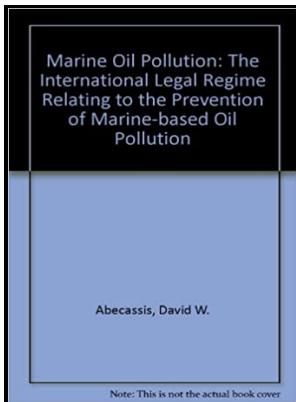


# International maritime law and oil pollution

## - - Can International Law Protect the Arctic from Oil Spills?



Description: -

- International maritime law and oil pollution
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Notes: Thesis (L.L.M.) - University of Surrey, 1998.

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### Explainer: Who pays for Mauritius oil spill and how much?

The expansive effects of the disaster therefore reveal that an accident caused by a fixed platform could easily extend beyond the maritime jurisdiction of a state.

### Marine Pollution and Laws to Control It

An estimated five million tons of oil are spilled at sea each year because of major accidents and routine flushing of cargo tanks. Of the 206 cases that reported some type of action taken, 111 found the vessel innocent or unprosecutable due to insufficient evidence.

### Oceans and the Law of the Sea

So, for the time being, this article will focus on and discuss the information that they have made available at no charge, and their efforts that are resulting in new international marine environmental law.

### offshore oil pollution

Agenda 21 stresses the need to prevent especially the marine pollution from vessels including illegal discharges and pollution caused by ships in particularly sensitive areas.

### Marine Pollution and Laws to Control It

The court also considered the amount of compensation awarded in a previous grounding. Powers to inspect, detain and prosecute have been given to flag states and port states Gautam, 2010.

### International Convention on Oil Pollution Preparedness, Response and Co

The Convention also introduces a system of compulsory insurance and insurance certificates. § 2701 32 ; see also de Gennaro, supra note 182, at 273; Larry Schnapf, Oil Pollution Control Act: An Overview for the Business Lawyer, Bus.

## **Liability and Compensation for Oil Pollution Damage: Some Current Threats to the International Convention System**

V 1 ; 1992 CLC, supra note 14, art.

### **offshore oil pollution**

Additionally, because UNCLOS leaves the codification of these laws to the discretion of individual state governments, it fails to provide adequately for a defined, international pollution standard or an international enforcement body that would establish whether these domestic laws sufficiently regulate international oil pollution. Similarly to the amendments to the IOPC protocols, these changes—which took effect in October of 2010<sup>140</sup> Id. States are further required jointly to develop and promote disaster plans for responding to marine incidents.

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