



## INTERNATIONAL SHIP CLASSIFICATION

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BS EN ISO 9001 : 2000

To : All Offices  
From : General Manager (ISClass)  
Date : 08 September 2008  
Ref : CIR08/0008

### **Subject : Implementation of the International Convention on Civil Liability for Bunker Oil pollution damage, 2001 ( Bunker Convention )**

#### **General**

This circular is intended for Ship owners, Managers, Operators, ship managers, insurers, Masters and officers onboard merchant vessels and is to advise that from 21 November 2008 the Bunkers Convention will enter into force.

The purpose of the Bunker convention is to ensure that there will be adequate compensation available to persons who suffer damage as a result of bunker oil pollution from ships including yachts. The ship owner at the time of the incident shall be liable for the compensation.

The convention requires ships over 1000 GT to maintain insurance or other financial security to cover the liability of the owner for oil pollution damage subject to the current limitation regime.

From 21 November 2008, ships trading in the countries that have so far ratified the Bunker convention will need to hold a **Bunker Convention Certificate** certifying that they have insurance to cover the liability due to pollution damage by bunker oil.

With respect to a ship registered in a State Party such certificate shall be issued or certified by the appropriate authority of the State of the ship's registry;

Ships which are not registered under the State parties to the Convention would need to approach the relevant authority of a State party of the convention for the issuance of certificate if they intend to trade to countries which are state parties to the convention.

The registered owner is required to obtain the **“Cover for Pollution Damage” (Blue card)** from the vessel's P & I club or other financial guarantor stating that the ship owner has placed an insurance meeting the liability requirements of the Bunker convention.

#### **Definitions**



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For the purpose of convention the following definitions apply:

“Ship” means any seagoing vessels and seaborne craft, of any type whatsoever;

“Ship Owner” means the Owner, including the Registered owner, Bareboat charterer, Manager and Operator of the ship; and

“Bunker Oil” means any hydrocarbon mineral oil, including lubricating oil, used or intend to use for the operation or propulsion of the ship and any residue of such oil.

### **State party to the convention ( as at August 2008 )**

Bahamas  
Estonia  
Jamaica  
Marshall Islands  
Sierra Leone  
Tonga

Bulgaria  
Germany  
Latvia  
Norway  
Singapore  
United Kingdom

Croatia  
Greece  
Lithuania  
Poland  
Slovenia

Cyprus  
Iceland  
Luxembourg  
Samoa  
Spain