

INTERSPILL 2012

BUNKERS CONVENTION 2001

LLMC CONVENTIONS

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- Entry into force –
- November 2008

State Parties – 64



Cita – 1997 Isles of Scilly

- Reasons
 - Environmental damage bunker quantities & types
 - Incidents involving bunker spills
 - CLC as a model



- CLC model
 - strict liability & limitation
 - compulsory insurance & certification
 - √ direct action & no policy defences

 (except wilful misconduct)

...but

- X no second layer
- X no dedicated limitation fund

Type of ship

 "Any seagoing vessel and seaborne craft, of any type whatsoever"

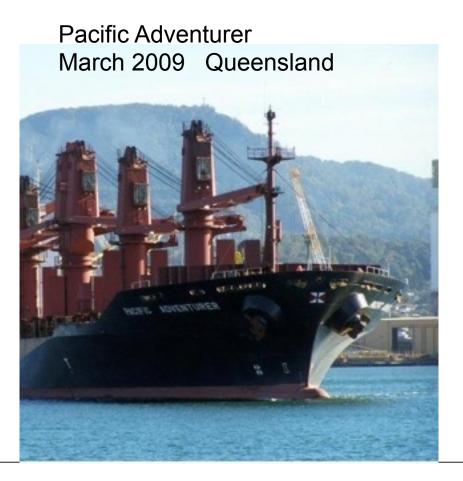
Liable parties

 The owners "including the registered owner, bareboat charterer, manager and operator of the ship

Compulsory Insurance

- Registered owner
- Insurance & Certification unless ship 1000 gt or less
 - Non-IG insurers

- Limitation why is it relevant?
 - absence of second layer no IOPC Fund!





Full City July 2009 Norway

- London Convention on Liability for Maritime Claims 1976
 - "LLMC"
- ➤ 1996 Protocol
- Shipowner entitled to limit liability for certain types of claim
- Amount dependent on gross tonnage
 - (VLOC c. USD 77 m.)

- No dedicated fund for pollution damage
 - Other types of claim will be made against the fund
- Some claims may fall outside the LLMC fund
 - possible Reservation for Wreck Removal
 - raising, removal, destruction or the rendering harmless of a ship which is sunk, wrecked, stranded or abandoned, including anything that is or has been on board such ship





- Limit for the insurer:
 - "even if the shipowner is not entitled to limitation of liability..., the [insurer] may limit liability to an amount equal to the amount of the insurance or other financial security required to be maintained in accordance with paragraph 1 [LLMC 76 as amended]"

