

## IUMI Policy Agenda

### 6. Liability

The insurance of marine liabilities helps to protect third party rights. Since the liability (e.g. for environmental damages caused by an oil-spill) can be extraordinarily high, sufficient insurance coverage for these liabilities is crucial. Many international liability conventions rule compulsory insurance requirements, and direct action against insurers is partly ruled as well.

Marine liability insurance is mainly provided by Protection and Indemnity Clubs (P&I Clubs) organized as mutual insurers with shipowners as members. The 12 largest P&I Clubs are organized under the umbrella of the International Group of P&I Clubs (IG).

While the member companies of IUMI's member associations predominantly provide insurance coverage for property damages to the hull and machinery of vessels or offshore energy units, and cargoes in transit, some of the companies also offer marine liability insurance through reinsurance arrangements or directly through covers such as 'fixed premium P&I' or 'war P&I'.

#### **Potential gaps in liability insurance for 'non-IG insurers'**

In April/May 2014, the IMO Legal Committee (LEG 101) adopted Guidelines for accepting insurance companies, financial security providers and IG P & I Clubs to verify the compulsory insurance requirements. With a reference to these guidelines, six Member States suggested in a submission to LEG 107 in March 2020 that further consideration may be desired of problems encountered in some oil pollution incidents involving insurers that are not members of the IG. The belief is that this is an issue that affects not only the 1992 CLC, but also other IMO liability conventions.

The issue is also being examined by the governing bodies of the IOPC Funds, and during the 108<sup>th</sup> session of the IMO Legal Committee in July 2021, the IOPC Funds provided an update on the problems encountered in some oil pollution incidents involving 'non-IG insurers'. 147 incidents were identified of which 44 incidents either had no insurer or the insurer was unidentified.

A proposal for a new output was submitted by five Member States in December 2021, and LEG 109 subsequently established a Correspondence Group, which included IUMI, with the following key workstreams:

- development of informational pamphlets for the Bunkers Convention, Civil Liability Convention, Athens Convention and the Wreck Removal Convention to assist

Flag States, Port State control officers, shipowners, and insurers in their interpretation and application of the liability and compensation requirements of the Conventions

- review of existing IMO guidelines; primarily IMO Circ. No. 3464 for accepting insurance certificates,
- development of a new GISIS module for those involved in issuing convention certificates.

In March 2023, LEG 110 approved the text of three pamphlets (Bunkers Convention, Civil Liability Convention and Wreck Removal Convention). Further, an intersessional Correspondence Group was established to review the IMO guidelines and create a new GISIS module.

Between LEG 110 (2023) and LEG 111 (2024), IUMI was involved in a further Correspondence Group on the revision of the Guidelines for accepting Insurance Companies and Certificates and the discussion on measures to assess the need to amend liability limits approved led by Canada.

At LEG 111 (2024), the Committee approved the revision of the Guidelines for accepting insurance companies, financial security providers and the International Group of Protection and Indemnity Associations (CL No.3464). The updated Guidelines will be issued via a LEG circular. The purpose of these guidelines is to provide State Parties to conventions covering liability issues with guidance for accepting insurance companies and certificates or similar documentation from insurance companies, financial security providers, IG members and P&I Clubs outside the IG. Relevant conventions include:

- the International Convention on Civil Liability for Oil Pollution Damage, 1992, as amended (1992 Civil Liability Convention).
- the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (2001 Bunkers Convention).
- the Nairobi International Convention on the Removal of Wrecks, 2007 (2007 Nairobi WRC); and
- the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996, as amended by the Protocol of 2010 to the Convention (the 2010 HNS Convention).

The revised Guidelines include a list of definitions and a new section on 'Criteria for accepting Insurance Certificates'. The criteria and documentation for accepting insurers and insurance certificates have also been modified and expanded.

LEG 111 established a further Correspondence Group towards LEG 112 (2025) to look into the necessity to preparing a further Guideline with regard to liabilities under the "Athens Convention" 2002 / 2006. IUMI participated in this Correspondence Group.

The group did not agree on a proposed course of action, but two options were proposed to LEG 112 (scheduled for March 2025): **Option 1:** A reference to the Athens Convention 2002 could be included in the guidelines contained in LEG.1-Circ.16 for accepting insurance certificates and insurance companies, financial security providers, and protection and indemnity clubs (P & I Clubs) or the application "*mutatis mutandis*" of such guidelines for non-war risks. **Option 2:** A State Party to the Athens Convention 2002 could make use of the guidelines contained in LEG.1-Circ.16 for accepting insurance certificates and insurance companies, financial security providers, and protection and indemnity clubs (P & I Clubs) or the application "*mutatis mutandis*" of such guidelines for non-war risks.

### 1910 Collision Convention

The Comité Maritime International (CMI), at the recent Executive Council meeting, established an international working group to consider the review of one of CMI's most successful conventions, the Collision Convention 1910. The Legal Committee of the IMO has shown interest in assisting the CMI in piloting this project. The CMI Intersessional Working Group aims to provide input of what the new convention should include prior to LEG 110.

The initiative for a new IWG flows from two sources. First, the IMO is reviewing a series of instruments, including the Collision Convention 1910, as may be required to accommodate the concept of autonomous ships. Secondly, the Italian Maritime Law Association set up its own working group in 2019 to canvass its membership on the expediency of reviewing the Collision Convention 1910 along with the 1952 conventions concerning civil and penal jurisdiction where a collision occurs.

The 1910 convention covers very important aspects of collision liability. It has been adopted by numerous countries. The review could include the scope of application of a revised convention, court jurisdiction over collisions and compulsory insurance for collision liability. All aspects of the 1910 convention could be considered, and the CMI prepared a questionnaire to maritime law associations in February 2023 to get some further guidance. IUMI is represented in the CMI WG by the Legal & Liability Committee Chair Charles Fernandez.

### *Relevant authority / organisations and documents*

#### Non-IG insurers

- **IMO – Legal Committee**
  - **Circular Letter 3464:** Guidelines for accepting insurance companies, financial security providers and the IG P & I Clubs, July 2014.

- **LEG 107/6:** Compulsory insurance requirements under IMO conventions and insurance problems, submitted by Canada, Denmark, Italy, Japan, Norway and Republic of Korea, 9 January 2021.
- **LEG 108/5:** Review of insurance problems with non-IG insurers, submitted by IOPC Funds, 20 April 2021.
- **LEG109/13:** Proposal to add a new output under the work programme on the Development of guidance for the proper implementation and application of IMO liability and compensation conventions, submitted by Canada, Denmark, Italy, Japan and United Arab Emirates, 24 December 2021.
- **LEG110/7:** Report of the Correspondence Group on measures to transparently assess the need to amend liability limits, submitted by Australia, 20 December 2022.
- **LEG110/10:** Proposed measures related to Guidance for the proper implementation and application of IMO liability and compensation conventions, submitted by Canada, Greece, Italy, Malaysia, Republic of Korea, United Arab Emirates, ICS, IG and IUMI, 22 December 2022.
- **LEG110/WP.6:** Measures to assess the need to amend liability limits, report of the Working Group, 20 March 2023.
- **IOPC Funds**
  - **IOPC/OCT18/5/5/1:** The 20 incidents involving the IOPC Funds and non-IG insurers are available in this document.
  - **IOPC/NOV20/5/5/1:** Conclusions of the sixth joint Audit Body and the recommended measures and future tasks to be undertaken in respect of the risk relating to 'non-IG insurers'.
- **CMI:** Questionnaire to maritime law associations on the collision conventions, 20 February 2023.

#### *Timeline / important dates*

- LEG 107: 27-30 November, 1 December 2020.
- LEG 108: 26-30 July 2021.
- IMO Council, 34<sup>th</sup> extraordinary session, 8-12 November 2021.
- IMO Assembly, 6-15 December 2021.
- LEG 109: 21-25 March 2022.
- LEG 110: 20-24 March 2023.
- CMI questionnaire: deadline 31 May 2023.
- CMI colloquium: 14-16 June 2023, Montreal.

#### *IUMI will:*

- Monitor developments via the IUMI Legal & Liability Committee and Policy Forum.
- Liaise directly with the IMO LEG as required to represent members' interests.
- Support a new output on addressing problems with so called 'non-IG insurers'.



- If agreed, support the work of the IMO Legal Committee in developing further clarity and education to avoid problems with so called 'non-IG insurers'.
- Explain to IMO Member States and other interested bodies such as the IOPC Funds the practical aspects of insurance related to marine liability insurance of insurance entities not belonging to the IG.