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Civil Liability For Marine Oil

The international regime on civil liability for marine oil pollution rests on the International Convention on Civil Liability for Oil

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Pollution Damage (CLC) and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (Fund Convention).

Civil Liability for Marine Oil Pollution Damage: A ...

The cases of insufficient and unsatisfactory compensation for pollution damage caused by ship's oil are increasing. Therefore, this paper focused on the analysis of the status and the weakness of Vietnam legal system on civil liability for oil pollution damage caused by ships.

Civil liability for oil pollution damage caused by ships ...

The International Convention on Civil Liability for Oil Pollution Damage, 1969, renewed in 1992 and often referred to as the CLC Convention, is an international maritime treaty administered by the International Maritime Organization that was adopted to ensure that adequate compensation would be available where oil

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pollution damage was caused by maritime casualties involving oil tankers (i.e. ships that carry oil as cargo).

International Convention on Civil Liability for Oil ...

The Civil Liability Convention was adopted to ensure that adequate compensation is available to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships. The Convention places the liability for such damage on the owner of the ship from which the polluting oil escaped or was discharged.

International Convention on Civil Liability for Oil ...

The international regime on civil liability for marine oil pollution rests on the International Convention on Civil Liability for Oil Pollution Damage (CLC) and the International Convention on the...

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Civil Liability for Marine Oil Pollution Damage: A ...

The civil liability regime for marine oil pollution was the first international liability regime to broaden compensation obligations beyond personal injury and property damage provisions to environmental impairment, and has served as a model for liability rule development for the carriage of dangerous goods, the maritime carriage of hazardous and noxious substances, and revisions to civil liability provisions for nuclear damage [1, pp. 64-65]. Moreover, the method of compensation ...

Civil liability for oil pollution damage: examining the ...

The International Maritime Organization's (IMO) International Convention on Civil Liability for Oil Pollution Damage, 1969 (1969 CLC) was created to ensure that adequate compensation is available to cover oil pollution damage resulting from maritime casualties involving oil-carrying ships. The Convention places the

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liability for such damage on the owner of the ship from which the polluting oil escaped or was discharged.

Convention on Civil Liability for Oil Pollution Damage

pollution occurs, the law of civil liability for oil pollution damage caused by ships should clearly define the function, duty, and right of an institution and relevant individual when oil pollution occurs. Moreover, Vietnam needs to have clear provisions of costs of oil pollution damage caused by ships.

Civil liability for oil pollution damage caused by ships ...

The 1992 Civil Liability Convention governs the liability of shipowners for oil pollution damage by laying down the principle of strict liability for shipowners and creating a system of compulsory liability insurance. The shipowner is normally entitled to limit his liability to an amount which is linked to the tonnage of his ship.

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Liability and compensation for oil pollution damage

In 1969, a conference convened by IMO adopted a convention dealing with the civil liability of the ship or cargo owner for damage suffered as a result of a pollution casualty. The purpose of the International Convention on Civil Liability for Oil Pollution Damage was to ensure that adequate compensation was paid to victims and the liability was placed on the shipowner.

Liability and compensation

MARINE DEPARTMENT APPLICATION FOR CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF CIVIL LIABILITY FOR BUNKER OIL POLLUTION DAMAGE In accordance with Article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

APPLICATION FOR CERTIFICATE OF ... - Marine

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This is the foundation of the “polluter pays principle” where in pollution cases ships involved in the pollution incident are liable jointly and individually for the occurrence and there is no need to establish fault nor negligence as in The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 following the principles of the The International Convention on Civil Liability for Oil Pollution Damage (CLC).

Liabilities in Maritime Law: A case and comparative ...

27 Under the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (the Bunkers Convention), shipowners are strictly liable for damage arising from ships' bunker fuel...

LIABILITY & COMPENSATION FOR POLLUTION DAMAGE

International Convention on Civil Liability for Bunker Oil Pollution

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Damage, 2001, deals with oil pollution from the bunkers of all ships other than tankers. Bunker fuel is considered to be any fuel used in the propulsion and operation of the ship and is carried on all motorized vessels.

Convention on Civil Liability for Bunker Oil Pollution Damage

It provides for a strict liability of the owner of a seagoing vessel for pollution damage caused by any bunker oil on board or originating from the ship in the territory, the territorial sea and the exclusive economic zone or an equivalent zone of any State Party to the Convention, as well as measures taken to prevent or minimise such damage.

Topics & Instruments of Liability & Compensation - Bunker ...

The Marine Liability Act gives force of law to the following

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international conventions: International Convention on Civil Liability for Oil Pollution Damage 1992 (Civil Liability Convention or CLC) Establishes the polluter pays principle and sets limits of liability for tankers carrying oil as cargo.

Who Pays for an Oil Spill in Canada | Clear Seas

The International Convention on Civil Liability for Oil Pollution Damage, 1992 (1992 CLC) was adopted by the International Maritime Organization to make shipowners strictly liable for oil pollution damage from the ship and thus ensuring that compensation is available. The 1992 CLC covers ships carrying persistent oil as cargo (i.e. tankers).

Civil liability for oil pollution damage: 1992 CLC - Canada.ca

Civil law: CLC (civil liability for oil pollution damage) Agreement type: Multilateral: UNTS Volume Number: 973 (p.3) Publication

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UNTC - United Nations

The Conventions as amended are to be known as the International Convention on Civil Liability for Oil Pollution Damage, 1992, and the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992.

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