


I'm not robot  reCAPTCHA

Continue

15 I - SUBJECT BETS	16 A - Social and economic framework of the sea	16 B - Review of the risks associated with the delivery of hydrocarbons	18 1. The impact of oil spills on the atmosphere and local ecosystems	18 2. Overview of the effects of oil spills on people	19 II - DEFINITION OF KEY RESEARCH CONCEPTS	20 A ...
20 B - Maritime Transport						20 A ...
21 C - 22 III - SUBJECT'S INTEREST						20 A ...
SUBJECT	22 IV - THE DELIMITATION OF THE					
25 A ...						
26 1. The legal texts of the universal dimension						
26 2. Legal texts of African regional scale						
of our study 29 21. Pollution of events not covered by this study	29 2. Oil pollution of events covered by our study				31 V - PROBLEM PROBLEM	27 B - The subject
33 VII - PLAN ANNOUNCEMENT						
PART ONE: THE PROVEN EXISTENCE OF INTERNATIONAL STANDARDS, REGULATORY SEA TRANSPORT						
HYDROCARBONS						
37 TITLE I: SYSTEM DEVELOPMENT FOR PREVENT BLACK PRLIYVS 39 CHAPTER I:						
Section 41: Universal Standards, developed within the framework of the International Maritime Organization (IMO)						
41 Item 1: Initial methods applied on a universal scale						
41 A - Specialized pure ballast tanks						
41 B - Crude Oil Washing (COW)						
42 Item 2: Introduction of new preventive methods						
43 A ...						
43 6. 6. 1. Presentation 43 2. The implementation of the double hull technique						
- Separate ballast tanks and shore check-in points						
45 1. Separate ballast tanks						
45 2. Land registration tools						
45 Section 2: Specific standards developed by the European Union and the United States of America 46 Item 1: Fighting substandard vessels within the European Union						
46 A - Powers of the port state in public space						
47 1. Inspection of ships on the port staff						
47 2. Oil ship traffic notification system						
49 B - The legal framework, concerning private subjects in sea transport						
50 2. The rules of classification of companies						
50 2. Adoption of standards for single-hull ships						
51 Item 2: Oil Pollution Act (OPA) 1990						
A-A-52 A - Marine Pollution Accidents and The Passage of the Oil Pollution Act 1990						
A-52 A - Marine Pollution Accidents and The Passage of the Oil Pollution Act 1990						
A-52 A - Marine Pollution Accidents and The Passage of the Oil Pollution Act 1990						
A-52 A - Marine Pollution Accidents and The Passage of the Oil Pollution Act 1990						
Congress						
1990						
54 1. Diligent introduction of double body						
54 2. Corrective measures applicable to any vessel working in the inland waters of the United States						
52 B - Specifics of the Oil Policy Act						
55 CHAPTER II: REGULATION OF HYDROCARBON EMISSIONS						
Section 1: Preventing polluting discharges 57 Item 1: Principle of the prohibition of polluting discharges						
usual marine areas						
57 B - In special marine areas						
58 1. The concept of a special marine zone						
58 2. Legal mode applicable to special zones						
59 Item 2: Ship safety in terms of crew control and preparation						
60 A - Management Standards 60 1. Visits and inspections						
60 2. International Certificate for the Prevention of Oil Pollution						
61 B - Training of flight attendants						
63 1. Navigational safety control A - Maritime Security Control through the 1978 STCW Convention						
7 B - Maritime Security Control through 2006 ILO Maritime Labor Convention						
66 2. Application of STCW conventions and maritime work in Ivorian law						
68 section 2.						
69 Item Search for violations of environmental legislation						
69 A - Agents are legally empowered to search						
71 Paragraph 2: Criminal sanctions, in cases of seawater pollution						
70 B - Skills agents with the power to find research						
71 A - Criminal sanctions, Applied in cases of seawater pollution in the Republic of Ivory Coast						
72 1. Criminal sanctions apply in cases of pollution of inland waters and territorial sea						
72 2. Criminal sanctions						
73 B - Criminal sanctions						
74 1. Expanding the circle of responsible people						
74 a. Adaptation of the rules for subjects Responsible in the event of a disaster						
74 b. Adaptation of the rules concerning the moral element of the crime						
75 2. The strengthening of criminal repressions against potential culprits of facts in French law						
77 TITLE 2: HEALING WITH THE PHENOMENON OF OIL SPILLS						
79 CHAPTER 1: OPERATIONAL STRUGGLE WITH THE PHENOMENON OF BLACK PONDS						
81 Section 1: Universal Standards Contained in the Montego Bay Convention and the 1990 OPRC Convention ...						
81 Paragraph 1: Combating marine pollution through Montego Bay						
81 Paragraph 1: Combating marine pollution through montego bay						
81 Paragraph 1: Combating marine pollution across Montego Bay						
81 A - Skills, recognized in the coastal zone						
82 a. Area						
82 b. On the level of the Exclusive Economic Zone						
83 a.m. in the territorial sea						
83 b. In the Exclusive Economic Zone						
85 8. 8 B - Powers are transferred to the port state and the flag state						
87 1. The state of the pavilion						
87 2. The state of the port of call						
90 Item 2: Oil Spill Control Through opRC 1990 1990 92 A - Delimitation powers of the state flag and the port state						
94 B - Content of operational measures to control oil spills						
95 1. Preparing contingency plans						
93 1. State competence 94 2. Territorial jurisdiction of the port state						
99 2. Implementation of plans Section 2: Regional and Western regional standards of intervention are set						
98 Item 1: On the African regional level						
99 A - WACAP Convention of March 23, 1983						
99 2. Real progress in the fight against pollution by ships						
99 2. The mechanism of control under the protocol relating to the Abidjan Convention 1981 103 Item 2						
105 A - On the level of the European Community area						
105 1. Operational struggle within the Community: European Maritime Security Agency (ESMA)						
105 2. Operational struggle in a bilateral approach: Channel plan and Biscay's plan						
107 a. Channel plan						
107 b. Plan 108 3. The preventative system of Barcelona and SASEMAR						
109 a. The preventive system of Barcelona						
109 b. SASEMAR						
110 B - National examples of operational control against oil spills						
110 1. French and British affairs						
111 2. Overview of North American practice in the operational control of oil spills						
111 9 2: ADOPTION OF DETERRENCE RULES IN THE AREA OF COMPENSATION FOR VICTIMS OF BLACK PONDS						
117 Section Obvious adaptation of the civil liability of the shipowner's owner Item 1: The chronological evolution of the compensation process for the victims						
118 A - Compensation was initially limited to a monetary loss						
118 1. The case of Red Mud						
118 2. The case of Amoco Cadiz						
119 B - Compensation is currently extended for environmental damage case						
120 1. In the United States: The Commonwealth of Puerto Rico vs. S.S. zoe 120 2. In the French Republic: Erica						
121 Item 2: New special compensation scheme in international maritime law and comparative law						
122 A - Successive increase in compensation amounts in accordance with international maritime law						
122 1. Payments resulted in 1992 Protocols to the 1969 CLC and FIPOL 1971 conventions						
Substantial compensation from the 2003 Additional Convention, amending the 1992 FIPOL Convention						
126 1. In French: Erica's case						
126 a. Civic						
126 b. 128 2. In US law: Amoco Cadiz case						
130 Section 2: Content of civil liability of the owner of polluting vessels						
131 Item 1: Guarantees of compensation to victims of oil spills and the establishment of compulsory insurance						
131 A - Compensation Guarantees for victims of oil spills						
131 1. 1. Pipeline responsibility of the owner of the polluting vessel						
131 2. Limiting the civil liability of the owner of a polluted vessel						
132 a. Responsibility						
132 b. Criticism of the limitation of responsibility						
134 B - Institute of Compulsory Insurance for Victims						
136 1. Discussion about the relevance of compulsory insurance						
136 a. Positions in attendance						
136 b. Arguments in favor of the adoption of compulsory insurance						
137 2. Assessment of mandatory 138 Item 2: Confiscation of the right to financial restriction and exemption from civil liability of the shipowner						
139 10 10 A - Confiscation related to the financial limitation of civil liability						
140 1. Reasons for confiscation						
140 a. Personal wine of the shipowner						
140 b. The inability to subscribe to the limited fund or compulsory insurance						
142 2. Consequences of the confiscation of the right to limit liability						
143 a. Release						
143 b. Additional effects 143 B - Confiscation of the right to exemption from civil liability						
144 1. Reasons for confiscation of the right to release						
145 a.m.						
145 b. Unforgivable mistake						
146 2. Consequences of confiscation of the right to exemption from the owner's liability						
150 a. Actual date of birth of compensation claim for victims Black						
151 CONCLUSION ABOUT THE FIRST PART						
151 PART ONE: INTERNATIONAL MARITIME LAW IS THWARTED BY THE PRESERVATION OF OBSTACLES IN THE WAY OF ITS EFFICIENCY						
155 SECTION 1: THE SHORTCOMINGS OF THE INTERNATIONAL LEGAL MECHANISM FOR DEALING WITH OIL SPILLS						
159 Chapter 1: INTERNATIONAL PRE-UP AND INTERVIEW AND INTERVIEW IN BLACK MARES 161 Section 1: Unfinished Nature of Preventive Rules Developed under Paragraph 1 IMO 1: Limited Coverage of the MARPOL Convention 73/78						
161 A 162 1. The ships covered by the I app to the CONVENTION						
162 2. Ship commitments during navigation						
163 B - Improvements that can improve convenience						
165 1. The inability of some flag states to apply preventive standards						
165 2. Palliative role of the port state						
73/78						
168 1. Arrangements for principle 168 2. Exceptions under Rule 11 of Annex I to the MARPOL Convention						
73/78						
11 Section 2: Disadvantages in the operational control of oil spills						
170 Item 1: Deficiencies in International Operational Control Tools for Oil Spills: Case of OPRC 1990 170 A - Difficulties in implementing the OPRC Convention 1990 173 Paragraph 2: The shortcomings of operational controls identified within the African regional framework: A - Almost no contingency plans (PIU)						
174 1. The slow pace of states in adopting national PIUs						
174 2. No integrated PIUs						
175 B - Lack of explanation thorny question about the cost of intervention in case of operational control of oil						
176 CHAPTER 2: INCONSISTENCY RAISES ON THE LEVEL OF TOOLS TO FIGHT BLACK PONDS IN IVORIAN LEGISLATION						
179 Section 1: Inconsistencies in the Ivorian plan pollMAR						
179 Item 1: Ambiguous mission attribution						
179 A - Advanced skill						
179 B - Very extensive territorial jurisdiction						
182 Item 2: Limited CIAPOL Resources 183 A - CIAPOL Facility condition						
183 B - It is necessary to attract interested private operators						
186 Item 1: Criminal rules of theoretical deterrence						
188 A - Pollution of marine areas under the sovereignty of Ivory Coast: inland waters and territorial zone						
185 Section 2: Disadvantages in Ivorian zone						
189 Item 2: Mixed pollution control						
190 A - Obstacles to the power of crime search agents						
190 1. The holders of power, to find the crimes						
191 2. Obstacles 191 B - Weakness of applicable criminal sanctions						
195 1. Weakness of charge						
195 2. Weakness arising from the peculiarities of the law of law 12. 12 TITLE 2						
201 CHAPTER 1:						
203 Section 1: Exclusive use of litigation						
203 Item 1: Risk of simultaneous referral of more than one jurisdiction						
203 A - Conditions of crossing of specimens						
204 B - Law applicable by the competent court						
206 Paragraph 2: Risk of ineffectiveness of the powers of the court handed down						
208 A - Preliminary recognition of the decision made						
208 1. The inability of the defendant to take legal action						
208 2. The inability of the defendant to take legal action						
212 1. Subordination of the execution of the court decision to the goodwill of the states parties						
2. Uncertain execution of the debtor's decision of compensation						
215 Section 2: Non-interference of traditional rules establishing civil liability of polluters						
216 Item 1: Obstacles to rapid compensation for victims of marine pollution						
216 A - Difficulties in establishing evidence of damage, attributed to the owner of the ship						
217 1. Material and economic 217 2. Environmental damage						
218 B - Difficulties associated with causality between damage and pollutant activity						
219 Item 2: How to detect the pollution of marine oil and their test force						
221 A - Manual methods based on sampling comparison 1. Minutes of observation						
222 2. Report on the examination						
223 B - Non-Ch methods of detecting hydrocarbon samples						
225 1. The means used in general						
225 a. Observation						
225 b. Non-Ch methods of detecting hydrocarbon samples						
225 and 225 ii. Aeromaria observation of hydrocarbons						
226 2. Specific case of CIAPOL in Ivory Coast						
229 13. CHAPTER 13 CHAPTER 2: WEAKNESSES IN THE INTERNATIONAL COMPENSATION SYSTEM, WHICH IS DEDING THE CIVIL LIABILITY OF THE SHIP OWNER						
233 Section 1: Implicit promotion of acts in connection with the establishment of the cover of civil responsibility						
234 Item 1: Flaws of the 1992 CLC Convention						
235 A - Financial limitation of civil liability of the shipowner						
235 1. Implicit encouragement of acts of pollution						
235 2. Depriving victims of their right to sue by other means against the owner						
237 1. Implicit appeal to the Institute of Maritime Destiny						
238 2. Favor, Courtesy of the oil industry						
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 protocol						

