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Civil Liability For Marine Oil Pollution Damage

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 Establishment of an International Fund for Compensation for Oil Pollution Damage (Fund Convention).

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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

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Marine Oil
Pollution Damage
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

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that was adopted to ensure that adequate compensation would be available where oil 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

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Marine Oil Pollution Damage
A Comparative Study Of The
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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 ...**

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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 Compensation

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

The civil liability regime for marine oil pollution was the first

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Marine Oil
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

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Marine Oil
revisions to civil liability provisions for nuclear damage [1, pp. 64-65]. Moreover, the method of compensation ...

International Us 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

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

Convention on Civil

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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.

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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

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Marine Oil
Pollution Damage
liability to an amount
which is linked to the
tonnage of his ship.

Liability and compensation for oil pollution damage

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Study Of The
International Us
And Chinese
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

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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

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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 Department

This is the foundation of the "polluter pays principle" where in pollution cases ships

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Marine Oil Pollution Damage 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).

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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..

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LIABILITY & COMPENSATION FOR POLLUTION DAMAGE

International
Convention on Civil
Liability for Bunker Oil
Pollution 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

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motorized vessels.

Pollution Damage

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

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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 international conventions:

International
Convention on Civil

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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

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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**

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Civil law: CLC (civil liability for oil pollution damage) Agreement type: Multilateral: UNTS Volume Number: 973 (p.3) Publication format: Full: Certificate Of Registration: Text document(s) volume-973-I-14097-English.pdf volume-973-I-14097-French.pdf volume-973-I-14097-Other.pdf: Volume In PDF: v973.pdf: Map(s)

UNTC - United

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Read Online Civil Liability For Marine Oil **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.

Comparative
Aspects

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