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Official reference	International Convention on civil liability for oil pollution damage	
Official website	www.imo.org	
Relevant dates	Document	29/11/1969
	Entry into force	19/06/1975
	Ratification by Belgium	20/07/1976
	Protocol 1992	27/11/1992
	Entry into force	30/05/1996
	Ratification by Belgium	10/08/1998
Policy level	International	
Type of instrument	Convention	
Geographical reach	World seas	
(Legal) coverage in the BNS	Internal waters, territorial sea, exclusive economic zone (since Protocol 1992)	
International contact point	International Maritime Organization (IMO)	
Federal ratification	<p>Wet van 20 juli 1976 houdende goedkeuring en uitvoering van het Internationaal Verdrag inzake de burgerlijke aansprakelijkheid voor schade door verontreiniging door olie, en van de Bijlage, opgemaakt te Brussel op 29 november 1969</p> <p>Protocol: Wet van 10 augustus 1998 houdende instemming met het Protocol van 1992 tot wijziging van het Internationaal Verdrag inzake de burgerlijke aansprakelijkheid voor schade door verontreiniging door olie, 1969, en de Bijlage, gedaan te Londen op 27 november 1992</p>	

// abstract:

The Convention on civil liability for oil pollution damage regulates the liability of the owners of oil-carrying ships that caused damage through oil pollution. It sets a strict liability standard and introduces a system of an obligatory liability insurance. The convention also lists reasons for which the owner of a ship causing oil pollution can be exempted of this liability (e.g. act of war). The owner of the ship has the right to limit his liability to a sum based upon the ship's tonnage.

The sea ships registered in a State Party to the convention, and all ships calling at or leaving ports or territorial waters of a State Party to the convention that transport over 2,000 tons of oil in bulk need to be carrying a valid certificate showing that the ship's liability under the convention is covered.

The 1992 Protocol widened the geographical scope of the convention to cover pollution damage in the internal waters, the territorial sea as well as the exclusive economic zone. The Protocol covers the same oil pollution damage, but the compensation for the environmental damage was reduced to the cost of the measures necessary to reinstate the contaminated environment. Additionally, the Protocol also allows expenses incurred for preventive measures in case of an imminent threat of pollution. Whereas the original convention only applied to laden tankers, this Protocol ensures an extension to unladen tankers, including the loss of bunker oil from this type of ships. Moreover, it is stipulated that a ship owner cannot limit liability if the pollution was caused by personal acts or negligence.