

Необходимо отметить, что для обеспечения исполнения положений Конвенции, органы контроля судов государства порта, обязаны проверять наличие на судне ряда документов, в частности, Декларации о соблюдении трудовых норм в морском судоходстве, даже в случае когда судно находится под флагом государства не ратифицировавшего Конвенцию.

Исходя из всего вышесказанного и подводя итог, необходимо сказать, что обеспечение трудовых прав моряков действительно является одной из наиболее ярких тенденций реформирования государственной политики, а также доминантным направлением деятельности соответствующих международных организаций. Принятие Конвенции «О труде в морском судоходстве» стало первым шагом на пути к всесторонней защите трудовых прав лиц занятых на морском транспорте, а ратификация ее в Украине позволит усовершенствовать механизм правового регулирования в данной сфере.

**Guben M. G.**  
*student, National University «Odesa Academy of Law»*

## **THE ARCTIC – IS THE INTERNATIONAL BONE OF CONTENTION**

The Arctic is one of the four regions of the world, classified by the Intergovernmental Panel on Climate Change, as the most vulnerable to climate change on the planet Earth. Unfortunately, the expected impact of these changes on the environment and the high Arctic can have a significant impact on global climate. According to the observations in the last half century, it is global warming, and about from the middle of the XX century we can see a significant acceleration of warming, which threatens to increase tension between the countries of the polar region. According to Canadian researchers, in the period from 1969 to 2004, the volume of ice in the east of the Canadian Arctic Archipelago decreased by 15 percent. In some places in the west of the country it fell by a third. Experts assert that in the XXI century the summer Arctic will be completely ice-free, and nowadays the Arctic Ocean is called the Mediterranean of the future: if now for sea transportation of goods from Europe to Asia we have to go via the Cape of Good Hope, that is

skirted Africa, and in future it will be possible to go straight across the North Pole, and without any icebreaker that will shorten the way for about 4000 miles. According to the U. S. geologists in the Arctic may lie a quarter of the energy of the Earth, which encourages it to look for oil and gas.

In connection with the developments above, the countries of the Arctic region at the rate of future profits are ready to defend their interests resolutely. Russia doesn't agree with the actions of Norway, as Norway in the late 70's has announced a 200-mile zone around Svalbard as its exclusive economic zone («fishery conservation zone»). So were questioned arrangement, agreed in 1920, under which the Soviet Union, and now Russia, can produce natural resources and fish in that zone. Unlike Russia, Norway is increasing its presence in the neighbor territory. Norwegian bank DnB NOR bought recently Murmansk Monchenbank, enabling them to strengthen its position in the zones such as fisheries, marine transportation, and oil and gas production in the Barents Sea. Like Norway, the other countries in the region also do not recognize borders Arctic possessions of Russia, established by the Soviet Government in the 20's of the last century. However, Russia is arguing in this situation not so much with Norway as with Denmark, that affirms that the underwater Lomonosov Ridge isn't a Siberian geological extension, but the Greenlandic itself (since the 30's it is belonged to Denmark).

As for the Danish, this state argues with Canada over Hans tiny island, located in the Strait between Greenland and the Canadian territory. As for Canada, in addition to the dispute with Denmark, it has also a claim to the United States. In 1977 Canada announced its northern Straits between the islands «the territorial waters». But United States did not agree with that statement, asserting that these Straits are International Waters, and therefore, the principle of International Law of the «Freedom of the seas» is free for them. In addition to the disputes over the so-named Northwest Passage, Canada has to resolve with the United States the differences with the border between Alaska of the U. S. and the Canadian province of Yukon. Taken into account the fact that in the area overlies oil-bearing strata, this controversy is one of the most difficult.

Nowadays there is another problem for Russia. This problem is that the Straits of the Arctic Ocean adjacent to the territories of Russia

do not belong to the subject of the provisions of the 1982 Convention on transit and a free passage, because they are not the Straits used for International navigation. With a glance of the regulations of the art. 234 of the Convention, it is reasonable to maintain about the legality of sharing virtually all such Straits of the special legal regime that excludes their uncontrolled usage of foreign vessels. The resolution of the USSR Council of Ministers on 27 April 1965 indicated that the water spills Kara Gates, Yugorsky Sphere, Matochkin Sphere, Boris Vilkitskiy Sphere, Shokalski and the Red Army are «territorial», and the Straits of Dmitry Laptev and Sannikov are «historical». The legitimacy of establishing historic waters of the Arctic from the terms is in the paragraph 4 of art. 4 of the Geneva Convention on the Territorial Sea and the Contiguous Zone, 1958. Also the paragraph 5 of art. 7 of the UN Convention on the Law of the Sea in 1982 in some cases establishes baselines, taken into account the special economic interests of a specific region, the reality and importance of which proved their long usage. The legitimacy of the former Soviet Union is establishing the status of the territorial waters of the straits Kara Gate and Boris Vilkitskiy. Though yet no one and nowhere to be challenged, but including the fact that the width of the narrow straits in most places is more than 24 nautical miles. So I'm sure it will happen sooner or later.

So, it is important to emphasize, that including the fact to the extent that the climate in the Arctic is getting warmer, the relations between the countries of the Arctic region become colder. And that is instead of to get together to fight with the negative effects of global warming. It is predicted, that after formation of the large ice floes in response to warming there would be destroyed the oil and gas platforms; and the construction of a new infrastructure would be absolutely complicated. It is also expected to strengthen the windshield for navigation and the possibility of individual sections of ice covering the Northern Sea Route; also it is unknown the role of dynamics of the ice sheets to the sea level rise and the fate of the carbon in the permafrost. And that's not to mention the fact what a threat to native fauna would be, and what radical changes would occur in the life of the local indigenous peoples. I am fully confident, that these problems must be solved first of all by the whole world to save life on the planet Earth.