

**[MARINA MEMORANDUM CIRCULAR NO. 184,
February 21, 2003]**

**REVISED RULES GOVERNING MANDATORY COVER AGAINST
CIVIL LIABILITY FOR OIL POLLUTION DAMAGE**

Pursuant to the provisions of the International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC 92), Executive Order No. 125, as amended, and Presidential Decree No. 474, the Maritime Industry Board during its Special Meeting held on February 21, 2003 adopted the following Rules, amending MARINA Memorandum Circular No. 128, to govern mandatory cover against oil pollution damage.

I. APPLICATION

These shall apply to the following types of Philippine-registered tankers/barges plying in domestic trade:

- 1.1 Those carrying more than 2,000 tons of persistent oil in bulk as cargo.
- 1.2 Those carrying 2,000 tons and below of persistent oil in bulk as cargo.
- 1.3 The term persistent is used to describe those oils, which, because of their chemical composition, are usually slow to dissipate naturally when spilled into the marine environment and are therefore likely to spread and require cleaning up, such as, but not limited to, crude oil, fuel oil, heavy diesel oil and lubricating oil. Non-persistent oils tend to evaporate quickly when spilled and do not require cleaning up, such as, but not limited to, gasoline, light diesel oil and kerosene.

II. LIMIT OF LIABILITY

All Philippine-registered ships, defined under I are required to be covered by insurance or other financial security for not less than the limits herein set to answer for the liability for pollution damage under the CLC 92.

1.3 Tankers/barges falling under I.1.1:

(a) 3 million Special Drawing Rights (SDR) for tankers/barges not exceeding 5,000 gross tons.

(b) for tankers and barges above 500 gross tons, the limit shall be 3 million SDR plus an additional insurance cover of 420 SDR per tonnage in excess of 5,000 GT.

2.2 Tankers/barges falling under I.1.2

Gross Tonnage (GT) of Ship	Minimum Cover (SDR or its peso equivalent at the time of the acquisition of the cover)
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