

INFORMATION BULLETIN

№ IB 2018-034 from 16.04.2018

To: All Ship owners and Shipping Company
Attn: Operators, Masters and Officers of Merchant Ships

Subject: Certificate of Insurance or other Financial Security
in respect of Civil Liability



Dear customer of IBICON company!

In order to help ship owners and operators understand how to deal with passenger, bunker, tanker and wreck removal compulsory liability insurance certificates our company IBICON suggest You the present Information Bulletin.

To comply with requirements of International Conventions we suggest You the issuance the following ship's trading certificates:

- Certificate of Insurance or other Financial Security in respect of Civil Liability for Bunker Oil Pollution Damage (Bunker);
- Certificate of insurance or other Financial Security in respect of Civil Liability for Oil Pollution Damage (CLC);
- Nairobi Wreck Removal Certificate (WRC).



For more information, please visit our website www.IBIcon.com or
send Your letter to our email address info@ibicon.ru or contact our specialist by phone:
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<p>Bunker Certificate</p> 	<p>International Convention on Civil Liability for Bunker Oil Pollution Damage</p> <p>The Convention was adopted to ensure that adequate, prompt, and effective compensation is available to persons who suffer damage caused by spills of oil, when carried as fuel in ships' bunkers.</p> <p>The Convention applies to damage caused on the territory, including the territorial sea, and in exclusive economic zones of States Parties.</p> <p>The bunkers convention provides a free-standing instrument covering pollution damage only.</p> <p>"Pollution damage" means:</p> <p>(a) loss or damage caused outside the ship by contamination resulting from the escape or discharge of bunker oil from the ship, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than loss of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken; and</p> <p>(b) the costs of preventive measures and further loss or damage caused by preventive measures.</p>
<p>Civil Liability Certificate (CLC)</p> 	<p>International Convention on Civil Liability for Oil Pollution Damage (CLC)</p> <p>The Civil Liability Convention was adopted to ensure that adequate compensation is available to persons who suffer oil pollution damage resulting from maritime casualties involving oil-carrying ships.</p> <p>The Convention places the liability for such damage on the owner of the ship from which the polluting oil escaped or was discharged.</p> <p>Subject to a number of specific exceptions, this liability is strict; it is the duty of the owner to prove in each case that any of the exceptions should in fact operate. However, except where the owner has been guilty of actual fault, they may limit liability in respect of any one incident.</p> <p>The Convention requires ships covered by it to maintain insurance or other financial security in sums equivalent to the owner's total liability for one incident.</p> <p>The Convention applies to all seagoing vessels actually carrying oil in bulk as cargo, but only ships carrying more than 2,000 tons of oil are required to maintain insurance in respect of oil pollution damage.</p>
<p>Wreck Removal Certificate (WRC)</p> 	<p>Nairobi International Convention on the Removal of Wrecks</p> <p>The Convention will provide the legal basis for States to remove, or have removed, shipwrecks that may have the potential to affect adversely the safety of lives, goods and property at sea, as well as the marine environment.</p> <p>Articles in the Convention cover:</p> <ul style="list-style-type: none"> - reporting and locating ships and wrecks - covering the reporting of casualties to the nearest coastal State; warnings to mariners and coastal States about the wreck; and action by the coastal State to locate the ship or wreck; - criteria for determining the hazard posed by wrecks, including depth of water above the wreck, proximity of shipping routes, traffic density and frequency, type of traffic and vulnerability of port facilities. Environmental criteria such as damage likely to result from the release into the marine environment of cargo or oil are also included; - measures to facilitate the removal of wrecks, including rights and obligations to remove hazardous ships and wrecks - which sets out when the shipowner is responsible for removing the wreck and when a State may intervene; - liability of the owner for the costs of locating, marking and removing ships and wrecks - the registered shipowner is required to maintain compulsory insurance or other financial security to cover liability under the convention; - settlement of disputes.

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