



№ 8/CIRC/FSI

14 / March / 2019

To: Shipowners, shipmanagers, operators, masters, crew members,
recognized organizations, agents, insurers and the shipping
community

SUBJECT: This Circular modifies and replaces circular N 7/CIRC/FSI dated February 20th 2019 on The International Convention On Civil Liability For Bunker Oil Pollution Damage, 2001 (Bunker Convention)

This is to inform you that circular N 7/CIRC/FSI dated February 20th 2019 on The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Convention) is modified and updated version shall be taken into consideration as follows:

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

1. Maritime Transport Agency of the Ministry of Economy of Sustainable Development of Georgia (MTA) hereby informs you that Georgia became a member of International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001. Since January 18, 2019 National legislation requires all Georgian flagged ships of greater than 1000 Gross tons to carry on board the Bunker Convention Certificate, which is intended to attest that insurance or other financial security to cover liability for pollution damage is in place.
2. This Circular urges the shipping community to take necessary action to comply with the Convention. Vessels registered in State Ship Registry of Georgia would be issued with the Bunker Convention Certificate by the Maritime Transport Agency of Georgia (MTA). We encourage owners and managers of vessels registered in State Ship Registry of Georgia to approach P&I Clubs early for the issuance of the Blue Card as insurance to cover liability for pollution damage as required under the Bunker Convention.
3. Oil Tankers that are defined in the Convention on Civil Liability for Oil Pollution Damage 1992 (CLC 92) would already be complying with the CLC 92 and need not be covered under the Bunker Convention. However, if an oil tanker which is greater than 1,000 GT and operating in condition when there are no residues of oil in its cargo tanks, such oil tanker would be required to carry a Bunker Convention Certificate. As the Bunker Convention covers "any seagoing vessel and seaborne craft, of any type whatsoever", owners should note that Port States that are party to the Bunker Convention may also require any tanker greater than 1,000 GT to carry a Bunker Convention Certificate, even when the tanker is not operating in Oil Loaded condition. Owners and operators are advised to verify with the relevant authorities in the foreign port which the ship would be calling at on their position regarding this issue.
4. Applications for Bunker Convention Certificates for Georgian Flagged vessels can be made to Maritime Transport Agency by completing the Application Form (Annex 1), and attaching a copy of insurance document - Blue Card. The Blue Card shall confirm that insurance has been taken out for particular ship to cover liability pursuant to the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.
5. "Blue Card" issued by Protection and Indemnity Club which is a member of the International Group of P&I Clubs are applicable for that purpose.

Insurance companies that are not member of the International Group of P&I Clubs must be approved by the Maritime Transport Agency of Georgia. Approvals are made once in two years.

For insurance companies not previously approved by MTA following must be submitted:

- Documentation for terror damage cover
- An auditor statement
- A declaration on reinsurance schemes

The certificate showing proof of insurance cover must indicate:

- Name of Registered Owner
- Principal Place of Business of Registered Owner (Note that this is not necessarily the same as the registered office of the Owner)
- Name and address(es) of Insurer(s)
- Principal Place of Business of Insurer or Guarantor
- Type and Duration of Security
- Text: "Certificate furnished as Evidence of Insurance Pursuant to Article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001."
- Name of Ship, IMO Ship Identification Number, Distinctive Numbers/Letters, Port of Registry.
- Text: "This is to certify that there is in force in respect of the abovenamed ship while in above-named ownership a policy of insurance satisfying the requirement of Article 7 of the International Convention for Civil Liability for Bunker Oil Pollution Damage, 2001." (the Convention)
- Insurance cover will not cease before three months has lapsed from the date on which notice of termination is given.

Insurance companies approved by MTA must forward the following document once in two years:

- A renewed auditor statement
- A renewed declaration on reinsurance schemes

6. A Bunker Convention Certificate will be issued for maximum insurance period of 12 month. The Bunker Convention Certificates issued before January 18, 2019 by other Flag Administrations to Georgian flagged vessels, will remain valid until their expiration date.

7. The Application for issuing Bunker Convention Certificate, applicable Blue Cards and documents for request of Insurance company approval shall be duly provided to MTA for the purpose and approval on the following address:

LEPL "Maritime Transport Agency"
Ships Registration and Flag Control Department
E-mail: info@mta.gov.ge; fsi@mta.gov.ge
Work Phone: +995 422 274925; +995 422 274926 (Ext. 24)
Fax: +995 422 273929
Mobile (AOH): +995 577 22 16 22 / +995 577 22 16 22 11

- Attached N1 - Application for Georgian certificate attesting insurance;

Agency Director

SIGNED/SEALED
ELECTRONICALLY 

Tamar Ioseliani