



Bulletin 2/2008 (E)

International Convention on Civil Liability for Bunker Oil Pollution Damage 2001

On the date of entry into force of the Convention, owners are required to have a civil liability for bunker oil pollution insurance in order to operate in states where the Convention is in force (seagoing vessels over 1000GT)

Coming into force on the 21st November 2008

Where? In the countries that had ratified the Convention:

- **Europe:**

Bulgaria, Croatia, Cyprus, Estonia, Germany, Greece, Hungary, Iceland, Latvia, Lithuania, Luxembourg, Norway, Poland, Slovenia, Spain, United Kingdom

- **Rest of the world:**

Bahamas, Jamaica, Marshall Islands, Samoa, Sierra Leone, Singapore, Tonga

Portugal is in process of ratifying the Convention but it won't be completed before the 21st November

Which ships need the Certificate?

- Any seagoing vessel and seaborne craft of any type whatsoever, over 1000 GT, which:
 - flies the flag of a contracting state, or
 - using a port or offshore facility in the territorial sea of a contracting party



As Portugal is not (yet) a contracting Party of the Convention

To obtain the certificate owners shall apply to a state which is party of the Convention and willing to issue Certificates

- Some States have indicated that they will do so but only for ships scheduled to call at ports in their jurisdiction.

To obtain the Certificate owners need a "Blue Card": document issued by a P&I Club (or other insurers or providers of financial security as long as they are acceptable to the issuing authority) confirming that insurance is made according to the Convention requirements

Very important

- Tankers with CLC Certificates also need to have Bunkers Certificates
- Bunkers Certificate must be carried on board as evidence that insurance is in place

Funchal, 3rd July 2008

President of the Technical Commission

Rui Raposo