargo. On receipt of the responses from States, the Intergovernmental Group will decide on how to proceed further in the light of its findings.

45. The Intergovernmental Group considers that broadening the scope of its work will facilitate the urgent task of closing the loopholes that allow oil deliveries to continue, and the apartheid system to be upheld.

VI. FOREIGN INVESTMENTS IN THE SOUTH AFRICAN PETROLEUM INDUSTRY,  
THE TRANSFER OF TECHNOLOGY AND THE ROLE OF OIL COMPANIES

46. The Intergovernmental Group previously brought to the attention of the General Assembly the role of transnational corporations in providing assistance to the apartheid régime in satisfying its energy needs. The Group, despite claims to the contrary, still believes that the presence of oil transnationals in South Africa assists the régime in its attempts to satisfy its energy requirements. Of the major oil companies, Shell Oil Company has declared once more that it has no intention of leaving South Africa, while British Petroleum, Caltex and Total are still operating in the country. Mobil Oil has decided to withdraw and has sold its assets in South Africa.

47. Another issue of concern with regard to oil companies is the lack of a clear prohibition on the use of their ships, including those under charter to other companies, in the supply and shipping of oil and petroleum products to South Africa. The Intergovernmental Group would welcome the enunciation of more stringent measures to this end, both by Governments and by the companies themselves.

48. As reported in the previous report, 7/ the Chairman of the Intergovernmental Group sent a letter, dated 27 May 1988, to the Permanent Representative of the United Kingdom to the United Nations concerning the involvement of a number of British firms in South Africa's offshore gas development. Two firms, Crawford and Russel International (an offshoot of the engineering firm of John Brown) and Humphreys and Glasgow, were reported to be recruiting North Sea workers for offshore work at Mossel Bay. In addition, the British Davy Corporation, as well as the firms SOC, Afrox and NEI Africa, were also reported to be involved in different aspects of the same project.

49. A reminder was sent on 23 August 1989 to the Permanent Representative of the United Kingdom to the United Nations. At the time of submission of the present report, no reply had been received on the matter.

50. As reported in the previous report, 8/ the Chairmen of the Intergovernmental Group also sent letters to the Permanent Representatives of France and the United Kingdom to the United Nations on 27 May 1988 and to those of Belgium and the Netherlands on 18 June 1988 concerning the involvement in the Kudu gasfield in Namibia of the French company FORAMER, the British company Crawford and Russell, the British bank Hill Samuel, the Belgian company Ackermans en van Haaren NV and the Dutch company Industrieële Handels-Combinatie. While the Intergovernmental Group realized that Namibia was on the verge of achieving independence, it felt that reminders should be sent to the permanent representatives concerned in order to obtain information on those companies which have allegedly been assisting the apartheid régime. Therefore, reminders were sent on 23 August 1989. However, at the time of submission of the present report, no answers had been received.

51. During the year under review, the Intergovernmental Group received information on the involvement of the Netherlands company Allseas Engineering BV with the Mossel Bay oil-from-gas project in South Africa. According to that information, Allseas won a contract from the South African State company, the Southern Oil Exploration Corporation (Pty.), Ltd. (SOEKOR) to lay two pipelines of 85 kilometres each from an offshore platform to the coast at Mossel Bay. These pipelines would be used to pipe the gas from Mossel Bay ashore to the liquefaction plants to be

built on land. The estimated value of the contract is around 70 million Netherlands guilders or about \$32 million. The Acting Chairman addressed a note verbale dated 28 July 1989 to the Permanent Representative of the Netherlands to the United Nations on the subject. At the time of submission of the present report, no reply had been received on the matter.

## VII. CONCLUSIONS AND RECOMMENDATIONS

### A. Conclusions

52. Despite the positive and welcome developments in Namibia, as it moves towards independence, the fact is that the situation in South Africa itself remains grim. The Intergovernmental Group considers the situation in South Africa to be fraught with dangers as a result of the policies of apartheid pursued by the régime, which continues to hold the black majority in subjugation and to deprive it of its basic human rights, while persisting in its policy of destabilizing the front-line States. It is now more important than ever that the international community continue to bring pressure to bear on the South African régime to abolish apartheid. Therefore, existing sanctions should be strengthened and their scope of application should be broadened to expedite the elimination of apartheid in South Africa.

53. The oil embargo is still considered the most effective measure that the international community is in a position to implement in order to bring about peaceful change in South Africa. Oil is the only strategic commodity that South Africa lacks. It is dependent on imports for approximately 80 per cent of its oil needs. An effective oil embargo against South Africa is undoubtedly feasible. Its implementation depends on enforcement measures by oil-producing, shipping and handling States as well as the co-ordination of those measures through the active involvement of the Intergovernmental Group and other relevant intergovernmental and non-governmental organizations.

54. In order for the oil embargo against South Africa to achieve its full effectiveness, the Security Council should invoke Chapter VII of the Charter of the United Nations. Such an action would be complementary to the arms embargo imposed by the Council in its resolution 418 (1977). By adopting a mandatory oil embargo against South Africa, the Council could assist in the resolution of the current crisis in southern Africa, which has serious repercussions on international peace and security. Such a measure would also assist oil-exporting, shipping and handling States that have already enacted an oil embargo or comparable policies against South Africa.

55. In addition to the recommendation that the Security Council adopt a mandatory oil embargo against South Africa, the Intergovernmental Group wishes to emphasize the potential for co-operation by regional and other organizations such as the African, Caribbean and Pacific Group of States, the Association of South-East Asian Nations (ASEAN), the Caribbean Community, the Council for Mutual Economic Assistance (CMEA), the European Economic Community (EEC), the Gulf Co-operation Council, the International Maritime Organization (IMO), the League of Arab States (LAS), the Movement of Non-Aligned Countries, the Organization of African Unity (OAU), the Organization of American States (OAS), the Organization of Arab Petroleum Exporting Countries (OAPEC), the Organization of the Islamic Conference and the Organization of Petroleum Exporting Countries (OPEC). The Intergovernmental Group would appreciate proposals from those organizations on strengthening the oil embargo as well as on any other form of co-operation between the organizations and itself.

56. Provision should be made for requesting discharge certificates and other methods to prevent evasion and to ensure co-operation among Governments and with

the Intergovernmental Group for a more effective implementation of the oil embargo against South Africa.

57. The Intergovernmental Group, while appreciating political support for an effective oil embargo against South Africa by Governments, urges that they ensure that the final destination of their oil and petroleum products not be South Africa. Penalties should be imposed on violators of the oil embargo and cases of successful prosecution should be publicized in conformity with national legislation. Existing statutes as well as future ones on the oil embargo should clearly make violations of the oil embargo against South Africa a punishable offence in terms of the penal codes of the respective countries. Such statutes should reach all those directly or indirectly engaged in the oil trade, as well as the public at large. In addition to creating an added deterrent to the violators themselves, such measures could also create a basis for various types of intervention by third parties.

58. The Intergovernmental Group is determined continuously to strengthen its monitoring capacities. It depends in this regard on the co-operation extended to it by Member States as well as by intergovernmental and non-governmental organizations. It is looking forward to improving on these capacities in order to secure more stringent implementation of the oil embargo. The Intergovernmental Group, while appreciating the co-operation extended to it by most Governments, regrets to note that a number of Governments have not responded to its inquiries of cases of alleged violations. Furthermore, States are expected to co-operate with the Group in its efforts to collect information on legislative and other measures already adopted, to co-ordinate assistance to Governments in enforcing a sanction that they have independently and voluntarily adopted.

59. It is essential that the international community not only co-operate with the Intergovernmental Group in the implementation of the oil embargo but also prevent South Africa from gaining access to technology and matériel that enable it to mitigate the effects of the oil embargo.

60. In the course of its investigations into violations of the oil embargo, the Intergovernmental Group has noted the predominantly transnational nature of such traffic. Violations normally involve the jurisdictions of several different countries and often of offshore facilities and commercial exclaves as well. In view of this situation, purely national measures, of the type normally employed in customs or export control, cannot alone hope to be effective. International co-ordination is therefore necessary.

#### B. Recommendations

61. The Intergovernmental Group reaffirms its conviction that a mandatory oil embargo against South Africa is urgently needed to assist the people of South Africa in their struggle for the elimination of apartheid, and therefore recommends once again that the General Assembly request the Security Council to consider invoking Chapter VII of the Charter of the United Nations to impose a mandatory embargo on the supply and shipping of oil and petroleum products to South Africa.

62. The Intergovernmental Group also recommends that the General Assembly request States, pending a decision by the Security Council, to adopt the following

measures, or comparable ones, to ensure a more effective implementation of the present embargo:

(a) To expedite the enactment of legislative or comparable measures to impose an embargo on the supply and shipping of oil and petroleum products to South Africa as well as to prevent the transfer of financial resources, any technical assistance, and other forms of technology to South Africa in the energy field, particularly its oil-from-coal and oil-from-gas industries, the exploration and exploitation of hydrocarbon resources and the storage of oil;

(b) To extend co-operation to the Intergovernmental Group in its investigation of the supply and shipping of oil and petroleum products to South Africa, as well as the provision of human and financial resources and technology to South Africa in the field of energy in general;

(c) To strengthen their co-operation by enhancing the exchange of information among themselves to detect and prevent violations of the oil embargo against South Africa and take concerted measures against its violators;

(d) To disseminate widely information to institutions and individuals in their respective countries on the violations of the oil embargo against South Africa and ways and means to prevent such violations;

(e) To enact laws specifically identifying the conveyance of oil and petroleum products to South Africa, or any assistance or co-operation therein, as a punishable offence in terms of the country's penal law, and to publicize cases of successful prosecution in conformity with their national laws;

(f) To extend co-operation to regional and local governmental and non-governmental organizations involved in appropriate action to expose the violations of the oil embargo against South Africa.

63. The Intergovernmental Group recommends that the General Assembly endorse its activities, including its contacts with Governments, intergovernmental and non-governmental organizations, with a view to ensuring an effective implementation of all aspects of the oil embargo against South Africa, and to provide greater publicity to this subject in co-operation with relevant United Nations organs and other organizations.

64. The Intergovernmental Group recommends that the General Assembly urge Governments and organizations to extend co-operation to the Intergovernmental Group and provide it with the resources necessary for its monitoring activities and publicity operations.

#### Notes

1/ Official Records of the General Assembly, Forty-third Session, Supplement No. 44 (A/43/44).

2/ Ibid., annex III, paras. 21 and 22.

3/ Ibid., Forty-second Session, Supplement No. 45 (A/42/45), annex I.

Notes (continued)

- 4/ Ibid., annex II; and ibid., Forty-third Session, Supplement No. 44 (A/43/44), annex I.
- 5/ Ibid., Forty-second Session, Supplement No. 45 (A/42/45), annex III.
- 6/ Ibid., Forty-third Session, Supplement No. 44 (A/43/44), annex III.
- 7/ Ibid., Supplement No. 44 (A/43/44), paras. 16-18 and 22.
- 8/ Ibid., para. 23.

A. Ships and companies reported in 1987 to have been involved in supplying oil to South Africa a/

Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
<u>ACTOR</u> (Liberia)	Actor Maritime Corp. (Liberia)	Mosvold Shipping Company A/S (Norway) b/	Federal Motorship Corp. (United States of America)		Fateh Terminal, United Arab Emirates (9 April, 15 May and 30 November 1986) Mina al Fahal, Oman (11 April 1986)
<u>Belys Enterprise</u> (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Marubeni (Japan) British Petroleum (South Africa)	Mina al Fahal, Oman (25 May 1987)
<u>Berge Pioneer</u> (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)	Bergesen A/S (Norway)		Mina al Fahal, Oman (24 April 1985)
<u>Berge Chief</u> (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)	Transworld Oil (The Netherlands)		Mina al Fahal, Oman (18 March 1987)
<u>Berge Princess C/</u> (Liberia)	General Ore International Corporation (Liechtenstein)	General Ore International Corporation (Liechtenstein)	Bergesen A/S (Norway)		Borzuz, Iran (Islamic Republic of) (10 March 1987)
<u>Berge Prince C/</u> (Liberia)	General Ore International Corporation (Norway/Liechtenstein)	General Ore International Corporation or Bergesen A/S (Norway)	Bergesen A/S (Norway)		Fateh Terminal, United Arab Emirates (17 December 1984) Suez Port, Egypt d/ (25 January 1985) Ras Misalla Port, Egypt d/ (26 January 1985)
<u>Berge Bragg</u>	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)	Sig. Bergesen d.y. and Company (Norway)		Khor Fakkan, United Arab Emirates (20 July 1985)
<u>Elmina</u> (Greece)	Marine Industrial Transports Ltd. (Liberia)	Not available	Thenamaris Ships Management Inc. (Greece)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (26 August 1986)
<u>Hawaiian Monarch</u> (Liberia)	East Pacific Carriers Inc. (Liberia)	Groton Pacific Carriers Inc. (United States)	Groton Pacific Carriers (United States)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (25 May 1986)
<u>Jahre Transporter</u> (Liberia)	Beatty Shipping Ltd. (Liberia)	Wallen Shipmanagement Ltd. (Hong Kong)	Wallen Shipmanagement (Hong Kong)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (31 May 1985)
<u>Janniche</u> (Norway)	K/A A/S Norman Tankers (Norway)	Klosters Rederi A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (1 March 1986)



Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
<u>Lauberkorn</u> (Liberia)	Trade Ventures, Inc. (Liberia)	Trade and Transport, Inc. (Greece)	Brokerage and Management Corp. United States	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (no date) Singapore Roads, Singapore (5 October 1985)
<u>Liberator</u> (Greece)	New World Shipping Corp. (Liberia)	Stenakas Shipping Corp. (United Kingdom)	Diamantis Pateras Ltd. (United Kingdom)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (21 April 1985)
<u>Mannattan</u> <u>Viscount</u> (Singapore)	Lago Commerce Ltd. (Liberia)	Sanko Kisen K.K. (Japan)	Fearnley and Eger: N/S (Norway)		Brunei Darussalam (September 1983)
<u>Monemvasia</u> (Greece)	Metropolitan Navigation Corporation (Liberia)	Metropolitan Shipping Ltd. (Greece)	Metropolitan Shipping (Greece)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (4 December 1985) Singapore Roads, Singapore e/ (9 December 1985)
<u>Mospoint</u> (Norway)	K/S A/S Mospoint (Norway)	Mosvold Rederi A/S (Norway)	Mosvold Rederi A/S (Norway)		Ras Shukheir, Egypt (14 January 1986)
<u>Neptune Pegasus</u> (Singapore)	Neptune ETA Lines Pte. Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria Port, Brunei Darussalam (27 July and 27 December 1985)
<u>Neptune Otome</u> (Singapore)	Unknown	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria Port, Brunei Darussalam (26 September 1986) Singapore Roads, Singapore (29 September 1986)
<u>Neptune Subaru</u> (Singapore)	Unknown	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Brunei Darussalam (10 July 1986) Singapore Roads, Singapore (12 July 1986)
<u>Neptune Pavo</u> (Singapore)	Neptune IOTA Lines Pte. Pty. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Marc Rich and Company AG (Switzerland) Shell (Brunei) Marubeni (Japan)	Seria, Brunei Darussalam (8 May 1985 and 2 March 1986)
<u>Patriotic</u> (Greece)	Moonset Shipping Company SA (Panama)	Nereus Shipping SA (Greece)	Nereus Shipping SA (Greece)		Jebel Dhanna, United Arab Emirates (12 April 1987)
<u>Thannasis M.</u> (Malta)	Ocean Voice Shipping Ltd. (Malta)	Unavailable	Themmaris Ship Management (Greece)		Brunei Darussalam (January-February 1983)
<u>Thorsholm</u> (Norway)	Thor Dahls Bvalf A/S-A/D Odd and Ornen (Norway)	Thor Dahl A/S (Norway)	Thor Dahl A/S (Norway)		Juayman, Saudi Arabia (9 February 1987)

(Footnotes on following page)

a/ The correspondence concerning these cases between the Intergovernmental Group and the Governments concerned are contained in the report of the Intergovernmental Group to the General Assembly at its forty-third session (Official Records of the General Assembly, Forty-third Session, Supplement No. 44 (A/43/44)). Other correspondence relating to these cases, sent since the release of the report, is contained in Section B of the present annex.

b/ The Intergovernmental Group took note of the fact that the cases listed here involving Norwegian companies took place before the Norwegian Act of Economic Boycott of South Africa took effect on 20 July 1987. As of this date, Norwegian ships are prohibited to carry oil to or from South Africa and Namibia.

c/ See sect. B, para. 4, of the present annex.

d/ See sect. B, para. 1, of the present annex.

e/ See para. 7 of the present report.

B. Communications between Governments and the Intergovernmental Group concerning cases reported in 1987

1. On 20 September 1988, the Government of Egypt informed the Intergovernmental Group that further investigations indicate no Egyptian crude oil had been on the ship Berge Prince. The Intergovernmental Group received further information indicating that Egyptian oil on the same ship did not end up in South Africa.
2. In a note verbale dated 31 October 1988, the Permanent Representative of the United Arab Emirates to the United Nations referring to the port of Fujairah Anchorage, stated that "it should be known that neither an oil port nor any port for loading and transporting oil exists in Fujairah. Accordingly, no oil, whatsoever, could have been lifted from Fujairah". The Intergovernmental Group has obtained information confirming the non-existence of oil facilities in Fujairah Anchorage. Consequently alleged cases of oil supplies to South Africa involving Fujairah Anchorage as a port of embarkation have been closed and are no longer included in annex I since sufficient evidence has been received to dispel the allegations that the oil shipments in question had probably been delivered to South Africa.
3. In a note verbale dated 31 March 1989, the Permanent Representative of the Islamic Republic of Iran to the United Nations provided documentation concerning the cases involving the ships Berge King and Berge Prince. The note informed the Group that the ships had discharged their cargo at Rotterdam, the Netherlands, on 25 June 1985 and at Singapore on 30 March 1986, respectively. Consequently alleged cases of oil supplies to South Africa involving the ships Berge King and Berge Prince in June 1985 and March 1986 have been closed and are no longer included in annex I; sufficient evidence has been received to dispel the allegations that the oil shipments in question were probably delivered to South Africa.
4. In a note verbale dated 18 May 1989 to the Permanent Mission of the Islamic Republic of Iran to the United Nations, the Chairman stated that information received from the Government of the Principality of Liechtenstein confirmed the delivery of oil to South Africa by the ships Berge Prince and Berge Princess (alleged deliveries in February 1985 and March 1987, respectively). The Chairman requested that the finding be conveyed to the Government of the Islamic Republic of Iran with a view to taking appropriate action.
5. In a note verbale dated 3 September 1989, the Permanent Representative of the Islamic Republic of Iran to the United Nations informed the Intergovernmental Group that:

"... the statement of the Chargé d'affaires a.i., of the Permanent Mission of the Islamic Republic of Iran to the United Nations of 13 April 1989 on the hearings on the oil embargo against the apartheid régime remains the fundamental position of the Government of the Islamic Republic of Iran which has always sponsored the mandatory and comprehensive sanctions and the resolution adopted by the General Assembly on the oil embargo against South Africa."
6. In a note verbale dated 30 July 1989, the Permanent Representative of Norway to the United Nations stated:

"With reference to cases of alleged shipments reported by the Intergovernmental Group in 1987, it may be noted that these activities took place before the Norwegian Act on Economic Boycott against South Africa and Namibia took effect. They are consequently not punishable according to Norwegian law. As the Chairman of the Intergovernmental Group previously has been informed, relevant Norwegian shipowners have been presented with the allegations on shipments of oil by Norwegian tankers to South Africa and Namibia.

"The Chairman of the Intergovernmental Group's note of 18 May 1989 does not present information on shipments by Norwegian tankers after 20 July 1987. Nor has the Norwegian Government received such information from other sources. The Permanent Representative of Norway is therefore pleased to announce that the Norwegian Act prohibiting such activities proves to be efficient. However, if any contraventions should be reported, the claims will be thoroughly investigated and offenders will be prosecuted. If this should occur, the Chairman of the Intergovernmental Group will be kept informed."

7. In a note verbale dated 29 August 1989, the Permanent Representative of Oman to the United Nations, stated that:

"... it has always been the policy of Oman to adhere to various resolutions of the League of Arab Nations and the United Nations in relation to trade with South Africa. Accordingly, in all Oman's contracts for sale of oil, there is a specific clause restricting the destination. However, once the oil leaves the Sultanate, it becomes difficult to establish its final destination because of the complex nature of the world oil trade, the frequency of transactions and the freedom which buyers are able to obtain their requirements from open market."

8. During the period under review, the Intergovernmental Group conducted inquiries and investigations relating to the 33 cases reported in 1987. After receiving information involving several cases, 3 cases were closed and the remaining 30 cases are listed in section A of the present annex.

A. Ships and companies reported in 1988 to have been involved in supplying oil to South Africa a/

<u>Name of ship</u> (flag)	<u>Registration</u> <u>ownership</u>	<u>Beneficial</u> <u>ownership</u>	<u>Managing</u> <u>company</u>	<u>Other companies</u> <u>involved</u>	<u>Port/ports of departure</u> ( <u>date of departure</u> )
<u>Akarita</u> (Liberia)	Dominus Shipping Corporation	Uglands Rederi A/S (Norway) b/	Uglands Rederi A/S (Norway)		Singapore c/ (23 February 1986)
<u>Actor</u> (Liberia)	Actor Maritime Corporation	Mosvold Shipping Company (Norway)	Federal Motorship Corporation (U.S.A.)		Sirri Island, Islamic Republic of Iran c/ (21 July 1985) Fateh Terminal, United Arab Emirates (9 September 1985) Persian Gulf (June 1986)
<u>Berge Chief</u> (Norway)	Bergesen d.y. and Company/Bjornstad CIES (Norway)	Bergesen d.y. A/S (Norway)	Bergesen d.y. A/S (Norway)		Mina al Fahal, Oman d/ (28 June 1986) Fateh Terminal, United Arab Emirates (1 July 1986)
<u>Almare Settima e/</u> (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)		Jeddah, Saudi Arabia f/ (3 December 1985)
<u>Almare Terza e/</u> (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Almare di Navigazione SpA (Italy)	Sumitomo (Japan)	Sullom Voe, United Kingdom (10 March 1986)
<u>Perge Prince</u> (Liberia)	General Ore International Corporation (Liechtenstein) (Norway)	General Ore International Corporation and Bergesen d.y. A/S	Bergesen J.y. A/S (Norway)		Fateh Terminal, United Arab Emirates (28 April 1986) Mina al Fahal, Oman (2 May 1986) Persian Gulf (17 June 1986) Abu al Bukhoosh, United Arab Emirates (date unknown) Fateh Terminal, United Arab Emirates (30 September 1986)
<u>Captain G.P. Livanos</u> (Greece)	Elcapitaine Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece)	Ceres Hellenic Shipping Enterprise (Greece)	Transworld Oil (Netherland) and Bermuda Marc Rich and Company AG (Switzerland)	Jebel Dhanna, United Arab Emirates (19 July 1986) Zurku Island, United Arab Emirates (20 July 1986) Das Island, United Arab Emirates (22 July 1986)
<u>Ethnic</u> (Greece)	Moonlight Shipping Company S.A. (Panama)	C. M. Lemos & Company Ltd. (United Kingdom)	Mereus Shipping S.A. (Greece)		Mina al Fahal, Oman (12 May 1986) Halul Island, Qatar (date unknown) Fateh Terminal, United Arab Emirates (28 June 1986)
<u>Freedomship L.</u> (Greece)	Caroline Nav. Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece and United Kingdom)	Ceres Hellenic Shipping Enterprises (Greece)		Fateh Terminal, United Arab Emirates (12 July 1986)

Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
<u>Friendship L.</u> (Greece)	Elfontana Inc. (Liberia)	G. P. Livanos/Carras Group c/o Unisea (Greece and United Kingdom)	Ceres Bellenic Shipping Enterprises (Greece)		Fateh Terminal, United Arab Emirates (14 September 1986)
<u>Jane Stove [1]</u> (Norway)	K/S Lorentzens Skibs A/S (Norway)	Lorentzens Rederi (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (18 February 1986)
<u>Jzanniche</u> (Norway)	K/S A/S Norman Tankers (Norway)	Periscopos A/S (Norway)	Norman International A/S (Norway)		Fateh Terminal, United Arab Emirates (21 May 1986)
<u>Johns. Stove [1]</u> (Panama)	Pater Panama Ltd. (Panama)	Lorentzens Rederi Company (Norway)	K/S Lorentzens Skibs A/S (Norway)		Fateh Terminal, United Arab Emirates (24 January 1986)
<u>Licorne Oceane</u> (Liberia)	Langcross Carriers Inc. (Liberia)	Compagnie General Maritime et financiere (France)	Seatramp (U.K.) Ltd. (United Kingdom)		Hormuz Terminal, Islamic Republic of Iran (end of January 1987)
<u>Louisiana</u> (Bahamas)	Egalite S.A. (Panama)	Hadjipateras Group c/o Peninsular Mar. (Greece/United Kingdom)	Dorian (Hellas) S.A. (Greece)		Zurku Island, United Arab Emirates (28 October 1986) Fateh Terminal, United Arab Emirates (31 October 1986) Juwayah Terminal, Saudi Arabia (11 February 1987) Jebel Dhanna, United Arab Emirates (13 June 1987) Fateh Terminal, United Arab Emirates (15 June 1987) Zurku Island, United Arab Emirates (27 July 1987) Das Island, United Arab Emirates (31 July 1987) Zurku Island, United Arab Emirates (1 August 1987)
<u>Mirafiore</u> (Liberia)	Keston Shipping Corporation (Liberia)	Marimpex (Federal Republic of Germany)	Fearnley and Eger A/S (Norway)	German Oil GmbH (Federal Republic of Germany)	Sirri Island, Islamic Republic of Iran (23 June 1985) Sirri Island, Islamic Republic of Iran (23 August 1985) Persian Gulf (November 1985)
<u>Rafio</u> (Liberia)	Rafio Shipping Corporation (Liberia)	Marimpex (Federal Republic of Germany) 9/	Fearnley and Eger A/S (Norway)		Fateh Terminal, United Arab Emirates (end of August 1986)
<u>Morning Cloud</u> (Liberia)	Seavixen Maritime Inc. (Liberia)	Reliance Pacific Shipping Ltd.	Reliance Pacific Shipping Ltd. (Hong Kong)		Mina al Fahal, Oman (9 October 1985)
<u>Moscliff</u> (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)	Mosvold Shipping Company A/S (Norway)		Persian Gulf (Late March 1985) Sirri Islnd, Islamic Republic of Iran (9 June 1985)

Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
<u>Neptune Pegasus</u> (Singapore)	Neptune Eta Lines Pte. Ltd. (Singapore)	Neptune Orient Lines Ltd. (Singapore)	Neptune Orient Lines (Singapore)		Seria, Brunei Darussalam (7 November 1986)
<u>Obo Baron</u> (Bahamas)	B. and H. Shipping Associates VII L.P. (United States)	Sigurd Herlofson and Company A/S (Norway)	Sigurd Herlofson and Company A/S (Norway)		Umm Said, Qatar (27 February 1987) Ras Tanura, Saudi Arabia (7 March 1987) Khor Fakkan Anchorage, United Arab Emirates (14 March 1987)
<u>Patriotic</u> (Greece)	Moonset Shipping Company S.A. (Panama)	C. M. Lemos and Company Ltd. (United Kingdom)	Mereus Shipping S.A. (Greece)		Persian Gulf (end of November 1986) Fateh Terminal, United Arab Emirates (31 December 1986) Balul Island, Qatar (early January 1987)
<u>Port Hawkesbury</u> (United Kingdom)	Canadian Pacific (Bermuda) Ltd. (Bermuda)		Canadian Pacific Bulkship Services Ltd. (United Kingdom)		Bullen Bay, Netherlands Antilles (23 January 1985)
<u>Thorsaga</u> (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Juaymah Terminal, Saudi Arabia (9 April 1985)
<u>Thorsbols</u> (Norway)	Thor Dahls Hvalf. A/S and A/S Odd and Ornen (Norway)	A/S Thor Dahl (Norway)	A/S Thor Dahl (Norway)		Mina al Fahal, Oman (early January 1985) Fateh Terminal, United Arab Emirates (7 July 1985) Zurku Island, United Arab Emirates (8 July 1985)
<u>World Symphony</u> (Liberia)	Chiswell Shipping Ltd. (Liberia)	World-wide Shipping Group (Hong Kong)	World-wide Shipping Group (Hong Kong)	Marubeni (Japan) Marc Rich and Company A.G. (Switzerland)	Zurku Island, United Arab Emirates (26 September 1986) Balul Island, Qatar (unknown date) Zurku Island, United Arab Emirates (late February/early March 1987)
<u>World Truth</u> (Liberia)	Liberian Haven Transports Inc. (Liberia)	World-wide Shipping Group (Hong Kong)	World-wide Shipping Group (Hong Kong)		Singapore Roads, Singapore (25 June 1985)
<u>World Renown</u> (Liberia)	Liberian Jaguar Transports Inc. (Liberia)	World-wide Shipping Group (Hong Kong)	World-wide Shipping Group (Hong Kong)	Sigmoil (United Kingdom)	Persian Gulf (11 May 1987)
<u>World Kanadu</u> (Liberia)	Liberian Courage Transports Inc. (Liberia)	World-wide Shipping Group (Hong Kong)	World-wide Shipping Agency, Ltd. (Hong Kong)		Fateh Terminal, United Arab Emirates (24 October 1986) Mina al Fahal, Oman (27 October 1986)

Name of ship (flag)	Registration ownership	Beneficial ownership	Managing company	Other companies involved	Port/ports of departure (date of departure)
<u>Ships involved in the delivery of oil from Africa to Namibia in 1985 and 1986:</u>					
<u>Brimanger</u> (Norway)	A/S Westfal-Larsen and Co. (Norway)		Odfjell-Westfal-Larsen Tankers A/S A/S and Co. (Norway)		Walvis Bay, Namibia (called in 1985)
<u>Cielo di Salerno</u> (Italy)	D'Amico Società Di Navigazione SpA				Walvis Bay, Namibia (called 7 times in 1985)
<u>Luminetta</u> (United Kingdom)	Cunard Steam-ship Company Plc. (United Kingdom)		Cunard Shipping Services Ltd. (United Kingdom)		Walvis Bay, Namibia (called 2 times in 1985 and 12 times in 1986)
<u>Oranjemund</u> (Panama)	South African Company Unicorn Lines (Proprietary) Ltd.				

a/ The correspondence concerning these cases between the Intergovernmental Group and the Governments concerned is contained in the report of the Intergovernmental Group to the General Assembly at its forty-third session (Official Records of the General Assembly - Forty-third Session, Supplement No. 44 (A/43/44)). Other correspondence relating to these cases, sent since the release of the report, is contained in sect. B of the present annex.

b/ The Intergovernmental Group took note of the fact that the cases listed here involving Norwegian companies took place before the Norwegian Act of Economic Boycott of South Africa took effect on 20 July 1987. As at that date, Norwegian ships were prohibited from carrying oil to or from South Africa and Namibia.

c/ See para. 7 of the present report.

d/ See annex I, sect. B, para. 7.

e/ See sect. B, para. 2, of the present annex.

f/ See sect. B, para. 3, of the present annex.

g/ See sect. B, para. 13, of the present annex.



**B. Communications between Governments and the Intergovernmental Group concerning cases reported in 1988**

1. In a note verbale dated 10 October 1988, the Permanent Representative of the Federal Republic of Germany to the United Nations reaffirmed that its registered ships had not been involved in oil shipments to South Africa. However, no specific information on the cases involved was provided.

2. On 17 October 1988, the Permanent Representative of Italy to the United Nations informed the Intergovernmental Group that the management of Societa Almare had arranged for the inclusion in all shipping contracts of a clause excluding landings in South Africa.

3. It may be recalled that the Permanent Mission of Saudi Arabia to the United Nations had previously stated that the ship Almare Settima did not carry crude oil or refined products. However, in a note verbale dated 18 May 1989, the Chairman of the Intergovernmental Group informed the Permanent Mission of Saudi Arabia that the Intergovernmental Group had received information strongly indicating the delivery of oil to Durban, South Africa, by the ship Almare Settima in December 1988 and further requested that the information be conveyed to the Government of Saudi Arabia with a view to taking appropriate action.

4. In addition, the Intergovernmental Group requested the Permanent Mission of Saudi Arabia to provide information, accompanied with relevant documentation, concerning the cases involving the following ships: Thorsholm, Louisiana, Thorsaga, Obo Baron and World Brasilia.

5. In a note verbale dated 18 October 1988, the Permanent Representative of the Bahamas referred to an earlier note, which had been accompanied by responses to the questionnaire as well as a statement of the Bahamian Government's positions with regard to policies and practices in relation to the Government of South Africa.

6. In response to a note verbale from the Intergovernmental Group requesting information on alleged calls at South African ports of the ship Berge Prince, the Office of Foreign Affairs of the Principality of Liechtenstein, on 31 October 1988, informed the Group that ships registered under the flag of Liechtenstein "did in fact call at ports in South Africa". The calls were "according to the authority contained in the bare-boat charter agreement".

7. In two notes verbales dated 9 November 1988, the Permanent Representative of Qatar to the United Nations transmitted documents showing that the ships Rafiq and Berge Enterprise had discharged their cargo at Singapore on 25 June 1986 and 27 April 1987, respectively. Consequently, alleged cases involving the ships Rafiq and Berge Enterprise in June 1986 and April 1987 have been closed and are no longer included in annex II; sufficient evidence has been received to dispel the allegations that the oil shipments in question were probably delivered to South Africa.

8. In a note verbale dated 21 March 1989, the Permanent Representative of Qatar advised the Intergovernmental Group that the established policy of Qatar embodied in Decree No. 140 of 1973 proclaimed the severance of all economic, commercial and cultural ties with South Africa. This Decree was preceded by Decree No. 130 of 1973 banning exportation of Qatari petroleum to South Africa. The note further

stated that Qatar strictly applied all relevant resolutions of the Organization of Arab Petroleum Exporting Countries (OAPEC).

9. In a note verbale dated 29 November 1988, concerning the involvement of Canadian Pacific, Ltd., with the ship Port Hawkesbury, which allegedly delivered oil to South Africa in January 1985, the Permanent Representative of Canada to the United Nations stated that the ship "was registered in the United Kingdom and would have been subject to the laws and policies in effect in that country. The ship has since been sold by a foreign subsidiary of Canadian Pacific Ltd."

10. In a note verbale dated 24 January 1989, the Permanent Representative of the Islamic Republic of Iran transmitted documentation showing that the ships Philippine Obo and Beatrice had delivered their cargo to Rotterdam, the Netherlands, on 23 May 1985 and Genoa, Italy, on 30 May 1986, respectively. Consequently alleged cases of oil supplies to South Africa involving the ships Philippine Obo and Beatrice in May 1985 and May 1986, have been closed and are no longer included in annex II; sufficient evidence has been received to dispel the allegations that the oil shipments in question were probably delivered to South Africa.

11. In a note verbale dated 18 May 1989 to the Permanent Representative of Japan to the United Nations, the Chairman stated that information received by the Centre against Apartheid strongly indicated the involvement of the company Sumitomo of Japan with the case of the ship Almare Terza in its alleged delivery of oil to South Africa in March 1986. The Chairman also requested that that finding be conveyed to the Japanese Government with a view to investigating the matter further and taking appropriate action.

12. In a note verbale dated 30 July 1989, the Permanent Representative of Norway to the United Nations stated:

"The Chairman of the Intergovernmental Group's note of 18 May 1989 does not present information on shipments by Norwegian tankers after 20 July 1987. Nor has the Norwegian Government received such information from other sources. The Permanent Representative of Norway is therefore pleased to announce that the Norwegian Act prohibiting such activities proves to be efficient. However, if any contraventions should be reported, the claims will be thoroughly investigated and offenders will be prosecuted. If this should occur, the Chairman of the Intergovernmental Group will be kept informed."

13. In a note verbale dated 2 August 1989, the Permanent Representative of the Federal Republic of Germany to the United Nations informed the Intergovernmental Group that:

"... the Federal Republic of Germany is not in a position to provide additional information on the case beyond what has already been communicated in his notes No. 317/87 and No. 367/88 of 27 August 1987 and 10 October 1988, respectively.

"Since it was not established that the oil shipments in question originated from the ports in the Federal Republic of Germany or were carried aboard vessels flying its flag the possibilities for the Federal Government to substantiate the allegations levelled against two companies involved were very limited. The Federal Government has done everything possible under these

circumstances to clarify the allegations, with the results described in the previous notes."

14. During the period under review, the Intergovernmental Group conducted inquiries and investigations relating to 66 cases reported in 1988. After receiving information involving several cases, 6 cases were closed and the remaining 60 cases are listed in section A of the present annex.

ANNEX III

Summary of cases of alleged violations reported in 1989

1. On 26 June, 3 July and 28 July 1989, the Intergovernmental Group to Monitor the Supply and Shipping of Oil and Petroleum Products to South Africa communicated to the permanent missions and observer missions concerned information it had received regarding 57 cases of alleged violations of the oil embargo against South Africa.
2. The majority of the cases reported during the reporting period involved ships whose beneficial owner was the World-Wide Shipping Group of Hong Kong and whose managing company was the World-Wide Agency Ltd. of Hong Kong.
3. The ships World Champion, World Victory and Orpheum were registered under the Panamanian flag. The countries of registration of Grand, Capital, Stax Cherry, Synetos, World Prodigy and Dagli are indicated below. The rest of the ships were registered under the Liberian flag.
4. The ship Eastern Promise (case No. 89-001) arrived at Fujairah Anchorage, a/ United Arab Emirates, on 3 November 1987 and departed from there on 13 November 1987. It allegedly delivered oil to one or more South African ports between November and December 1987 before the ship returned to Fujairah Anchorage on 15 December 1987.
5. The same ship (case No. 89-002) arrived at Zurku Island, United Arab Emirates, on 12 December 1988 and departed from there on 14 December 1988. The ship allegedly delivered oil to one or more South African ports between December 1988 and January 1989.
6. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, the United Arab Emirates and the United Kingdom of Great Britain and Northern Ireland regarding the ship Eastern Promise.
7. The ship Eastern Strength (case No. 89-003), whose registered owner is the Camberwood Company Ltd. of Liberia, arrived at Zurku Island, United Arab Emirates, on 15 August 1988 and departed from there on 17 August 1988. It allegedly delivered oil to one or more South African ports between August and September 1988. The ship arrived at Fateh Terminal, United Arab Emirates, on 25 September 1988. The oil cargo was owned by Comet of the United Kingdom.
8. The same ship (case no. 89-004) departed from Fateh Terminal, and arrived at Zurku Island, United Arab Emirates, on the same day. It departed from there on 28 September 1988. The ship allegedly delivered oil to one or more South African ports in October 1988 before arriving at Juaymah Terminal, Saudi Arabia, on 27 November 1988.
9. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, the United Arab Emirates and the United Kingdom regarding the ship Eastern Strength.
10. The ship World Ambassador (case No. 89-005), whose registered owner is Liberian Wisteria Transports, Inc. of Liberia, arrived at Suez, Egypt, on

21 February 1988 and departed from there on 22 February 1988. It arrived at Jeddah, Saudi Arabia, on 25 February 1988 and departed from there on 26 February 1988. The ship allegedly delivered oil to one or more South African ports in March 1988 before arriving at Jebel Dhanna, United Arab Emirates on 3 April 1988.

11. On 3 July 1989, the Chairman sent notes verbales to the Permanent Missions to the United Nations of Egypt, Liberia, Saudi Arabia, and the United Kingdom regarding the ship World Ambassador.

12. The ship World Bermuda (case No. 89-006), whose registered owner is Liberian Ulysses Transports, of Liberia, departed from Pulau Bukom, Singapore, on 28 August 1987 and arrived in the Islamic Republic of Iran (date unknown). The ship allegedly delivered oil to one or more South African ports between September and October 1987 and arrived at Ras Tanura, Saudi Arabia, on 1 November 1987.

13. The same ship (case No. 89-007) departed from Ras Tanura on 2 November 1987 for an undisclosed destination. It allegedly delivered oil to one or more South African ports in November 1987 before arriving at Fujairah Anchorage, United Arab Emirates, on 13 December 1987.

14. The same ship (case No. 89-008) departed from Fujairah Anchorage, on the same day. It allegedly delivered oil to one or more South African ports between December 1987 and January 1988 and arrived in Bahrain on 15 January 1988. The owner of the oil cargo was Rich/Tiger Petroleum of Switzerland and the United Kingdom.

15. The same ship (case No. 89-009) arrived at Fujairah Anchorage, United Arab Emirates, on 16 April 1988 and departed from there on the same day under a voyage charter to an unknown destination. It allegedly delivered oil to one or more South African ports between April and May 1988 and arrived at Hormuz Terminal, the Islamic Republic of Iran, in mid-May 1988.

16. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of the Islamic Republic of Iran, Liberia, Singapore, the United Arab Emirates and the United Kingdom, as well as to the Observer Mission of Switzerland to the United Nations, regarding the ship World Bermuda.

17. The ship World Brasilia (case No. 89-010), whose registered owner is Liberian Bison Transport, Inc. of Liberia, departed from Fateh Terminal, United Arab Emirates, on 18 October 1986 and was reported to have made a stop at Halul Island, Qatar (date unknown). The ship allegedly delivered oil to one or more South African ports in November 1986 before arriving at Fujairah Anchorage, United Arab Emirates, on 9 December 1986.

18. The same ship (case No. 89-011) departed from Juaymah Terminal, Saudi Arabia, on 30 December 1986. It allegedly delivered oil to one or more South African ports in January 1987 and arrived at Fujairah Anchorage, United Arab Emirates, on 1 February 1987.

19. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, Qatar, Saudi Arabia, United Arab Emirates and the United Kingdom regarding the ship World Brasilia.

20. The ship World Champion (case No. 89-012), arrived at Juaymah Terminal, Saudi Arabia, on 20 March 1988 and departed from there on 21 March 1988. It arrived at Ras Tanura, Saudi Arabia, on 23 March 1988 and departed from there on 24 March 1988 for an undisclosed destination. Its next reported call was at Okinawa, Japan, on 26 October 1988. During the intervening six-month period which is unaccounted for, there was a reported call at Kharg Island, Islamic Republic of Iran, on an unknown date. The period unaccounted for allows for up to five secret oil deliveries to South Africa.

21. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of the Islamic Republic of Iran, Panama, Saudi Arabia and the United Kingdom regarding the ship World Champion.

22. The ship World Eminence (case No. 89-013), whose registered owner is Liberian Titan Transports, Inc. of Liberia, arrived at Fos, France, on 19 February 1986 and departed from there on 26 February 1986 with a cargo of crude oil. After a brief stop at Gibraltar, it sailed via the Cape of Good Hope to the Persian Gulf to collect a new cargo of crude oil. The oil cargo taken on board at Fos must have been discharged between Gibraltar and its arrival at Sirri Island, Islamic Republic of Iran, on 18 April 1986. The ship allegedly delivered oil to one or more South African ports in March 1986.

23. The same ship (case No. 89-014) arrived in the Persian Gulf on about 20 July 1987 and departed from there in the same month. Its reported movement was a voyage charter for an unknown company from the Persian Gulf in a westerly direction on 21 August 1987. There was also a reported voyage charter to a company on 24 September 1987 departing from the Persian Gulf for Japan. It is alleged that two or three oil deliveries were made to one or more South African ports between August and October 1987. The ship arrived at Jebel Dhanna, United Arab Emirates, on 26 November 1987.

24. The same ship (case No. 89-015) departed from Jebel Dhanna, United Arab Emirates, on 27 November 1987. It made stops at Das Island and Fujairah Anchorage, United Arab Emirates, and it departed from Fujairah Anchorage on 1 December 1987. The ship allegedly delivered oil to one or more South African ports in December 1987 before returning to Fujairah Anchorage on 3 January 1988.

25. The same ship (case No. 89-016) arrived at Mina al Fahal, Oman, on 30 March 1988 and departed from there on 2 April 1988. It allegedly delivered oil to one or more South African ports in April 1988. The ship arrived in the Persian Gulf in early May 1988.

26. The same ship (case No. 89-017) allegedly made another oil delivery to one or more South African ports between May and June 1988. There was a gap in the ship's record for some five weeks after an alleged delivery of oil to South Africa in April 1988 and the arrival of the ship at Juaymah Terminal, Saudi Arabia, on 16 June 1988.

27. The same ship (case No. 89-018) departed from Omsan, Republic of Korea, on 22 October 1988. It allegedly delivered oil to one or more South African ports between November to December 1988. The ship arrived at Fateh Terminal, United Arab Emirates, on 3 January 1989.

28. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of France, Liberia, Oman, the United Arab Emirates and the

United Kingdom, as well as to the Observer Mission of the Republic of Korea to the United Nations regarding the ship World Eminence.

29. The ship World Hitachi Zosen (case No. 89-019), whose registered owner is Solstice Company Ltd. of Liberia, departed from Ras Gharib, Egypt, and arrived at Zeit Bay Terminal, Egypt, on 19 June 1988. It allegedly delivered oil to one or more South African ports in July 1988 and arrived at Fujairah Anchorage, United Arab Emirates, on 25 July 1988.

30. The same ship (case No. 89-020) departed from Fujairah Anchorage, on 25 July 1988 and arrived at Umm Said, United Arab Emirates, on unknown date. It departed from Umm Said on 30 July 1988. It allegedly delivered oil to one or more South African ports in August 1988 before arriving at Fujairah Anchorage on 16 September 1988.

31. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Egypt, Liberia, the United Arab Emirates and the United Kingdom regarding the ship World Hitachi Zosen.

32. The ship World Nisseki (case No. 89-021) departed empty from Europoort, the Netherlands, on 19 January 1987, with a destination of Gibraltar. After passing Brixham, United Kingdom, it disappeared for 65 days. It allegedly made a call at an oil-exporting port in West Africa or the Caribbean, and may have made a subsequent oil delivery at one or more South African ports before it reappeared at Fujairah Anchorage, United Arab Emirates, on 26 March 1987.

33. The same ship (case No. 89-022) arrived at Jebel Dhanna, United Arab Emirates, on 30 March 1987 and departed from there on 3 April 1987. It arrived at Fateh Terminal, United Arab Emirates, on 4 April 1987 and departed from there on 5 April 1987. It allegedly delivered oil to one or more South African ports between April and May 1987 and it arrived at Fujairah Anchorage, United Arab Emirates, on 30 May 1987.

34. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, the United Arab Emirates and the United Kingdom regarding the ship World Nisseki.

35. The ship World Progress (case No. 89-023), whose registered owner is Liberian Begonia Transports Inc. of Liberia, departed from Fateh Terminal, United Arab Emirates, on 21 November 1986. It allegedly delivered oil to one or more South African ports in December 1986 and arrived at Jebel Dhanna, United Arab Emirates, on 20 December 1986.

36. The same ship (case No. 89-024) departed from Jebel Dhanna, on 22 December 1986. It arrived at Fateh Terminal, United Arab Emirates, on 23 December 1986 and departed from there on 24 December 1986. It arrived at Fujairah Anchorage, United Arab Emirates, on 25 December 1986, and departed from there on 26 December 1986. The ship allegedly delivered oil to one or more South African ports in January 1987 and arrived at Hormuz Terminal, Islamic Republic of Iran, on 28 January 1987.

37. The same ship (case No. 89-025) arrived at Jebel Dhanna, United Arab Emirates, on 17 June 1987 and departed from there on 19 June 1987. It arrived at Das Island, United Arab Emirates, on 19 June 1987 and departed from there on 20 June 1987. It

allegedly delivered oil to one or more South African ports in July 1987 before arriving at Khor Fakkan, United Arab Emirates, on an unknown date. The ship arrived at Fateh Terminal, United Arab Emirates, on 31 July 1987.

38. The same ship (case No. 89-026) departed from Fateh Terminal on 1 August 1987. It then disappeared for 103 days and reappeared at Jebel Dhanna, United Arab Emirates, on 12 November 1987. Within that period, the ship was reported to have made a call in the Islamic Republic of Iran on an unknown date. On 1 August 1987, the ship was under voyage charter to the French oil company Total. This voyage charter was reported on 23 July 1987. The ship was in "direct continuation" with a cargo from the United Arab Emirates to the United Kingdom/Continent/Mediterranean. No calls at any of these destinations were reported.

39. The same ship (case No. 89-027) arrived at Jebel Dhanna, United Arab Emirates, on 12 November 1987 and departed from there on 14 November 1987. It arrived at Fateh Terminal, United Arab Emirates, on 15 November 1987 and departed from there 17 November 1987. The ship allegedly delivered oil to one or more South African ports between November and December 1987. The ship was recorded to be off Jebel Ali, United Arab Emirates, on 23 December 1987.

40. The same ship (case No. 89-028) departed from Ras Shukheir, Egypt, on 26 May 1988, and arrived at Zeit Bay Terminal, Egypt, on 27 May 1988. It departed from there on 29 May 1988 and arrived at Jeddah, Saudi Arabia, on 31 May 1988. The ship departed from there on 1 June 1988. It allegedly delivered oil to one or more South African ports in June 1988 before returning to Ras Shukheir, Egypt, on 19 July 1988.

41. The same ship (case No. 89-029) departed from Ras Shukheir, on 21 July 1988. It arrived at Zeit Bay Terminal, Egypt, on the same day and departed from there on 23 July 1988. It allegedly delivered oil to one or more South African ports in August 1988 and proceeded to an unknown destination in late August 1988.

42. The same ship (case No. 89-030) sailed from the Red Sea on 23 July 1988, possibly to discharge oil in South Africa in August 1988 (see para. 41). It allegedly collected another oil cargo for delivery to South Africa in September 1988. It was reported to have arrived in Singapore in November 1988 from an unknown port.

43. The same ship (case No. 89-031) arrived at Jebel Dhanna, United Arab Emirates, on 19 November 1988 and departed from there on 20 November 1988. It arrived at Fateh Terminal, United Arab Emirates, on 21 November 1988 and departed from there on 22 November 1988 with a purported destination of Singapore. No call there has been reported and it is alleged that the ship delivered oil to one or more South African ports in December 1988. It arrived at Hamriyah Terminal, United Arab Emirates, on 19 December 1988.

44. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Egypt, France, the Islamic Republic of Iran, Liberia, the United Arab Emirates and the United Kingdom regarding the ship World Progress.

45. The ship World Renown (case No. 89-032), whose registered owner is Liberian Jaguar Transport Inc. of Liberia, sailed under voyage charter for an unknown company from Juaymah Terminal, Saudi Arabia, on 16 March 1987. The ship allegedly



delivered oil to one or more South African ports in April 1987 before it arrived in the Persian Gulf on 7 May 1987.

46. The same ship (case No. 89-033) departed from the Persian Gulf in mid-May 1987 under a reported voyage charter. It allegedly delivered oil to one or more South African ports between May and June 1987, and arrived at Juaymah Terminal, Saudi Arabia, on 10 July 1987.

47. The same ship (case No. 89-034) arrived at Fateh Terminal, United Arab Emirates, on 17 January 1988 and departed from there on 19 January 1988. It arrived at Mina al Fahal, Oman, on 24 January 1988 and departed from there on 27 January 1988 with Singapore as its destination. No call there has been reported and it is alleged that the ship delivered oil to one or more South African ports between February and March 1988. It arrived at Mogadiscio, Somalia, on 4 April 1988.

48. The same ship (case No. 89-035) arrived at Ras Shukheir, Egypt, on 24 April 1988 and departed from there on 30 April 1988. It arrived at Zeit Bay Terminal, Egypt, on the same day and departed from there on 4 May 1988. It arrived at Ras Gharib, Egypt, on 4 May 1988 and departed from there on 5 May 1988 with a cargo of crude oil with a purported destination of Japan. No call there has been reported and it is alleged that the ship delivered oil to one or more South African ports in May 1988. It arrived at Hormuz Terminal, Islamic Republic of Iran, in mid-June 1988.

49. On 3 July 1988 the Chairman sent notes verbales to the permanent missions to the United Nations of Egypt, Oman, Liberia, Saudi Arabia, United Arab Emirates and the United Kingdom regarding the ship World Renown.

50. The ship World Summit (case No. 89-036), whose registered owner is Liberian Serenity Transports, Inc. of Liberia, departed from Bilbao, Spain, on 25 March 1987 with no fixed destination. Later, the ballast ship was reported to be heading for Cape Town, South Africa. It disappeared for 89 days and reappeared at Hormuz Terminal, Islamic Republic of Iran, sometime before 22 June 1987. It allegedly made a call to an oil-exporting port in West Africa or the Caribbean, and subsequently delivered oil to one or more South African ports.

51. The same ship (case No. 89-037) passed the Suez Canal on 2 September 1987. It arrived and departed from the Persian Gulf in mid-September 1987. It allegedly delivered oil to one or more South African ports in October 1987. The ship arrived and departed from the Islamic Republic of Iran (date unknown) and proceeded to Ulsan, Republic of Korea, arriving there on 28 December 1987.

52. The same ship (case No. 89-038) arrived and departed from Larak Island, Islamic Republic of Iran, at the end of September 1988. It allegedly delivered oil to one or more South African ports in October 1988 before arriving in the Persian Gulf at the end of October 1988.

53. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of the Islamic Republic of Iran, Liberia, Spain and the United Kingdom regarding the ship World Summit.

54. The ship World Symphony (case No. 89-039), whose registered owner is Chiswell Shipping Ltd. of Liberia, departed from Zurku Island, United Arab Emirates, on

26 September 1986. The ship made a stop at Fateh Terminal, United Arab Emirates, on 29 September 1986 and departed from there on 1 October 1986. It arrived at Halul Island, Qatar, and after leaving Qatar it allegedly delivered oil to one or more South African ports between October and November 1986. It later arrived at Hormuz Terminal, Islamic Republic of Iran (date unknown). It was reported that the oil company Marubeni (Japan) has resold the oil to Marc Rich and Company., A.G. (Switzerland), which delivered the oil to South Africa.

55. The same ship (case No. 89-040) departed from Zurku Island, United Arab Emirates, on 21 February 1987. It left the Persian Gulf under a voyage charter for Marc Rich and Company (Switzerland). It allegedly delivered oil to one or more South African ports in March 1987 and arrived at Mina Saud, Kuwait, on 12 May 1987.

56. The same ship (case No. 89-041) also allegedly delivered oil to one or more South African ports in April 1987 before its arrival at Mina Saud, on 12 May 1987 (see para. 55 above).

57. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of the Islamic Republic of Iran, Japan, Liberia, Qatar, the United Arab Emirates and the United Kingdom as well as the Observer Mission of Switzerland to the United Nations regarding the ship World Symphony.

58. The ship World Truth (case No. 89-042), whose registered owner is Liberian Haven Transports, Inc. of Liberia, arrived at Fateh Terminal, United Arab Emirates, on 6 July 1987 and departed from there on 7 July 1987. It allegedly delivered oil to one or more South African ports in July 1987 and arrived at Fujairah Anchorage, United Arab Emirates, on 8 August 1987.

59. The same ship (case No. 89-043) departed from Singapore Roads, Singapore, on 19 September 1987, with a reported destination of Fujairah Anchorage, United Arab Emirates. It allegedly delivered oil to one or more South African ports between September and October 1987 and arrived at Juaymah Terminal, Saudi Arabia, on 30 October 1987.

60. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, Singapore, the United Arab Emirates and the United Kingdom regarding the ship World Truth.

61. The ship World Victory (case No. 89-044), whose registered owner is Brightness Company S.A. of Panama, departed from Hovic, United States Virgin Islands, on 26 March 1987 and disappeared for 101 days. It reappeared at Ras al Khafji, Saudi Arabia, on 5 July 1987 and declined to state its previous port of call. It is alleged that the ship made a call at an oil-exporting port in West Africa or the Caribbean, and made a subsequent oil delivery to South Africa.

62. The same ship (case No. 89-045) departed from the Islamic Republic of Iran in August 1987 and allegedly delivered oil to one or more South African ports in September 1987. It arrived at Halul Island, Qatar, in mid-October 1987.

63. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of the Islamic Republic of Iran, Panama, the United Kingdom and the United States of America regarding the ship World Victory.

64. The ship World Xanadu (case No. 89-046), whose registered owner is Liberian Begonia Transports Inc. of Liberia, departed from Fateh Terminal, United Arab Emirates, on 24 October 1986. It arrived at Mina al Fahal, Oman, on 26 October 1986 and departed the next day. The ship allegedly delivered oil to one or more South African ports in November 1986 and arrived in the Persian Gulf on 8 December 1986.
65. The same ship (case No. 89-047) departed from Jebel Dhanna, United Arab Emirates, on 7 December 1987. It arrived at Fateh Terminal, United Arab Emirates, on 10 December 1987 and departed from there on 12 December 1987. The ship allegedly delivered oil to one or more South African ports between December 1987 and January 1988 before arriving at Juaymah Terminal, Saudi Arabia, on 29 January 1988. The oil cargo belonged to Rich/Tiger Petroleum of Switzerland and the United Kingdom.
66. The same ship (case No. 89-048) departed from Zurku Island, United Arab Emirates, on 24 October 1988. It arrived at Das Island, United Arab Emirates, on the same day and departed on 26 October 1988. The ship allegedly delivered oil to one or more South African ports between November and December 1988 and arrived at Ras Tanura, Saudi Arabia, on 31 December 1988.
67. On 3 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, Oman, the United Arab Emirates and the United Kingdom as well as to the Observer Mission of Switzerland to the United Nations regarding the ship World Xanadu.
68. The same ship (case No. 89-530), which is currently owned by Liberian Courage Transports, Inc., arrived at Ras Tanura, Saudi Arabia, on 31 December 1988 and departed from there on 6 January 1989. It may have delivered oil to one or more South African ports between January and May 1989. It arrived at Jebel Dhanna, United Arab Emirates, on 24 May 1989.
69. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia, Saudi Arabia, and the United Kingdom regarding the ship World Xanadu.
70. The ship Orpheum (case No. 89-523), which is currently registered under the flag of Panama and whose registered owner is Hill Operating Corporation, arrived at Angra dos Reis, Brazil, on 26 January 1989 and departed from there on 2 February 1989. It may have delivered oil to one or more South African ports between February and March 1989. It arrived at Juaymah Terminal, Saudi Arabia, on 9 April 1989.
71. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Brazil and Panama regarding the ship Orpheum.
72. The ship Grand (case No. 89-524), which is currently registered under the flag of the United States and whose registered owner is TT Grand, arrived at the Louisiana Offshore Oil Port Terminal, United States, on 27 January 1989 and departed from there on an unknown date. It may have delivered oil to one or more South African ports between February and March 1989 before arriving at Fujairah Anchorage, United Arab Emirates, on 7 April 1989.
73. On 28 July 1989, the Chairman sent a note verbale to the United States Mission to the United Nations regarding the ship Grand.

74. The ship Capitol (case No. 89-525), currently registered under the flag of the Bahamas and owned by TT Capitol, arrived at Juaymah Terminal, Saudi Arabia, on 26 December 1988 and departed from there on 29 December 1988. It may have delivered oil to one or more South African ports between January and March 1989. It arrived at Fujairah Anchorage, United Arab Emirates, on 9 April 1989.
75. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of the Bahamas and Saudi Arabia regarding the ship Capitol.
76. The ship Star Cherry (case No. 89-526), currently registered under the flag of Singapore and owned by Palm Star Lines, arrived at Seria, Brunei Darussalam, on 1 October 1988 and departed from there on 2 October 1989. It may have delivered oil to one or more South African ports before arriving at Ras Tanura, Saudi Arabia, on 28 October 1988.
77. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Brunei Darussalam and Singapore regarding the ship Star Cherry.
78. The ship Synetos (case No. 89-527), currently registered under the flag of Greece and owned by Synetos Shipping, arrived at Singapore on 20 December 1988 and departed from there on 22 December 1988. It may have delivered oil to one or more South African ports before arriving at Texas City, Texas, United States, on 13 February 1989.
79. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Greece and Singapore regarding the ship Synetos.
80. The ship Neverita (case No. 89-528), currently owned by Solena Shipping, arrived at Ras Tanura, Saudi Arabia, on an unknown date and departed from there on 9 January 1989. It may have delivered oil to one or more South African ports before arriving at Seria, Brunei Darussalam, on 30 January 1989.
81. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Liberia and Saudi Arabia regarding the ship Neverita.
82. The ship World Prodigy (case No. 89-529), currently registered under the flag of Greece and owned by Ballard Shipping, departed from Wellington, New Zealand, on 18 June 1988. It arrived and departed from Umm Said, Qatar, on unknown dates. The ship may have delivered oil to one or more South African ports before arriving at Apapa/Lagos, Nigeria, on 13 August 1988.
83. On 28 July 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Greece, New Zealand, and Qatar regarding the ship World Prodigy.
84. The ship Dagli (case No. 89-531) is currently registered under the flag of Norway. It is owned by Jaspidea Shipping and managed by JPP Shipping. The ship departed from Odessa, Union of Soviet Socialist Republics, on an unknown date and arrived at Istanbul, Turkey, on 23 September 1988. The ship passed out from the Black Sea and passed Gibraltar on 29 September 1988. It allegedly delivered oil to one or more South African ports in October 1988 before arriving at Mina al Fahal, Oman, on 6 November 1988.

85. On 26 June 1989, the Chairman sent notes verbales to the permanent missions to the United Nations of Norway and the Union of Soviet Socialist Republics regarding the ship Dagli.

86. In a note verbale dated 9 August 1989, the Permanent Representative of Norway to the United Nations, referring to the case involving the ship Dagli, stated:

"According to information presently available the ship delivered petroleum products and no crude oil. Only the transport of crude oil is prohibited by Norwegian law.

"The investigation referred to in the Chairman's note, currently being conducted by relevant Norwegian authorities, pertains to the alleged illegal covering of the ship's name with tarpaulin.

"The captain's action was supposedly in compliance with a request by the port authorities of Cape Town.

"The investigation of the case is expected to be finalized by the middle of this month."

87. In a note verbale dated 10 August 1989, the Permanent Representative of the Union of Soviet Socialist Republics to the United Nations, referring to the case involving the ship Dagli, stated:

"Checks by the competent Soviet organizations have established that the tanker Dagli, sailing under the Norwegian flag, put in at Odessa on 21 September 1988; the heavy fuel oil it took on had been sold by Soyuznefteexport to a Greek company, Greek Petroleum G. Mamidakis, and the bill of lading indicated that the cargo was to be offloaded in Italian ports.

"Following receipt of the inquiry from the Chairman of the Intergovernmental Group dated 26 June 1989, the competent Soviet organizations contacted Greek Petroleum G. Mamidakis, which informed them that it had resold the cargo to Manpétrole (Switzerland). That firm had in turn sold it to Falcrest Commodities (United Kingdom). The cargo was then bought by Baltic Chartering (Switzerland).

"The Greek firm was unable to obtain documentary proof of the port of delivery from its client, Manpétrole, because Manpétrole ceased operations in early 1989.

"The Permanent Mission would like to take this opportunity to emphasize once again that all Soyuznefteexport contracts with foreigners contain a rider prohibiting the supply of Soviet petroleum products to South Africa."

#### Notes

a/ There is no oil-loading facility at Fujairah Anchorage.

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