

REGIONAL CONSULTATIVE WORKSHOP ON THE RECOVERY OF OIL SPILL CLEAN-UP COSTS AND POLLUTION DAMAGE CLAIMS

Orchard Parade Hotel, Singapore

3 September 1999

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Proceedings of the Regional Consultative Workshop
on the Recovery of Oil Spill Clean-Up Costs
and Pollution Damage Claims

Orchard Parade Hotel, Singapore
3 September 1999

WORKSHOP REPORT

INTRODUCTION

The Regional Consultative Workshop on the Recovery of Oil Spill Clean-up Costs and Pollution Damage Claims was jointly organised by the Maritime and Port Authority (MPA) of Singapore and the GEF/UNDP/IMO Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas.

The workshop followed a successful two-day conference organised by the MPA, Singapore, on 1 and 2 September 1999, entitled “*International Oil Pollution Conference and Exhibition 99*” (IOPCE 99). The workshop was designed to provide senior officials from countries of the East Asian Seas region an opportunity to discuss issues and priorities with regard to implementation of the Civil Liability and Compensation (CLC) Convention and the Fund Convention (FUND). The workshop programme is attached in Annex A.

Representatives from nine countries of the East Asian Seas region attended the IOPCE ‘99 and workshop.

Four resource persons participated in the workshop, representing the International Oil Pollution Compensation Funds (IOPC Funds), the International Tanker Owners Pollution Federation Ltd. (ITOPF), the Faculty of Law, National University of Singapore, and the MPA, Singapore. Annex B contains the list of workshop participants.

A list of materials, which were distributed during the workshop, is provided in Annex C.

Dr. Chua Thia-Eng, Regional Programme Manager for the GEF/UNDP/IMO Regional Programme, served as Workshop Chairman.

OPENING STATEMENTS

- .1 Mr. Chen Tze Penn, Director-General of the MPA, Singapore, opened the workshop. He stressed that the participants' attendance at the IOPCE '99 during the two previous days provided an excellent preparation for the workshop. He expressed confidence that the participants were now in a better position to discuss practical problems relating to liability and compensation issues. He noted that organising the workshop immediately after IOPCE '99 allowed the group to take advantage of the presence of several international experts on liability and compensation issues. He pointed out that the workshop was in line with the MPA's desire to provide technical assistance to developing countries in areas where Singapore has acquired some expertise. He declared that the MPA would continue to work with the International Maritime Organization (IMO) and the Regional Programme to sponsor training programmes to enhance the capacity of friends in the region to safeguard maritime safety in their waters and to prevent and control marine pollution.
- .2 Dr. Chua thanked Mr. Chen and the MPA, Singapore, for their support and assistance in organising the workshop. He explained that the main purpose of the workshop was to bring senior officials from the region together to:
 - a) discuss the issues relating to liability and compensation for oil pollution damages; and
 - b) find approaches and a basis for co-ordination and co-operation in activities leading to more effective application of the principles of liability and compensation.

Dr. Chua stressed that the issues to be discussed and the outputs generated by the workshop would be addressed in planning the follow-on phase of the Regional Programme. He then outlined the format for the workshop, including a review of participants' perspectives on four related issues, and a concluding session on follow-on activities.

WORKSHOP TOPICS

Topic 1: Problems encountered in obtaining full compensation for the clean-up costs and/or related pollution damages arising from oil spills from tankers

- 1.1 The workshop identified several areas of concern to countries regarding the claims process and compensation settlements, namely:
 - a) the length of time required to process claims;
 - b) the admissibility of claims for expenses incurred and damages suffered;

- c) the lack of specific criteria regarding costs and damages that are covered under the Conventions and the claims process;
- d) differing interpretations of the Convention coverage, and the case-by-case approach to assessing eligible damages;
- e) the lack of competent national experts to prepare claims;
- f) an apparent lack of appreciation for the variability in available equipment, technology and labour costs among countries of the region, which can have a negative impact on assessments of reasonableness of costs;
- g) the extended period of time required to settle claims involving transboundary oil spill incidents, and the associated transaction costs;
- h) the perception that IOPC Funds and Protection and Indemnity (P&I) Clubs tend to adopt ITOPF's recommendations for compensation notwithstanding the views of national/regional experts; and
- i) the role of ITOPF in the claims regime and the perceived conflict of interest, given that ITOPF is an organisation set up by tanker owners.

The workshop noted the following:

- 1.2 The fact that different states in the region are not all party to the same CLC and/or FUND Conventions contributes to slowing down the process of claims recovery.
- 1.3 Admissibility of claims relates in turn to the reasonableness of the claim and the quality of documentation. The speed of claims processing is directly related to the quality of supporting documents. One suggestion to avoid unnecessary delay is to devise a system of documentation of claims as part of the contingency planning process. During an actual oil spill, someone whose sole task is to document expenses should be on the scene to implement the process.
- 1.4 The Conventions make it clear that claims for pure environmental damage are not admissible. It was pointed out that this was a decision by the Governments of the countries, which negotiated the Conventions.
- 1.5 Foreign experts can be contracted to prepare damage claims, to negotiate settlements and, ultimately, to take the cases to court on behalf of the claimants, if required. Vietnam has had some success using this approach. However, transaction costs are high and there is always the risk that the claim will not be accepted.
- 1.6 The role of ITOPF during the response and clean-up of oil spills, and in the claims process, is strictly advisory. P&I Clubs and the IOPC Funds may or may not take the recommendations of ITOPF when considering the admissibility of claims.

The workshop made the following suggestions regarding problems encountered with recovering damage claims and compensation for oil spills:

- 1.7 Despite their shortcomings, the CLC and FUND regimes provide a general legal framework for recovery of compensation that is better than that which is available to a non-party country.
- 1.8 The IOPC Funds' Claims Manuals contain valuable guidance but an updated version could usefully clarify some of the grey areas regarding coverage and admissibility of claims (e.g., fisheries; tourism).
- 1.9 Some of the unique characteristics of the region (e.g., disparate labour costs; availability of response vessels and equipment; numerous small-scale fisheries) can be the subject of future guideline documents on pre-assessment of admissible labour rates and charges for response equipment and services, as well as the preparation of the claims themselves.
- 1.10 The publication of case studies on oil spill incidents, and the lessons learned, would be of assistance to countries in the region, for contingency planning and processing of claims. It was noted that such information is contained in IOPC Funds' Annual Reports.

Topic 2: Problems of domestic laws which are not in line with the provisions of CLC 69 or CLC 92 and/or FUND 71 or FUND 92 and resolving the differences when preparing and processing claims from, or on behalf of, pollution victims.

- 2.1 The workshop noted the status of accessions to the CLC and FUND Conventions in the region, as follows:

Accession to CLC and FUND in East Asia*

	CLC		FUND	
	'69	'92	'71	'92
Brunei Darussalam	92		92	
Cambodia	94			
China	D	99		
DPR Korea				
Indonesia	78	99	D	
Malaysia	95		95	
Philippines		97		97
RO Korea	D	97	D	97
Singapore	D	97		97
Thailand				
Vietnam				

* numbers denote year of accession; D = denounced

The workshop was advised that:

- 2.2 Thailand is progressing toward accession of CLC 92, but the Government has not committed to acceding to FUND 92. Alternatively, the Government of Thailand is considering establishing its own national fund.
- 2.3 RO Korea joined FUND 92 in 1997, and basically adopted legislation that incorporates the Convention. RO Korea has learned from experience in submitting claims over the years, and has even prepared a claims manual for fisheries.
- 2.4 The Philippines has acceded to CLC 92 and FUND 92 but does not have implementing legislation. The Conventions took effect in the Philippines in 1998. An Executive Order has been drafted, but there is some concern at the political level with regard to the liability limits of the Conventions.
- 2.5 Indonesia has recently denounced the CLC 69 and FUND 71 and ratified the 1992 CLC. There was uncertainty in the country regarding the benefits to be derived from FUND 92, with the inadmissibility of claims related to pure environmental damage and the burden of proof on the claimant. Indonesia will study the benefits and costs associated with FUND 92 before proceeding with accession.
- 2.6 Cambodia ratified CLC 69 in 1994, but does not have implementing legislation due to lack of legal expertise.

The workshop noted that:

- 2.7 In cases where countries have acceded to the Conventions, but do not have implementing legislation, it will be very difficult to successfully pursue claims through the courts. The IOPC Funds Secretariat would likely treat the claim as if there was legislation in place, and attempt to negotiate a settlement.
- 2.8 There are two ways to enact implementing legislation for CLC and FUND Conventions, namely:
 - a) the British style of rewriting the convention language into national law, and
 - b) the French/Spanish system through which conventions are adopted by simply enacting a law with a statement to that effect. Specific provisions for such matters as the authority that will issue certificates and the court that will have jurisdiction over claims for compensation are added to the legislation. CLC and FUND, as written, are self-executing and may therefore be easily implemented through the French/Spanish system.

- 2.9 The IOPC Funds Secretariat is willing to help countries by reviewing their proposed implementing legislation. The Regional Programme is already providing assistance to countries in the region with the development of implementing legislation.
- 2.10 RO Korea has successfully received compensation for the cost of oil removal operation from two sunken tankers and, in the process, has developed a good working relationship with both the IOPC Funds Secretariat and ITOPF. One of the lessons to be learned from the Korean experience is that if the nature of the oil spill allows prior consultation, there is much to be gained from discussing contemplated expenses with the IOPC Funds Secretariat, ITOPF and the P&I Clubs.
- 2.11 Co-operation between claimants and the government is important. Government agencies have surveys, photographs and data to back up claims from private persons.

The workshop made the following suggestions regarding the current application of CLC and FUND Conventions in the region:

- 2.12 Not all countries are benefiting equally from the CLC and FUND Conventions. For example, there has been no claim forthcoming from the Government of the Philippines as a consequence of the recent oil spill in Manila Bay (March 1999). The onus is on the countries of the region to strengthen their capabilities and understanding of the respective Conventions and the claims process.
- 2.13 Assistance is required to draft appropriate national legislation in some countries of the region. Drafting workshops and distribution of examples of appropriate legislation, such as Singapore's British style legislation, which was distributed during the workshop, would be helpful.

Topic 3: Need for regional collaboration to prepare, process and recover pollution damage claims and compensation for oil spills in transboundary pollution cases. A regional mechanism to cover a wider range of oil spill/chemical spill incidents.

The workshop identified some common concerns in the region that could form the initial basis for regional collaboration. These were transboundary pollution, accessibility of expertise and limitations on damage compensation.

- 3.1 Possible areas of co-operation in relation to transboundary pollution included documentation procedures and processing of claims. Uniformity of documentation forms among countries was cited as one practical consideration.

Processing of claims may be somewhat more difficult to co-ordinate because countries have different legal systems.

- 3.2 While expertise is available in the region, not all the required expertise is necessarily available in each country. Creation of a pool of experts is one way of overcoming this shortage. For example, members of the Regional Network on the Legal Aspects of Marine Pollution could be tapped to assist countries with their national implementing legislation.
- 3.3 The limitations of the compensation regime (e.g., environmental damages) of the two Conventions may be a subject of consideration at the regional level, so as to agree on efforts to amend the Conventions over the longer term.

The workshop noted:

- 3.4 Regional and sub-regional collaborations already exist in contingency planning and oil spill response, including the Association of Southeast Asian Nations Oil Spill Response Action Plan (ASEAN OSRAP), and the Standard Operating Procedure (SOP) adopted by the three littoral States of the Malacca Straits. However, it was acknowledged that some provisions of these agreements have not been put into practice.
- 3.5 Arrangements concerning regional co-operation also need to consider the role and capacity of the private sector. For example, East Asia Response Pte., Ltd. (EARL) and Singapore Oil Response Centre (SORC) can be called upon to extend assistance in a major oil spill.
- 3.6 States requesting assistance from neighbouring States or from the private sector need to be in a position whereby they are confident that they will receive compensation. During an oil spill, when there is realisation that the State's own resources are not sufficient to combat the spill, it is too late to call for quotations. It is a matter of applicability and availability of equipment and services.
- 3.7 Principles of reasonableness are a basic requirement in the admissibility of claims for oil spill response and clean-up costs. It is the government's responsibility to ensure that the costs incurred for equipment and services are fair value and appropriate, whether from the private sector or neighbouring country. Contingency planning is one way of identifying and preparing for the conditions and terms by which assistance will be provided. These plans can be discussed with the IOPC Funds Secretariat and ITOPF.
- 3.8 Pre-notification of preventive measures also reduces the processing time for claims. For example, by notifying ITOPF and the IOPC Funds Secretariat of the

intention, method and cost of recovering oil from a sunken vessel, consultation is facilitated and the processing of an eventual claim is helped.

The workshop made the following suggestions regarding regional collaboration as regards claims for compensation for oil spills:

- 3.9 Co-operative arrangements between or among countries sharing a common subregional sea area are practical and cost-effective. Examples are already in place in the region (e.g., the Malacca and Singapore Straits) and others may be appropriate (e.g., the Gulf of Thailand; Sulu-Celebes Seas).
- 3.10 Procedures for documenting costs and processing claims can be considered in the contingency planning process at the subregional level. Oil spill exercises need to include these component activities as part of the overall procedure.
- 3.11 Subregional contingency plans can also consider the benefits of “on-the-scene” liaison officers from neighbouring countries, providing a direct line of communication to national response centres in the event of a transboundary incident.
- 3.12 Capacity building is required to enhance the awareness of transboundary issues related to oil spill response among countries sharing a common sea area. Training workshops, exchange of information on equipment stockpiles, personnel and vessels, combined training exercises, agreements on equipment and service fees, etc., are some of the initiatives to be considered in a capacity-building effort. Training workshops would enable countries who have implemented the FUND 92 regime to share their experience with those who have yet to do so. Practical issues, such as convincing oil importers/receivers to contribute to the 1992 IOPC Fund and the administration of the contribution mechanism, may be shared among countries.
- 3.13 Countries of the region would benefit from an exchange of information on experiences related to damage claims for compensation, especially with regard to fisheries, aquaculture and tourism. For example, the claims manual prepared by RO Korea mentioned (paragraph 2.3) may be translated into English and made available to other countries of the region. Experiences from other regions would also be of assistance, and may be facilitated by the IOPC Funds and ITOPF.
- 3.14 Countries of the region could also benefit from attending the meetings of the IOPC Funds Assemblies and Executive Committees. Experiences and approaches used by other countries could be applied in the East Asian Seas region. Non-member countries can request observer status to attend the IOPC Fund meetings.

Topic 4: Priority areas for strengthening recovery of oil spill clean-up costs and pollution damage claims at the national and regional levels.

- 4.1 The workshop identified four priority areas, to strengthen countries' capacities in recovery of oil spill clean-up costs and other damage, namely:
- a) region-wide accession to the 1992 CLC and FUND Conventions;
 - b) drafting of appropriate national implementing legislation;
 - c) capacity building in the form of training and mobilisation of expertise; and
 - d) collaboration in addressing transboundary environmental issues.

The workshop made the following suggestions concerning these priority areas:

- 4.2 Region-wide accession to CLC and FUND Conventions, in spite of their limitations, is currently the best option for strengthening recovery of clean-up costs and damage claims for a variety of reasons, including:
- a) CLC provides direct right of action against the insurer, although only tankers actually carrying more than 2000 tonnes of oil in bulk as cargo are required to maintain insurance ;
 - b) FUND provides compensation to victims who are unable to obtain full compensation for admissible claims from the shipowner and his insurer, because: (i) the shipowner is financially incapable of fulfilling his obligations and there is no insurance; (ii) the total amount of the established claims exceeds the shipowner's limitation amount.
 - c) FUND also benefits claimants in cases where the shipowner is exempt from liability under CLC, such as failure of a Government or other authority to maintain navigational aids, natural disasters and sabotage;
 - d) In sensitive environmental areas, where the direct economic impact of an oil spill can be significant, FUND provides the advantage of a larger amount of money to cover damage claims. This is particularly important in the case of small tankers when the shipowner's limit of liability under CLC is low.
- 4.3 Governments want to be aware of both the costs incurred and benefits available from the Conventions. Decision-makers should have access to information on the cost of implementation, the coverage provided, and the range of "risks" (e.g., smaller coastal tankers carrying bunker fuel; environmentally sensitive areas) as they pertain to their particular situation.
- 4.4 In order to benefit from the Conventions, national legislation needs to be consistent with the provisions of the Conventions, and empower implementing agencies and the legal system to ensure compliance with the law.

- 4.5 Capacity building involves a number of possible activities, such as:
- a) Awareness building on the scope of the Conventions;
 - b) Guidelines on documenting costs, claims processing and the roles of different stakeholders during an oil spill incident;
 - c) Sector specific guidelines on damage claims, including fisheries, tourism and aquaculture industries, with concrete examples of claims documentation;
 - d) Workshops on various subjects, including subregional contingency planning and oil spill response training, environmental risk assessment, pollution damages assessment, sensitivity mapping, etc.;
 - e) Networking among countries, to share information and experience on CLC and FUND issues, for example the Regional Network on the Legal Aspects of Marine Pollution; and
 - f) Establishing a pool of expertise or roster of experts, within the region to provide advice and support to governments.
- 4.6 Transboundary environmental issues associated with oil spills are most appropriately addressed between neighbouring countries, either bilaterally or at a subregional level. Standard Operating Procedures, documenting and processing of claims, inventorying of response equipment and services and contingency planning are some of the practical steps that can be taken at the subregional level.

WORKSHOP CONCLUSIONS

The workshop arrived at the following general conclusions regarding the recovery of oil spill clean-up costs and pollution damage claims:

- 5.1 There was general recognition that the 1992 CLC and FUND Conventions provide a uniform legal framework for recovery of costs and damage compensation. Countries that are not party to the Conventions face greater difficulty in recuperating such costs.
- 5.2 Countries need to familiarise themselves with the procedures for filing claims. There is currently much difficulty experienced in this area. As part of improving their record of recovery, countries should take account of the compensation requirements at the stage of contingency planning. Agreements on price with private response organisations should be concluded early to avoid artificially high prices.
- 5.3 The IOPC Funds Secretariat is willing to give information on the interpretation of the Conventions and, along with ITOPF, on the admissibility of claims, as well as in capacity building (e.g., an updated claims manual; practical examples of claims for specific sectors; case studies of spill incidents; examples of national legislation). The IOPC Funds Secretariat and ITOPF do not include capacity-

building activities as part of their budget, and need advance notice of workshops and training programmes where they can participate.

- 5.4 Bunker spills from ships other than tankers can pose significant clean-up problems, as well as damage to economic resources. But the victims of such events do not currently have the benefit of an international strict liability compensation Convention. The recovery of compensation from the shipowner and insurers in such cases can therefore on occasion be difficult.
- 5.5 Capacity-building programmes are most beneficial when all countries have an opportunity to participate, in order to strengthen and share legal, administrative, scientific and technical/economic experiences and expertise.
- 5.6 There is experience within the region in many pertinent areas related to oil spill preparedness and response, contingency planning, legislation and damage claims. This expertise needs to be pooled and utilised to build capacity among the countries.
- 5.7 Sub-regional collaboration is a practical method of identifying the issues and developing effective management approaches to transboundary pollution and environmental damages.
- 5.8 There is a need for continuing capacity building and networking across the region, both for the advancement of the region and to enable countries to have a greater impact at the international level. Greater awareness of issues and improved participation by States in international forums need to be promoted.

CLOSING REMARKS

- 6.1 Dr. Chua gave an assessment of the day's work, observing that the participants had a tiring but fruitful day. He expressed hope that countries not yet party to CLC 92 and FUND 92 will work towards their speedy accession and implementation, which will enhance national ability to maximise a State's claims in the event of an oil spill. He assured the participants that the Regional Programme will study the conclusions of the workshop and develop a line of action that responds to the general wish of the participating nations in the region. Finally, on behalf of the participants, he thanked the MPA, Singapore, for making the workshop a success and for making the participants' stay in Singapore a very pleasant one, and wished everyone a safe journey back home.
- 6.2 Mrs. Mary Seet-Cheng, Director (Policy), MPA, Singapore, agreed with Dr. Chua's assessment that the workshop had been most productive. She thanked the participants and resource persons for their contributions to the workshop. She noted that much more work needed to be done to respond to the problems relating

to recovery of oil spill clean-up costs and pollution damage claims and highlighted Singapore's continuing commitment to work with other countries in the region and the Regional Programme. Finally, Mrs. Seet-Cheng thanked the Regional Programme for its efforts to organise and conduct the workshop.

- 6.3 The resource persons from IOPC Funds Secretariat and ITOPF took the opportunity to thank the organisers and the participants for the opportunity to discuss the particular problems and concerns in the region. They expressed their appreciation of the growing participation of countries in the region in the IOPC Funds' affairs and expressed their belief that this involvement will have positive results in the international field.

Annex A

Regional Consultative Workshop on the Recovery of Oil Spill Clean-up Costs and Pollution Damage Claims

**3 September 1999
Orchard Parade Hotel
Singapore**

**A joint initiative of the Maritime and Port Authority of Singapore (MPA) and the
GEF/UNDP/IMO Regional Programme for the Prevention and Management of the
Marine Pollution in the East Asian Seas**

WORKSHOP PROGRAMME

- 08:15 Registration Opens
- 08:50 Guests and Participants to be Seated
- 09:00 Welcome Remarks
- Mr. Chen Tze Penn
 Director-General, Maritime and Port Authority of Singapore
- Dr. Chua Thia-Eng
 Regional Programme Manager, GEF/UNDP/IMO Regional
 Programme
- 09:15 Introduction of Workshop Objectives and Format
- Chair: Dr. Chua Thia-Eng
- Resource Persons (All four topics):
- Mr. Måns Jacobsson, Director, International Oil Pollution
 Compensation (IOPC)
- Dr. Ian White, Managing Director, International Tanker Owners
 Pollution Federation Ltd. (ITOPF)
- Dr. Robert Beckman, Associate Professor, Faculty of Law,
 National University of Singapore

Mr. Zafrul Alam, Assistant Director (Special Projects), Policy Division, MPA, Singapore

- 09:20 *Topic 1: Problems encountered in obtaining full compensation for the clean-up costs and/or related pollution damages arising from oil spill from oil tankers.*
- 09:20-09:50 Round-the-Table Responses by Country Representatives
- 09:50-10:30 Open Forum Discussion of the Participants and the Resource Persons
- 10:30-10:45 Coffee and Tea Break
- 10:45 *Topic 2: Problems of domestic laws which are not in line with the provisions of CLC 69 and CLC 92 and/or FUND 71 or FUND 92 and resolving the differences when preparing and processing claims from, or on behalf, of pollution victims.*
- 10:45-11:15 Round-the-Table Responses by Country Representatives
- 11:15-12:00 Open Forum Discussion of the Participants and the Resource Persons
- 12:00 *Topic 3: Need for a regional collaboration to prepare, process and recover pollution damage claims and compensation for oil spills in transboundary pollution cases. A regional mechanism to cover a wider range of oil spill/chemical spill incidents.*
- 12:00-12:30 Round-the-Table Responses by Country Representatives
- 12:30-14:15 Lunch at Black Angus (Orchard Parade Hotel, Level 1)
- 14:15-15:00 Open Forum Discussion of the Participants and the Resource Persons
- 15:00 *Topic 4: Priority areas for strengthening recovery of oil spill clean-up costs and pollution damage claims at the national and regional levels -- Action Programme.*
- 15:00-15:30 Round-the-Table Discussion by Country Representatives
- 15:30-16:15 Open Forum Discussion of the Participants and the Resource Persons

- 16:15-16:30 Coffee and Tea Break
- 16:30-17:30 Conclusions and Delineation of Priority Actions, Roles and Schedules
- 17:30-17:45 Closing Remarks by Dr. Chua Thia-Eng and Mrs. Mary Seet-Cheng, Director (Policy), MPA, Singapore
- 19:00 Barbecue-cum-Buffer Dinner at Alkaff Mansion

Annex B

Regional Consultative Workshop on Recovery of Oil Spill, Clean-up Costs and Pollution Damage Claims

Orchard Parade Hotel, Singapore
3 September 1999

LIST OF PARTICIPANTS

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Annex C

Regional Consultative Workshop on Recovery of Oil Spill, Clean-up Coasts and Pollution Damage Claims

**Orchard Parade Hotel, Singapore
3 September 1999**

LIST OF MATERIALS DISTRIBUTED AT THE WORKSHOP

1. Texts of the 1969 Civil Liability Convention (CLC 69), 1992 Protocol of CLC 69 (CLC 92), 1971 Fund Convention (FUND 71) and 1992 Protocol of FUND 71 (FUND 92);
2. 1998 Claims Manual of the 1992 International Oil Pollution Compensation (IOPC) Fund.
3. 1998 Annual Report of the 1971 and 1992 IOPC Funds.
4. Singapore's Merchant Shipping (Civil Liability and Compensation for Oil Pollution) Act 98 and Merchant Shipping (Civil Liability and Compensation for Oil Pollution) (Compulsory Insurance) Regulations 1998.
5. Press releases and circulars issued by the MPA, Singapore to notify the maritime community of the implementation of CLC 92 and FUND 92.
6. Papers presented by an MPA speaker in a national seminar on CLC and FUND Conventions organised by the MPA, Singapore, a workshop in Vietnam and an international conference in the Philippines.