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Civil Liability For Marine 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

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

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

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

Supranational And **Civil Liability for Marine Oil Pollution Damage: A ...**

The International Convention on Civil

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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 pollution damage was caused by maritime casualties

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involving oil tankers (i.e. ships that carry oil as cargo).

International Convention on Civil Liability for Oil...

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Pollution Damage A ...

cargo). International Convention on Civil Liability for Oil ... Civil Liability for Marine Oil Pollution Damage in the BRICS Countries. Until the 20th century, most countries around the world focused on developing the benefits of maritime transport and paid little attention to oil pollution from ships.

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**Civil Liability For Marine Oil
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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

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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

...

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

From: Transport Canada 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

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from maritime casualties involving oil-carrying ships. The Convention places the liability for such damage on the owner of the ship ...

Convention on Civil Liability for Oil Pollution Damage

The International Maritime
Organization's (IMO) International

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Convention on Civil Liability for Oil Pollution Damage, 1969 (1969 CLC), which was replaced by its 1992 Protocol and the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention) were created to ensure that adequate compensation is available to cover ship-source oil pollution damage resulting from

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maritime casualties.

Civil Liability Insurance for Ships

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

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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 ...

1976 12 bunker spills convention 2001 2
un convention on the law of the civil
liability for marine oil pollution damage a

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comparative and economic study of the
... 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

Liability For Oil Pollution And Collisions Maritime Law ...

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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**

It recommends that persons taking reasonable measures to prevent or minimize the effects of oil pollution be exempt from liability unless the liability in question resulted from their personal act or omission, committed with the

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intent to cause damage, or recklessly and with knowledge that such damage would probably result.

International Convention on Civil Liability for Bunker Oil ...

This is the foundation of the “polluter pays principle” where in pollution cases ships involved in the pollution incident

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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 ...

Civil Liability for Bunker Oil Pollution Damage (BCC) □ Applicable to any ship having a gross tonnage greater than 1,000 that enters or leaves the port of Singapore. □ Oil Tankers that are defined in the Convention on Civil Liability for Oil Pollution Damage 1992 (CLC 92)

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**Civil Liability for Bunker Oil
Pollution Damage (BCC)**

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

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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 Liability Convention Civil Liability Convention means the International Convention on Civil Liability for Oil

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Pollution Damage, 1992, concluded at London on November 27, 1992, Article V of which was amended by the Resolution adopted by the Legal Committee of the International Maritime Organization on October 18, 2000.

Marine Liability Act

The Marine Liability Act gives force of

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Comparative And Economic Study Of The International Law to the following 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 |

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Clear Seas

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.

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