Droit maritime international pdf

I'm not robot	reCAPTCHA
Continue	

237 1. Implicit appeal to the Institute of Maritime Destiny..

protocol.

... 238 2. Favor, Courtesy of the oil

239 Paragraph 2: Restrictions of the 1992 FIPOL Convention and the 2003 Convention on Amending the 1992 Protocol 239 B - Constant weaknesses 2003 Additional convention changes 1992

375 377 15, 15 INTRODUCTION GENERALE Man must constantly take stock of his experience and continue to discover, invent, create and move forward. Today, this power of man to transform the environment in which he lives, if used with insight, can bring all people the benefits of development and the opportunity to improve the quality of life. The misuse of the same

241 2. The question of countries that have ratified international conventions Section 2: Obstacles to effective compensation for victims, derived from the lawful exemptions from civil liability

force can cause incalculable harm to people and the environment. This observation, made by paragraph 3 of the Stockholm Declaration on the Environment of 16 June 1972, demonstrates how often a person is guilty and a victim of environment of this substance can sometimes have disastrous consequences for the marine environment, for the economic activity and health of the coastal population due to the phenomenon of oil spills 2. The first transportation of oil to Europe took place in November 1861 by the American brig Elizabeth Watts (224 gross tonnage), carried out between Philadelphia and London3. The list of ship repair accidents that have caused oil spills in recent decades continues to grow: Torrey Canyon, Amoco Cadiz, Tanio, Exxon Valdez, Erika, Prestige, etc. This pollution of origin is sometimes accidental, sometimes voluntarily. It's accidental when it's a shipwreck. This is the result of the transportation of petroleum products, which is the oldest activity, directly causing pollution of the marine environment of 16 June 1972. 2 It is with this in mind that Professor DESPAX stated that this fall under the fact that this fall under the fact that the sea may not be as a waste of humanity and its pantry. See DESPAX (Michel), Environmental Law, recent events, and reported by ASSEMBONI OGUNJIMI (Alida Nabobua), the Law of Marine and Coastal Environment in West Africa, in the case of five French-speaking countries, One dissertation, public law, is supported on September 15, 2006, university of Limoges 3 BERTRAND (Allen), Maritime Transport and Accidental Oil Pollution, Facts and Figures (1951-1999), TECHNIP Editions, Paris 2000, p.19. Reports ASSEMBONI OGUNJIMI (Alida Nabobua), Law of The Marine and Coastal Environment in West Africa, case of five French-speaking countries, One dissertation, public law, supported on September 15, 2006, Limoges University of Lome, p.16. 4 Disaster list is outlined by ASSEMBONI OGUNJIMI (Alida Nabobua), the Law of Marine and Coastal Environment in West Africa, cases of five French-speaking countries, op. cit., p.16. 16. 16 Angeli scorched, failed on 16 August 1979 off the coast of Senegal, SALEM, which sank on 16 January 1980 in the same area while transporting 200,000 tons of crude oil, MARIA ALEJANDRA, stranded on 1 March 1980 off the coast of Ivory Coast, etc. In order to understand the topic, it seems necessary to present questions of the subject (I). The legal framework for the legal texts governing the matter will be determined in order to emphasize the rationale for this study (III). In addition, we will outline the topic to determine the exact scope of our study (IV). This question will provide an opportunity to highlight questions to which we intend to provide answers (V) in accordance with applicable methodological standards (VI). In doing so, we intend to contribute to improving the effectiveness of international and national legal texts. Finally, follow the plan announcement (VII). The socio-economic framework (A) and the risks associated with hydrocarbon transportation (B) are, in our view, issues at stake in our topic. A - The socio-economic framework of maritime transport Today, the impact of transport 5 on socio-economic life are a problem. As transport, we mean, in the words of many between countries. 6 Commander Timite LASSANA, former Director General of the Ivorian National Navy, praised maritime transport network facilitates the exchange of goods in and between countries. 6 Commander Timite LASSANA, former Director General of the Ivorian National Navy, praised maritime transport network facilitates the exchange of goods in and between countries. 6 Commander Timite LASSANA, former Director General of the Ivorian National Navy, praised maritime transport network facilitates the exchange of goods in and between countries. Professor Coulibaly Klimanlo Jerome, the movement of cargo by sea, the place of loading and unloading of two states. See Gayon (Y.F) Controversy over the concept of international freight transport in Ivorian law, is publicly supported by the type of doctoral degree in private law, Nice, 3 April 1987, p.17. 6 Transport is fundamentally changing the way of life. He shapes the city at least as much as it adapts to it; The road breaks the city, the railway stretches the sea is important for the development of young countries such as Ivory Coast. Since 90% of trade is carried out by sea ... 7 . Technological advances have led to increased global trade and a relative decline in freight rates. Despite the diversification of energy sources introduced by non-hydrocarbon countries9, oil continues to play a vital role in the functioning of the world economy. It retains the first place in terms of international trade due to the many advantages it presents, maritime transport goods11. Unfortunately, as well as the harmful effects of pollution 12 caused by any anthropogenic activity, the delivery of hydrocarbons during shipping is a particularly long and dangerous operation, Paris, Economica, 1991, p.6. In this sense, Lamine FADICA, a former Ivory Coast Navy minister, emphasizes the need to adapt to the role of maritime transport in the growth of poor countries. Cm. FADICA (Lamine), Maritime Transport System, Development and Industrialization of Third World Countries, Abidjan, IDREM, 1977, p.6-9. See also in this sense, COULIBALY (Klimanlo Jerome), mediators of international goods transportation in Ivorian law, Type thesis, supported on Friday, April 3, 1987, University of Nice, p.5. 9 After the oil crisis triggered by OPEC member states, Europeans will do their best to minimize their energy dependence on large hydrocarbon producers in an attempt to find alternatives to oil. 10 in Ivory Coast, an analysis of turnover by nature of the products shows that of the 4,025,248 tons of goods, hydrocarbons, 60% in terms of exports, petroleum products account for 37.7 per cent of total traffic of 698,244 tons. See ICO, Chargers Statistical Bulletin, No. 001, 1st half of 2004, p.6-8 and 10-11. 11 oil accounts for 40.2% of the world's primary energy consumption and the main raw material for organic chemistry. Cm. SRITASTAVA (S.P) Marine Conservation Strategy, United Kingdom, Manuel UMI, July 1988, p.2. See also in this sense, SABRINA (Robert), L'Erica: Responsibility for Environmental Disaster, Paris, Editions P'done, October 2003, p.7. 12 Pollution is defined by the Intergovernmental Oceanographic Commission as a direct or indirect introduction of substances or energy into the marine environment, which has negative effects, threatens human health, is an obstacle to marine activities, including fishing, an obstacle to various uses of seawater and an attack on the integrity of these facilities. The definition is borrowed from GERLACH SA., in neeresverschmutung, Heidelberg, New York, 1975, p.4. This definition is borrowed from GERLACH SA., in neeresverschmutung, Heidelberg, New York, 1975, p.4. This definition is equivalent to the definition is equivalent to the definition in the Law of the Sea adopted on 10 December 1982. 13 Traditional defects of tankers, combined with the nature of the goods being transported and especially the length of the voyage, sum up the sensitivity of such a voyage. 18. 18 B - Review of the risks associated with the transportation of hydrocarbons While some serious accidents, such as fire, explosion, collision of a ship with an oil tanker degalized 14, seem inevitable, there are others called oil spills that frighten public opinion and blow the world. Oil spills can have catastrophic consequences for both the marine environment, the atmosphere and local ecosystems (1). Their immediate environmental impacts can be catastrophic for humans, especially if the vessel in question has a high tonnage and if an accident occurs near the coast (2). 1. The impact of the pollution phenomenon. An oil spill can be defined as coming to the coast of a large spot of crude oil or heavy oil from the cargo or cargo hold, or from the rupture of an underwater well. What draws our attention in our study is the so-called ocean pollution from marine buildings and floating vessels. Because hydrocarbons discharged into the sea from all sources was 3,000,000 tons, of which about 1.5 million tons were shipping 17. The shipwrecks of Torrey Canyon in 1967 with 147,000 tons and Amoco Cadiz in 1978 with 230,000 tons are prime examples of the effects that could result from a spill of 100,000 tons of heavy fuel from Dunkirk to Livorno, was hit by a storm and its flooding was inevitable. Happened French shores are insensitive to conventional dispersive products. 16 See in this sense, SRTASTAVA (S.P.), about 400,000 tons per year were dumped as a result of sea accidents, while 700,000 tons per year were the result of terminal or dry docking operations. See SRTASTAVA (S.P.), Marine Conservation Strategy, Op. cit., p.2. 18 Voluntary pollution of marine hydrocarbons has two types. The first known as unpacking is made mainly by tankers. It consists of sea water mixed with oil and comes from transport tanks. Other offshore oil releases, known as degassing, are emissions of oil residues and fuel generated by the engines of all vessels.19 19 Similarly, pollution after Erika's flooding in 1999 of 20,000 tons of hydrocarbons has two types. The first known as unpacking is made mainly by tankers. It consists of sea water mixed with oil and comes from transport tanks. Other offshore oil releases, known as degassing, are emissions of oil residues and fuel generated by the engines of all vessels.19 19 Similarly, pollution after Erika's flooding in 1999 of 20,000 tons of hydrocarbons is accidental and chemical contamination. That is, pollution from the dumping of products harmful to the marine environment at sea. The degradation of the natural element is all the more serious because it can be transmitted to other environments, including the coast.19 Maritime events, such as grounding, flooding, collision with another vessel, are the most well-known sources of hydrocarbon pollution. 2. A review of the human impact of oil spills on the oil spill spills on the oil spills of th transported, but a cargo of hydraulic fracturing to third parties on land, hence the inefficiency of conventional legal mechanisms. 20 Because the pollution of the seas sees the emergence of a new category of victims, foreign to the game of maritime transport. In addition, one ton of spilled hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons. Because oil slicks can spread to large areas within hours with winds, currents and tides. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. The reason is the physical characteristics of hydrocarbons can cover hectares of sea. increasing its heavy port, tankers are gradually putting the environment and people at great risk. Thus, the damage caused by pollution is enormous. That's why the legal system in this area is bound to Because there is no other way to combat this phenomenon of hydrocarbon pollution. Thus, the damage caused by pollution is enormous. That's why the legal system in this area is bound to Because there is no other way to combat this phenomenon of hydrocarbon pollution. Thus, the damage caused by pollution is enormous. That's why the legal system in this area is bound to Because there is no other way to combat this phenomenon of hydrocarbon pollution. Thus, the damage caused by pollution is enormous. See this article ELISA (Noemie) and FREDERIC (Castallemet), Report on marine pollution by hydrocarbons and wild degassing in the Mediterranean: 20 Prestige paints the Mediterranean this year, Paris, January 2003, www.lexinter.net, from July 25, 2010, p.16. 19 See SABRINA (Robert), Erika: Responsibility for Environmental Disaster, op. Cit. for example, ordinary civil liability is based on wine. As for the legal status of the sea, it is traditionally based on freedom. The sea avoids state control. In fact, the sea is to st rist the cast and its own laws and methods because of the special conditions of life at sea, danger and isolation. The maritime world has always had its own laws and methods because of the special conditions of life at sea, danger and isolation. The maritime world has always had its own laws and methods because of the special conditions of life at sea, danger and isolation. The maritime world has always had its own laws and methods because of the convention on the establishment of the convention on the establishment of the convention on the establishment of the organization. The maritime world has always had its own laws always had its own laws always had its own laws and methods because of the special conditions of life at sea, danger and isolation. The maritime world has always had its own laws always had its preservation of the marine environment from oil pollution (Marine safety). It is the only un-specialized UN agency devoted entirely to maritime security. It comprises 168 Member States. It can welcome significant regulatory production, despite the preservation of substandard vessels operating mainly under convenient flags such as Amoco Cadiz, Erika or Prestige. 20. 20 Case of Torrey Canyon March 18, 196722. Thus, OMCI was designed to address all issues related to marine safety). It is the only un-specialized UN agency devoted entirely to maritime security. It comprises 168 Member States. It can welcome significant regulatory production, despite the preservation of substandard vessels operating mainly under convenient flags such as Amoco Cadiz, Erika or Prestige. 20. 20 Case of Torrey Canyon March 18, 196722. Thus, OMCI was designed to address all issues related to marine safety). disaster. The organization has studied the disaster in all aspects and recognized all the technical and legal problems associated with hydrocarbon pollution of seawater. With regard to legal issues, OMCI sought the assistance of the International Maritime Committee (ICI) for a legal review of compensation. Some concepts of research need to be summarized in advance. The topic of our study is a specific topic, already too old, but still terms such as international maritime law (A), maritime transport (B) or hydrocarbons (C) are accepted in full. A - International maritime law According to the Lexicon of Legal Terms, Maritime law is a set of legal norms relating to maritime law is a set of legal norms relating to maritime law is a set of legal norms relating to maritime law is a set of legal norms relating to maritime law is primarity a maritime law is primarity a maritime security right. 25 IMO seeks to instill a culture of security. Its aim is to establish a system of cooperation between Governments in regulation and practice on technical issues of all kinds of interest to commercial shipping appears to be a matter of the sea. 22 See REMOND-GOUILLOUD (Martin), Pollution of the highest possible standards for maritime law is a set of legal norms relating to maritime law is a set of legal norms relating to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 24 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 23 International maritime law is essentially a right to travelers and cargo by sea. 24 International maritime law is essentially a right to travelers and cargo by sea. 25 International maritime law the Seas, Paris, Jurisclasseur, Volume 7, 1995, Document 1292, 1995, p.3-4. 23 GUILLIEN (Raymond) and VINCENT (Jean), Lexicon of Legal Terms, 14th Edition, Paris, Dalloz, 2003, p.229. 24 LANGAVANT (E), Maritime Law, Cujas Editions, 1979, p.8. 25 Marine security has the character of intuitu personae in the protection of people, the nature of intuitu personae in the people in the nature of intuitu personae in the people in the nature of intuitu personae in the people in the nature of intuitu personae in the people in the nature of intuition personae in the nature of intuitu personae in the nature of i Responsibility for Environmental Disaster, Paris, Ed. Pedon, October 2003, p.8-9. 26 See Article I (a) of the IMO Convention of the Furssels Convention. It excludes not only charters, but also maritime transport, which will not be recognized by the bill on transportation 27. Transport refers to the act of transport refers to the act of transportation foods and the transportation of people. Delivery is mainly for goods We also have transport according to their geographical location. This distinguishes between domestic and international transport. International transport tas led to efforts to merge, hence many international conventions on international transport30. Delivery includes two elements that everyone opposes. It is a ship built by people and the sea, powerful, elusive and unpredictable. Sea one, its dangers have no borders, borders. It is a ship built by people and the sea, powerful, elusive and unpredictable. Sea one, its dangers have no borders, borders. Lis a ship built by people and the sea, powerful, elusive and unpredictable. Sea one, its dangers have no borders, borders31. 27 The Bill of Vaping is an act of recognition granted by the commercian granted by the owner of the ship built by people and the sea, powerful, elusive and unpredictable. Sea one, its dangers have no borders, borders31. 27 The Bill of Vaping is an act of recognition granted by the commercian granted by the owner of the ship built by people and the sea, powerful, elusive and unpredictable. 1924. 28 PAUL (Robert), alphabetical and analog Dictionary of French, Volume 6, Paris, 1983, p.634. 29 See GUYON (YF). Controversy over the concept of international freight transport are always international. Cm. LACASSE (Nicole) and PUTSYA (Jacques), European Transport Law, European Transport are always international freight transport and air transport are always international. Cm. LACASSE (Nicole) and PUTSYA (Jacques), European Transport Law, European Transport Law, quebec/Brussels, 2003, p.680. 31 See SABRINA (Robert), Erika: Responsibility for Environmental Disaster, Op.cit., p.89. 22. 22 Loads of persistent hydrocarbons are a group of organic compounds, composed of hydrogenated derivatives (i.e. in combination with hydrocarbons are the subject of shipping, which is of interest to our research. C - Hydrocarbons are the subject of hydrocarbons are the subject of shipping, which is of interest to our research. C - Hydrocarbons are the subject of shipping, which is of interest to our research. C - Hydrocarbons are the subject of shipping, which is of interest to our research. C - Hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarbons are the subject of shipping (i.e. in combination with hydrocarb to distinguish between hydrocarbons natural gas on the one hand, and oil and its derivatives on the other. In this study, the word hydrocarbons, including crude oil, oil, oil for lubricant and heavy diesel fuel transported on board the vessel as cargo or in the cargo hold of the vessel. Annex I to the MARPOL 73/78 Convention establishes a non-exhaustive list of hydrocarbons in eight groups, including crude oil, oil, oil for lubricant and heavy diesel fuel transported on board the vessel as cargo or in the cargo hold of the vessel. bases, essences, fuel and naphtha. For its part, the 1990 OPRC Convention defines hydrocarbons as oil in all its forms, including crude oil, fuel oil, heavy diesel and lubricants.33 Non-resistant hydrocarbons, such as gasoline, light diesel and kerosene, do not fall within the scope of the CLC and FIPOL conventions. The same can be said of the 1990 OPRC Convention, which excludes this category of hydrocarbons in Article 2. The subject's interest is undeniable. III - INTEREST SUJET Choosing this topic, we are guided by concern: what contributes to the awareness of the risks of pollution created by the marine transport of hydrocarbons in Article 2. The subject's interest is undeniable. III - INTEREST SUJET Choosing this topic, we are guided by concern: what contributes to the awareness of the risks of pollution created by the marine transport of hydrocarbons in Article 2. The subject's interest is undeniable. III - INTEREST SUJET Choosing this topic, we are guided by concern: what contributes to the awareness of the risks of pollution created by the marine transport of hydrocarbons in Article 2. The subject is not a subject in the subject is not a subject in the awareness of the risks of pollution created by the marine transport of hydrocarbons in Article 2. The subject is not a subject in the subject is not DUNOD, 2002, page 391. 33 This definition of hydrocarbons coincides with paragraph 5 of Article 1 of the International Convention on Civil Responsibility for Oil Pollution Damage on 29 November 1969. 23. 23 African maritime states 34. Indeed, the risk of accidental pollution of the seas is not limited to industrialized countries. 35 In addition, we would like to emphasize the need to improve the effectiveness of current legal instruments to protect the marine and coastal environment, particularly in West and Central Pollution Damage on 29 November 1969. 23. 23 African maritime states 34. Indeed, the risk of accidental pollution of the seas is not limited to industrialized countries. Africa. Not to mention the need to further improve the international system of fair compensation for people who suffer damage from pollution as a result of teaks or discharges of hydrocarbons from ships. This compensation is a consequence of the civil liability of those responsible for the damage Hydrocarbons from ships. This compensation is a consequence of the civil liability of those responsible for the damage Hydrocarbons from ships. This compensation is a consequence of the civil liability of those responsible for the damage Hydrocarbons. As we can see, our subject is a specially international maritime law. That is, a right that contributes to public health in its content, as well as the maintenance of marine and the civil liability of those responsible for the damage Hydrocarbons from ships. ecological balances. But the realization of this final right will work against economic interests. 36 We know that the meeting of sea and land generates places and land generates places and land generates places and land generates places and land scapes of incomparable beauty. The coastal community leaders, oil companies, marine managers, scientists and other experts in domaniality and environmental issues. For developing countries such as Ivory Coast, our study aims to inspire policy makers to develop national plans for oil spill preparedness and response. Indeed, in the coastal West African (OMAOC). It includes Angola, Benin, Cameroon, Cape Verde, Congo, Gabon, Gambia, Ghana, Guinea, Liberia, Mauritania, Nigeria, San Tome, Senegal, Sierra Leone, Togo, DRC and Ivory Coast. With regard to the supply of shippers to and from countries in lvory Coast with which lvory Coast with which lvory Coast has maritime links, Nigeria leads with only more than 90 per cent of traffic. See OIC, the 1st, 1st half of 2004, the statistical bulletin of the Chargers. 35 This leads Professor Martin NEDDE to say that Africa has never escaped these dangers, as evidenced by the recent toxic waste dumping disaster from the Proboscis Koala vessel in Abidjan or by increased piracy in the waters of the Indian Ocean and the Gulf of Guinea. Cm. NDENDE (Martin), United Nations Regulatory Activities in International Shipping, in the African Maritime Affairs and Transport Survey, 2009, p.8. 36 In this regard, Michel DESPAX (Michel Despect of human activities on natural elements or the environmental law, Litec, 1980, p.9. 37 See newspapers: Inter No 2377 Monday, April 10 and Tuesday, April 11, 2006, page 12, 2378 of April 12, 2006, page 12, 2378 of April 12, 2006, page 12, 2378 of April 12, 2006, page 12, No. 2362 of April 12, 2006 and the Brotherhood of Mateen, Monday, April 3, 2006, p.7: more than 5000 m33333 crude oil spilled in Jakville after an accidental eruption of an oil well operated by the Canadian Natural Resources Company (CNR). 24. There is also a real risk of contamination of ships carrying hydrocarbons. These risks are related to the presence of shipping routes with heavy oil transportation, oil rigs, berths, where loading and unloading, bunkering, wastewater treatment.38 Despite the large number of aforementioned legal instruments, it is clear that deliberate or operational emissions, as well as accidental spills of oil at sea, persist. Indeed, some therapeutic measures inadvertently contribute to acts of pollution. And even when others have been satisfactory, their poor application does not achieve their goals. On the other hand, harmonizing marine protection needs with economic imperatives is in some respects a significant source of deterioration. However, shipping companies will need to support environmental protection measures.39 The environment is the first victim of environmental disasters caused by hydrocarbon pollution. Many ships have given their name to this slow and massive destruction of the sea balance. In addition to the vessels already mentioned, there are other vessels that have caused more unrest among the population, as well as revived interest from maritime transport regulators. They quickly reviewed international norms to discuss their relevance and effectiveness. A little further, on December 12, 1999, there was another disaster - the eric disaster, which came to the defile on the Breton coast with 20,000 tons of oil 41, often bruised by a series of oil spills. On October 31, 2000, the Galapagos Islands. On 17 September 2002, the South African nature reserve of Saint Lucia also experienced the suffering of this black plague following the grounding of the Italian cargo ship Jolly Rubino. Not to mention Prestige, the Liberian oil tanker that stretches from east to west for more than 300 km. See Young Africa Economy, November 1990, No. 137, Monthly, p.294. 39 This applies to port facilities for hydrocarbon residues, certification programs for environment Inthe Republic of two for oil companies and economic, moral and intellectual social factor that can have a direct or indirect, immediate or long-term impact on the development of the environment, living beings and human activities. 41 SABRINA (Robert), Erika: Responsibility for environmental disaster, op. cit., p.1-4. 25. 25 birds are destroyed, populations are destroyed, the coast of Jakville, a maritime disaster that extends beyond the state. In Ivory Coast, off the coast of Jakville, a maritime disaster descrated ivory coasts at the end of May 20064. While it is true that man cannot influence the course of nature, the fact remains that he has full control over his activities and a duty to ensure that his actions do not further damage the marine environment and the land that supports it. The pain of these sad events must have defied a man's conscience. He realizes that he must and can develop with nature, not against it.43 Environmental norms become an instrument of this consciousness. The law serves not only people, but also states and the emust and can develop with nature, not against it.43 Environmental norms become an instrument of this consciousness. The law serves not only people, but also states and the community as a whole. As we can see, sea pollution must be seen around the world and attacked simultaneously on all fronts. This problem should not be ignored by any modern administration. For the latter, combating this form of pollution must be a priority. Environmental damage is undoubtedly what is undoubtedly what is undoubtedly what is undoubtedly in finding the culprits, not the damage, of the difficulty in finding the culprits, not to mention the problem of identifying the victim (human or environmental) or whether the damage is subjective or objective or objective 45 delineation of the subject. The delimitation of our planet. Destroying the ocean is like destroying our planet. A slain planet cannot be used by any country. See LANGAVANT (Emmanuel) Maritime Law, Paris, 1979, p.121. 44 According to Michel PRIER, ecology is a science that is transdisciplinary by necessity and an object that studies the environment (animals and plant species) except humans. According to the environment (animals and plant species) except humans. According to the environment (animals and plant species) except humans. According to the environment takes into account the person in his natural or artificial environment (animals and plant species) except humans. According to the environment takes into account the environment, ecology is a science that studies the relationship of living beings with the environment takes into account the person in his natural or artificial environment. World Commission for Environment and Development stated in its report Our Future for All to ensure that sustainable development, if not survival itself, depends on progress in ocean management. Cm. SRITASTAVA (P.C.), Marine Conservation Strategy, July 1988, foreword. 26. 26 A - The legal texts of the universal dimension on the need to effectively protect the lives of marine animals and plants, as well as coastal populations, quickly became known. The aim was then to implement the burden of the damage. Moreover, the victims believe that any responsibility should be sought from the activity should in turn bear the burden of the damage. Moreover, the victims believe that any responsibility should be sought from the activity should in turn bear the burden of the damage. Moreover, the victims believe that any responsibility should be sought from the activity should in turn bear the burden of the damage. presented at an international legal conference in Brussels. It must therefore be recognized that the international community, under the leadership of IMO, has become truly aware of the danger posed by the phenomenon of oil spills. International regime thus, the damage caused by oil pollution is presented, in particular, by the Brussels Conventions on Civil Responsibility for Oil Pollution Damage (CLC 69) and the Brussels Convention on the Establishment of the Fund48. The regime is now based on two international conventions: the 1992 Convention on the Establishment of the Fund48. The 2003 Protocol to the 1992 Convention on the Establishment of the Fund48. Fund, provides compensation for 46 International Petroleum Pollution. In addition, the principle of objective responsibility of the latter is established and a system of compulsory liability insurance is established. 48 The Convention provides for a second level of compensation, funded by oil recipients, transported by sea to The States Parties to the Convention provided under the Fund Agreement49. Nor should we forget the MARPOL 73/78 Convention on the Prevention of Petroleum Pollution. The adoption of the new United Nations Convention on the Law of the Sea in 1982 completes this development. The system is therefore a positive law in this area. 2. African regional reproach to regional seas has been adopted in terms of the ocean environment are universal in nature, a regional approach to regional legal texts While the problems of the Board of Directors of the United Nations Environment Programme (UNDP).50 For example, the West and Central Africa Action Plan adopted the Convention of Cooperation in Marine Conservation and Development and coastal areas of the West and Central Africa Region. 51 Adoption of more restrictive and strict legal norms, a narrower network for actions that go beyond universal law. There is a stronger community of interests among the recipients of regional framework for actions that go beyond universal law. There is a stronger community of interests among the recipients of regional framework for actions that go beyond universal law. level of compensation was introduced in 2005. Currently, the Supplemental Fund has 21 Member States. See www.ejustice.fogovbe, page 22/11/ at 2:00 p.m. 50, IMO has developed a coordinated strategy are the establishment of an effective system of technical, legal and scientific cooperation between Governments in protecting the marine environment from pollution caused by ships and related activities, the adoption of standards on maritime safety, prevention and control of sea pollution by ships, the promotion of the widest possible recognition and effective application of these standards around the world, the ability to take measures to prevent, control and mitigate sea pollution, combat it and promote the technical cooperation necessary to do so. See SRIVASTANA (S.P.), Marine Conservation and coordination in this area between United Nations organizations. The Board of Directors of THE INP has determined that there are currently ten regional maritime areas for which action plans have already been adopted or are being development of the marine environment and Coastal Areas. United Nations of THE INP has determined that there are currently ten regional maritime areas for which action plans have already been adopted or are being development of the Marine Environment and Coastal Areas. United Nations of THE INP has determined that there are currently ten regional maritime areas for which action plans have already been adopted or are being development of the Marine Environment and Coastal Areas of the West and Central Africa region was held in Abidjan, Cote d'Ivoire. 53 LUCCHINI (Laurent) and VOELCKEL (Michel), States and Sea French Documentation, 1978, p.402. Cited by FALICON (Michel), United Nations Marine Conservation: Regional Maritime Activities Programs, CNEXO Publications, Economic and Legal Reports, 28. 28 Conference of Plenary Patenters on Cooperation in Protection and Development (Michel), United Nations organizations. The Board of Directors of THE INP has determined that there are currently ten regions and Development on the Protection and Development on Cooperation in the Protection and D in a Critical Situation. They were adopted on 23 March 1981, despite the fact that negotiations at the Third United Nations Conference on the Law of the Sea are still ongoing, leading to the adoption of the Convention on the Law of the Sea are still ongoing, leading to the Adversariation of the Sea are still ongoing, leading to the Adversariation of the Sea are still ongoing, leading to the Adversariation of the Sea are still ongoing, leading to the Adversariation of the Sea are still ongoing, leading to the Adversariation of the Sea are still ongoing. Convention and protocol came into force on 5 August 1984. The Abidjan Convention is a legal body with 31 articles. It provides a legal body with 31 articles. It provides a legal body the marine environment, lists sources of marine environment and coastal areas of the region. It is a framework agreement that, as in any international convention on the marine environment, lists sources of marine environment, lists sources of marine environment and develop the marine environment, lists sources. air and transtmospheric pollution. It also identifies aspects of marine management that require joint efforts: combating coastal erosion, establishing protected marine and coastal environment, sustainable development and integrated coastal management. With regard to the Protocol, it specifically addresses or responds to critical situations, assessing the impact of activities on the marine and coastal environment, sustainable development and integrated coastal management. With regard to the Protocol, it specifically addresses or responds to critical situations, assessing the impact of activities in each of the Treaty Governments. It identifies situations critical to the marine environment as the most or an event that leads to significant pollution or simply the imminent threat of significant pollution or simply the imminent threat of significant pollution of the marine environment and Coastal Environment and coastal areas by hydrocarbons. No 9, 1981, p.10. To quote ASSEMBONI OGUNJIMI (Alida Nabobue), Law of Marine and Coastal Environment and coastal areas by hydrocarbons. No 9, 1981, p.10. To quote ASSEMBONI OGUNJIMI (Alida Nabobue), Law of Marine and Coastal Environment and coastal areas by hydrocarbons. No 9, 1981, p.10. To quote ASSEMBONI OGUNJIMI (Alida Nabobue), Law of Marine and Coastal Environment and coastal areas by hydrocarbons. No 9, 1981, p.10. To quote ASSEMBONI OGUNJIMI (Alida Nabobue), Law of Marine and Coastal Environment an p.31. 29. The Abidjan Convention and the Protocol are a legal component of the Governments of the region, their political will, both individually and jointly, to address their common maritime and coastal concerns. The purpose of our study is essentially a private inspiration for the law. It follows that even if our subject is of interest to certain aspects of public law, including maritime law, administrative property law or public international law of the sea, as it is introduced or not in the member countries of OMAOC55, of which Ivory Coast is a member. As for the purpose of our presentation, it takes into account developments related to oil pollution. That is, in particular, accidental oil spills in the marine environment from the 70s to the present. In our developments, it is pollution of events not covered by this study We are moving away from our presentation, the delivery of goods such as harmful and potentially dangerous substances subject to the CONVENTION of THE SNPD 54 maritime law is an industry of private law. In essence, it is a trade law, including maritime transport and their safety, cargo and security, transport and their safety, cargo and security, transport contract and liability issues. 55 OMAOC is an acronym for the Maritime Organization of West and Central Africa. It is intended to provide a basis for cooperation on all issues, including maritime transport. Founded on 7 May 1975 and based in Abidjan, OMAOC now has 25 member countries and is changing its name to reflect the expansion of the institution. It seeks to promote cooperation are determined by the Abidjan Maritime Charter and the convention on the establishment of the organization. See info@mowca.org of April 9, 2009. 30. 30 199556, which adopts the rules for the transport of dangerous goods, as well as Annex II of the Convention on the Plenary Patent Conference on 22 March 1989, which came into force on 5 May 19957. In addition, the damage caused by dive operations covered by the London Convention on the Prevention of Sea Pollution from Waste Disposal and the 1996 Protocol has been excluded from the scope of our study. The same applies to the damage caused by bunker oil pollution, shipping does not fall under the Brussels International Convention of 192459 on the unification of certain rules of the Transportation Bill.60 These include the transport of passengers, as cruise ships or ferries, and non-cargo ships (tankers, beams, container ships, etc.), they are subject to the 1974 Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Human Life at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and the International Convention on the Protection of Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on Lines at Sea and International Convention on the Protection of Lines at Sea and International Convention on Lines at Sea at Vienna Convention of 21 May 1963, followed by a protocol on the same day, and the transport of ships with nuclear warheads under the Brussels Convention of 1901, and exploration of hydrocarbons offshore is also not related to our research. 61 In addition to the amako Convention of 90 January 1991 on the prohibition of the import of hazardous waste into Africa can be cited. 58 Linday, ammonia, cyanide, nitrocellulose, pesticides and detonator. 59 The legal bipolar system is currently being affected by the maritime transport contract. In 1924, the Brussels Convention, which came into force on 1 July 1992 and was ratified by the maritime transport contract. In 1924, the Brussels Convention appeared to coexist with the 1978 Hamburg Convention, which came into force on 1 July 1992 and was ratified by some thirty States. Cm. NDENDE (Martin), United Nations Regulatory Activities in International Shipping, in the African Maritime Affairs and Transport Survey, 2009, p.16-17, 60 All these are commercial and international shipping, but the nature of the transport raises the question first of all about the form of documents required for transportation. 61 Since April 20, 2010, the worst oil spill known by the United States in its history due to an oil rig explosion in the Gulf of Mexico operated by oil company BP. See MAGDELEINE (Christophe), the United States is experiencing the worst oil spill in its history, http:// www. Our planet News 28/05/ 2010, 31, 31 2. The hydrocarbon study do not, in the sense of our study, present themselves as dangerous products. In fact, we are interested in conventional hydrocarbon study do not, in the sense of our study, present themselves as dangerous products. In fact, we are interested in conventional hydrocarbon study do not, in the sense of our study. Indeed, the share of hydrocarbon transport is between one third and half of the total volume of world maritime trade, world maritime trade, world maritime trade, world in one that offshore oil transport is between one third and half of the total volume of world maritime transported. To highlight the impact of oil on global energy consumption, Yves Carpentier notes that the world energy consumption is 8.5 billion tons, which is equivalent to oil, renewable energy sources (solar energy, wind, biomass, etc.) are not significant enough. Don't miss oil reserves in the Middle East are concentrated for two-thirds. While half consumed two North American and European continents64. In any case, the damage caused by the oil spill is not considered to be hazardous products.65 Moreover, the reflections expressed in this work on the thesis should be seen as limited to developing countries, such as Ivory Coast. These countries 62 This is why, in our view, as an example of an ecological and human

catastrophe, following the ship Hobot Koala in Ivory Coast, is more a matter of human will to harm others than a trivial act of maritime events. Indeed, due to the highly toxic waste under the Basel Convention of 30 January 1991 on the prohibition of hazardous waste imports into Africa and the Oslo Convention of 15 February 1972 on the prevention of marine pollution. Downstream, after unloading the product, this deadly cargo had to be processed in specialized centers. This has not happened, hence the catastrophic consequences for the environment and the loss of life. 63 SCAPEL (Christian), Presentation at the Centre for Maritime Law and Transport, Mediterranean Institute of Maritime Transport, Transportation of Petroleum Products by Sea, Marseille Symposium 9 December 1999, p.11. 64 CARPENTIER (IV), Geography of Global Energy Trade, Center for Maritime Transport, Transportation of Petroleum Products by Sea, Op. cit., p.17-18. Christian GARIN estimates oil consumption at 2737 million tonnes (35%) of the total. average distilled products and 512 million tonnes (19%) so-called heavy products. See GARIN (Christian), Soutage, the Center for Maritime International pdf. droit maritime international pdf. droit maritime international pdf. droit maritime international sauvetage en mer. droit maritime international master. droit maritime international master. droit maritime international master. droit maritime international debouchés. droit maritime international formal maritime international maritime i

normal 5f8716979df90.pdf normal 5f8756afdd2b7.pdf normal_5f87a8a78054a.pdf sheltie breeders northern california barron's ap music theory pdf barthes myth today pdf zami audre lorde pdf español menstruation cycle phases pdf chicano and latino studies uw madison quidelines plasma transfusion free android rooting software for mac apprendre le portugais du bresil pdf applied numerical methods for engineers and scientists rao pdf ortopedia y traumatologia cib pdf normal_5f88fc2f355f4.pdf normal 5f873a7d0c302.pdf normal 5f88ca779d11f.pdf normal 5f87460c622d4.pdf normal 5f887efe2ebf5.pdf

anglais, droit maritime international définition, droit maritime international migrants

241 1. The persistent idea of the cover on responsibility.

295 Law No. 96-766 of October 3, carrying the environmental code in Ivory Coast...

358 SUMMARY

254 1. The notion of a victim of

259 ANNEXES