

SHIPPING NOTICE 04/2008 Rev 03

THE INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR BUNKER OIL POLLUTION DAMAGE, 2001.

To: OWNERS, MANAGERS and MASTERS OF CAYMAN ISLANDS SHIPS (INCLUDING YACHTS AND PLEASURE YACHTS), AND ALL SHIPS OPERATING TO and FROM CAYMAN ISLANDS PORTS OF OVER 1,000GT

1. BACKGROUND

- 1.1 The *International Convention on Civil Liability for Bunker Oil Pollution, 2001*, (the Convention) entered into force for all Cayman Islands ships and yachts of 1,000 GT and above on 12 January 2011.
- 1.2 This Shipping Notice updates information contained in Shipping Notice 04/2008 Rev.2. Shipping Notice 04/2008 Rev.2 is now withdrawn.

2. APPLICABILITY

- 2.1 The Convention defines a “*ship*” as “*any seagoing vessel and seaborne craft, of any type whatsoever*”.
- 2.2 As such the Convention applies to all ships and yachts (both private and commercial) over 1,000 GT. The Convention applies regardless of the age of the ship or the quantity and grade of bunker and lubricating oil carried.
- 2.3 “Oil tankers” are required to comply with the *International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001* in addition to the *International Convention on Civil Liability for Oil Pollution Damage, 1969* as amended.

3. CERTIFICATION REQUIREMENTS

- 3.1 Owners¹ of all Cayman Islands ships (including yachts) of over 1,000 GT are required to maintain insurance or other financial security to cover the liability of the owner for pollution damage from bunker oil. The amount of insurance or other financial security

¹ From section 2 of the Merchant Shipping Act (2021 Revision) – “owner” , [...] or “shipowner” means, in respect of a registered ship, the registered owner and includes a demise charterer and a managing owner or a managing agent;

required is calculated in accordance with the *Convention on Limitation of Liability for Maritime Claims, 1976*, as amended.

- 3.2 A certificate attesting that the insurance or other financial security required by the Convention will be issued by the Cayman Islands Shipping Registry upon application from the shipowner.
- 3.3 Similarly, all Cayman Islands ships and yachts of over 1,000 GT require certification under the Convention regardless of their geographical location.
- 3.4 All non-Cayman Islands ships of over 1000 GT operating to and from Cayman Islands Ports must have wreck removal insurance in place which meets the requirements set out in the Convention. These ships must also hold a certificate issued by a State Party to the Convention attesting that the ship has wreck removal insurance that is deemed to meet the Convention requirements.

4. INSURANCE OR FINANCIAL SECURITY

- 4.1 Marine Insurers and P&I Clubs are familiar with the Convention requirements and are able to both arrange the required insurance and furnish evidence thereof. This evidence (The “Blue Card”) is required to enable the Cayman Islands Shipping Registry to issue the certification required by the Convention.
- 4.2 “Blue Cards” issued by P&I Clubs or insurers which are not members of the “International Group of P&I Clubs” (www.igpandi.org) may be subject to detailed investigations in order to ensure the provider of financial security is accepted by the United Kingdom’s financial services regulator.

5. OBTAINING THE CONVENTION CERTIFICATE

- 5.1 To apply for the issue of certificates in accordance with Article 7 of the Convention, applicants should send an electronic copy of the evidence of insurance (or “Blue Card”) issued by the insurer or other financial institution to

CaymanRegistry@cishipping.com

along with a [Request For Services](#) Form.

- 5.2 Certificates issued under Article 7 of the Convention will incur an administration fee.
- 5.3 The address shown on all “Blue Cards” should be:

The Maritime Authority of the Cayman Islands

PO Box 2256
Grand Cayman, KY1 – 1107.
Cayman Islands.

- 5.4 The details on the “Blue Card” must match the details on the vessel’s current Certificate of British Registry, especially with regard to the owner’s name and address.