



**LIST OF RECOGNISED INSURANCE COMPANIES FOR
ISSUANCE OF BLUE CARD AND/OR CERTIFICATE OF
INSURANCE (COI)**

**1992 CIVIL LIABILITY CONVENTION (CLC 1992),
2001 BUNKERS CONVENTION (BCC 2001), AND
NAIROBI CONVENTION 2007 (WRC 2007)**

BY MALAYSIA MARINE DEPARTMENT (MMD)

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1992 CIVIL LIABILITY CONVENTION

Scope of application

The International Convention on Civil Liability for Oil Pollution Damage (CLC 1992) applies to oil pollution of **persistent oil** from tankers. Others than tankers such as floating storage, Floating Storage and Offloading (FSO), Floating Production Storage and Offloading (FPSO), and Floating Storage Unit (FSU) are exempted from this requirement.

Ship carries more than 2,000 tons of oil in cargo, CLC 1992 requires shipowners to maintain insurance or other financial security sufficient issued by the insurance companies recognised by the Member States to cover the maximum liability for one oil spill.

The CLC 1992 covers spill of cargo and/or bunker oil from laden, and in some cases unladen sea-going vessels constructed or adapted to carry oil in bulk as cargo (but not to dry cargo ships). Damage caused by **non-persistent oil**, such as gasoline, light diesel oil, kerosene, Liquefied Natural Gas (LNG), and Liquefied Petroleum Gas (LPG), etc, is not covered by the CLC 1992.

2001 BUNKERS CONVENTION

Scope of application

International Convention on Civil Liability for Bunker Oil Pollution Damage 2001 (Bunkers Convention 2001) applies to any pollution damage caused by any **bunker oil** on board or originating from the ship.

The Bunkers Convention 2001 makes it compulsory for all ships exceeding 1,000 gross registered tons to have insurance or other financial security sufficient issued by the insurance companies recognised by the Member States to cover the maximum liability for the spill.

NAIROBI CONVENTION 2007

Scope of application

The Nairobi International Convention on the Removal of Wrecks, (Nairobi Convention) 2007 enter to force in Malaysia on 14 April 2015.

Ships measuring 300GT and above entering or leaving a port in Malaysia or any part of Malaysian waters shall maintain in respect of that ship a contract of insurance or other financial security, such as a guarantee of a bank or similar institution, to cover liability under this Convention.