

Civil Liability for Oil Pollution Damage, and the 1971 Brussels Convention on the Establishment of an International Fund for Oil Pollution Damage. Taken together, these two conventions are designed to provide minimum international standards for compensation for vessel-source oil pollution damage. The 1969 Convention, limits the liability of the shipowner to 210 million gold francs for each incident, the same limitation applicable under the Canada Shipping Act. The 1971 Convention, which has not yet entered into force, establishes an International Oil Pollution Compensation Fund to provide for compensation to a maximum of about \$30 million. Considering the fact that damages and clean-up costs caused by the 120,000 ton "Torrey Canyon" disaster in 1967 were estimated to be in the order of \$20 million, however, this figure may have to be revised in the near future if it is to cover damages by super-tankers and the higher costs generated by inflation. Among the most costly oil spills to date that have caused damage in Canadian waters are: (1) the barge "Nepco 140" spill in the Thousand Islands area of the St. Lawrence in 1976 -- clean-up costs approximately \$10 million; (2) the "Arrow" spill in Chedabucto Bay in 1970 -- clean-up costs approximately \$4 million; and (3) the "Imperial Sarnia" spill in the St. Lawrence in 1974 -- clean-up costs approximately \$2.4 million. Until the inadequacies in these agreements have been removed, there is little likelihood that they will be ratified by Canada or the USA.