



**MARINA ADVISORY NO. 16**  
Series of 2008

**TO : ALL SHIPOWNERS, SHIP OPERATORS/CHARTERERS OF  
RP NON-TANKER SHIPS ENGAGED IN INTERNATIONAL  
VOYAGE**

**SUBJECT : COMING INTO FORCE OF THE BUNKERS CONVENTION**

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With the entry into force of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention) on 21 November 2008, all concerned are hereby given advise and notification of State Parties to the Convention as at 30 September 2008 :

Bahamas	Germany	Luxemburg	Slovenia
Bulgaria	Greece	Marshall Islands	Spain
Cook Islands	Hungary	Norway	Tonga
Croatia	Jamaica	Poland	United Kingdom
Cyprus	Latvia	Samoa	Vanuatu
Denmark	Lithuania	Sierra Leone	
Estonia	Liberia	Singapore	

Under the Bunkers Convention, shipowners are required to procure financial security for non-tanker ships of more than 1000 GT engaged in international voyage to answer for damages caused by bunker oil pollution.

The financial security is required to be presented to State parties to the Convention prior to issuance of the required certificate by such State Party.

While the Philippines is a non-State party to the Convention, the Bunkers Convention provides under Article 7 paragraph 2 that with respect to a ship not registered in a State party, it may be issued or certified by the appropriate authority of any State Party.

There are States party to the Convention which agreed to issue State certificates to ships registered in non-State parties, irrespective of whether they are calling at a port in their territory or arriving at or leaving an offshore facility in their territorial waters, after the entry into force on 21 November 2008. These State Parties are the United Kingdom, Liberia, Cyprus, Cook Islands, Bahamas, Sierra Leone and the Isle of Man.

However, there are State Parties prepared to issue the required certificates for such ships if calling at a port in their territory, or arriving at or leaving an offshore facility in their territorial waters, after the entry into force date of the Convention. This Advisory takes note of the requirements of the Maritime and Ports Authority (MPA) of Singapore and made as Annex I for reference.

Those concerned are advised to make the proper application to State Parties to the Convention, and to contact the relevant authorities provided in Annex 2.

For guidance.

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