Boundaries Research Unit at the University of Durham, which is doing increasingly valuable work in the field of boundary identification and delimitation, bringing together expertise from a number of disciplines.

The volume in question constitutes a fascinating mix of essays, some of purely historical interest, others of considerable current concern. The book is divided into two sections, one dealing with Europe and the other with Asia–Pacific. The first section contains chapters on international relations in *ancien-régime* Europe, the inner-German border, the new maps of Europe, peacekeeping lessons from divided Cyprus and the European borderlands. The second section covers the impact of river control on an international boundary (Bangladesh–India), the Thai–Malaysian border region, the Hong Kong–China border, the Japan–Russia northern territories issue, the Spratley conflict and comparative oil and gas joint development regimes.

Only a few points may be made in this review. The chapters could well have benefited from a stronger international law input (speaking objectively as an international lawyer, of course). Some chapters are clearly of more contemporary value than others and several of them are somewhat on the skimpy side. The final chapter, for example, covers some very interesting material, but not really in enough detail to do more than be descriptive and promising. One cannot but feel that an opportunity was not sufficiently grasped. Again, the chapter on the Bangladesh–India river issue could well have been developed. The chapter on the Spratley dispute is of value, but it does appear to be rather too emphatic about China's title. The issue is still open for discussion.

On the whole, several essays are tantalising rather than conclusive and one yearns for more, appetites having been merely whetted.

MALCOLM N. SHAW

La pollution du fait du transport maritime des hydrocarbures: responsabilité et indemnisation des dommages. By CHAO WU. [Paris: Pedone. 1994. xvi + 466 + (indices and bibliography) 62 pp. ISBN 2–233–00269–5. FF.360]

THE author of this work, a successful doctoral dissertation, is described by Professor Lucchini in his foreword as a young Chinese student, arrived only a few years ago in France. In 1994 the author was awarded a prize by the Institut du Droit Economique de la Mer in Monaco in a competition for the best dissertation in the French language on a topic relating to the law of the sea. In short, the work deals with the regimes of legal responsibility towards those harmed by oil pollution from tankers at sea. It is not in essence a work in public international law in that it does not deal with inter-State responsibility as such; it is much more an exercise in comparative law. Furthermore, it does not cover the prescriptive regime of tanker-source pollution—how such pollution is to be prevented—but the regime or regimes which operate once an act of pollution has been committed. The factual material analysed consists of a great number of incidents, even as late as the stranding of the *Brear* off the Shetland Islands, but three in particular run throughout the pages: the *Torrey Canyon* in 1967, the *Amoco Cadiz* in 1978 and the *Exxon Valdez* in 1989.

The work is divided into two parts. The starting point of the first part is the author's statement that "at the time of the *Torrey Canyon* incident, there did not exist any rule of international law giving competence to national tribunals in respect of claims brought by victims of an accidental pollution of the sea". What national tribunals could have done at that period in such an event is then discussed from the standpoint of French law and English common law. The work goes on to deal with the critical question of who pays for pollution damage as

between the cargo-owner and the shipowner. It discusses in great detail the origins and content of the 1969 Civil Liability Convention and the 1971 Fund Convention, as well as the industry compensation schemes, TOVALOP and CRISTAL. A separate chapter deals with the revisions of these instruments up to the 1992 amendments to the 1969 and 1971 Conventions.

The second part deals with the difficulties in the implementation of the international instruments. In particular, the point is made that the United States, the world's greatest user of tankers for its export and import trade, is not a party to the above Conventions and in 1990 promulgated its own Oil Pollution Act, which adopts a different system of liability and compensation. The author analyses in great depth the legislative history of this Act, which she considers imposes an excessive burden on shipowners and cargo-owners.

Having dealt with the question of who pays, the author then turns to the question of payment for what. She conducts a comparative study of the laws applicable in this respect in France, England and the United States, in particular the rules relating to claims by individuals for direct and indirect losses (*damnum emergens* and *lucrum cessans*). She then discusses the difficult issue of compensation for damage to the environment in general, which she sees better developed in some jurisdictions than in others. Finally, Dr Wu advances the futuristic suggestion that, as the carriage of oil benefits mankind in general, mankind, through inter-State agreement, should establish a compensation fund to complement those provided by shipowners and cargo-owners.

This is a fine piece of research, written in the best traditions of French analytical style. It provides in particular an original insight into the workings of the International Fund for Compensation for Oil Pollution Damage. Dr Wu unreservedly deserves her prize.

GEOFFREY MARSTON

Ocean Governance: Sustainable Development of the Seas. Edited by PETER BAUTISTA PAYOYO. [Tokyo/New York/Paris: United Nations University Press. 1994. xlv + 369 pp. ISBN 92–808–08477. US$50 (pbk)]

THE present work is an edited report of the Pacem in Maribus XIX Conference held in Lisbon in 1991, which adopted as its theme "Ocean Governance: National, Regional, Global Institutional Mechanisms for Sustainable Development in the Oceans". Following the Conference theme, this book is divided into four parts. Part 1 looks at the existing framework for ocean governance, whilst Parts 2, 3 and 4 look at the topic on a national, regional and global level respectively. Many of the contributions are essentially non-legal, and therefore may be of more limited interest to international lawyers, particularly when economic analyses are made (as e.g. in chapter 6: "Environmental Accounting"!). Among those of most interest to the lawyer is, in Part 1, a piece by C. W. Pinto on "Sustainable Development and Institutional Implications" in the LOSC. He concludes (as do others) that "fragmentation" of "institutional responsibilities" under the LOSC makes it necessary to establish further institutional mechanisms within the UN system (p.23).

Also of legal interest (in Part 3: "Regional Level") is F. Vicuna's short piece "Joint Management Zones" (chapter 10), which makes the valid point that although joint development zones have been "mainly devised in relation to non-living resources, there is no reason to prevent their utilisation with respect to other uses of the sea" (p.179). (Curiously, though, his bibliography makes no reference to the BIICL's own expansive study of such zones in 1989/90.)

Several other more specialist contributions will interest the maritime lawyer; for example, in Part 2 the chapter by S. Vallejo—"New Structures for Decision-Making in Integrated Ocean Policy"—which reviews the major *intra-State* institutional problems and points out that not only are "ocean affairs" not of central concern in most countries, but also "ocean-related matters may easily fall within 15 to 25 sectoral divisions" of a State, with consequent