

# Bunkers Convention

<b>Official reference</b>	International Convention on civil liability for bunker oil pollution damage	
<b>Official website</b>	www.imo.org	
<b>Relevant dates</b>	Document	23/04/2001
	Entry into force	21/11/2008
	Ratification by Belgium	12/07/2009
<b>Policy level</b>	International	
<b>Type of instrument</b>	Convention	
<b>Geographical reach</b>	World seas	
<b>(Legal) coverage in the BNS</b>	Internal waters, territorial sea, exclusive economic zone	
<b>International contact point</b>	International Maritime Organization (IMO)	
<b>Federal ratification</b>	Wet van 12 juli 2009 houdende instemming met het Internationaal Verdrag van 2001 inzake de burgerlijke aansprakelijkheid voor schade door verontreiniging door bunkerolie, en met de Bijlage, gedaan te Londen op 23 maart 2001	

## // abstract:

This convention ensures an adequate and effective compensation with respect to people harmed by bunker oil pollution. This convention does not apply to damage as is defined under the *CLC Convention* (p.27). The ship owner responsible for the incident is liable for the damage, except for the cases described in the convention (e.g. act of war). This convention does not detract from the ship owner's right to restrict his liability, according to national or international legislation (e.g. *CLC Convention* p.27; *FUND Convention* p.30; *LLMC Convention* p.35). An important requirement of this convention is that the ship owners (> 1.000 GT) are obliged to conclude an insurance or another type of financial security to cover their liability.