



International Oil Pollution
Compensation Funds

Agenda item 3	IOPC/NOV25/3/14	
Date	30 September 2025	
Original	English	
1992 Fund Assembly	92A30	
1992 Fund Executive Committee	92EC85	●
Supplementary Fund Assembly	SA22	

INCIDENTS INVOLVING THE IOPC FUNDS — 1992 FUND

MARINE HONOUR

Note by the Secretariat

Objective of document: To inform the 1992 Fund Executive Committee of the latest developments regarding this incident.

Summary:

On 14 June 2024, the product tanker *Marine Honour* was stationary alongside the container ship, *Ever Blink*, at Pasir Panjang Terminal, Singapore, when it was struck by the hopper dredger, *Vox Maxima*. The collision breached the hull of the *Marine Honour* resulting in an estimated 817 m³ of intermediate fuel oil (IFO) 380 being released into the environment. The spill affected areas along the coast of Singapore and reached the southern coast of Johor and the East Johor Strait in Malaysia.

On 29 July 2024, the 1992 Fund and the insurers of the *Marine Honour*, QBE Insurance (Singapore) Pte Ltd (QBE), jointly established a claims submission office (CSO) in Singapore adjacent to the Pasir Panjang Terminal.

Recent developments: In August 2025, a Claims Manager visited Singapore and Malaysia to meet the Maritime and Port Authority of Singapore (MPA), the Malaysia Marine Department, QBE and various other stakeholders.

As at 24 September 2025, the CSO has registered 589 claims. The amounts claimed total SGD 72 488 502. This includes claims for MYR 609 762 from 136 fishers in Johor for property damage and economic losses.

As at 24 September, the 1992 Fund has approved compensation payments totalling SGD 9 501 818 and USD 16 629 902, and paid SGD 3 701 028 and USD 17 803 711 in compensation.

Action to be taken: 1992 Fund Executive Committee

Information to be noted.

1 **Summary of incident**

Ship	<i>Marine Honour</i>
Date of incident	14.06.2024
Place of incident	Pasir Panjang Terminal, Singapore
Cause of incident	Allision with hopper dredger, <i>Vox Maxima</i>
Quantity of oil spilled	Estimated 817 m ³ of IFO 380
Area affected	Central south coast and Southern Islands of Singapore, southern coast of Johor, Malaysia
Flag State of ship	Singapore
Gross tonnage	4 709 GT
P&I insurer	QBE Insurance (Singapore) Pte Ltd, under the British Marine brand
CLC limit	SDR 4.51 million
STOPIA/TOPIA applicable	N/A
CLC + Fund limit	SDR 203 million
Legal proceedings	Application by the owner of the <i>Marine Honour</i> to limit liability under the 1992 CLC

2 **Background information**

- 2.1 On 14 June 2024, the *Marine Honour* (a 2007 built, 4 709 GT, Singapore-flagged product tanker) was stationary alongside the *Ever Blink* (a 2019 built, 32 691 GT, Taiwan-flagged container ship) at Pasir Panjang Terminal, Singapore, when it was struck by the *Vox Maxima* (a 2009 built, 29 920 GT, Netherlands-flagged hopper dredger). This caused the *Marine Honour* to contact the *Ever Blink*. The allision breached the hull of the *Marine Honour*. An estimated 817 m³ of intermediate fuel oil (IFO) 380 was released into the environment.
- 2.2 On 1 July 2024, the 1992 Fund entered a Memorandum of Understanding (MoU) with the insurers of the *Marine Honour*, QBE Insurance (Singapore) Pte Ltd (QBE), under the British Marine brand. The MoU provides for cooperation in claims-handling procedures and the use of experts, and the establishment of a joint CSO. The CSO was subsequently opened on 29 July 2024.
- 2.3 Full details of the incident can be found in the [Marine Honour online report](#).

3 **Impact of the spill**

3.1 Singapore

The pollution damage resulting from the *Marine Honour* incident affected the Southern Islands, Sentosa Island, Labrador Nature Reserve and East Coast Park.

3.2 Malaysia

Oil from the spill reached the southern coast of Johor and the East Johor Strait in Malaysia.

4 **Response operations**

4.1 Singapore

- 4.1.1 In the aftermath of the incident, the 1992 Fund and QBE, the insurers of the *Marine Honour*, relied on experts to survey the spill and advise on the clean-up operations. MPA coordinated the response with other government agencies, private contractors and QBE.

- 4.1.2 By 3 September 2024, clean-up operations in the affected areas were completed.
- 4.1.3 Following the Director's visits in September 2024 and January 2025, in August 2025 a Claims Manager visited Singapore to meet MPA, QBE and various other stakeholders.
- 4.2 Malaysia
- 4.2.1 By 16 July 2024, all clean-up operations were complete and had been signed off by the experts following their inspections.
- 4.2.2 In August 2025, the Claims Manager attended a meeting hosted by the Malaysia Marine Department with the Pengerang Area Fishermen's Association and various other stakeholders.

5 Claims for compensation

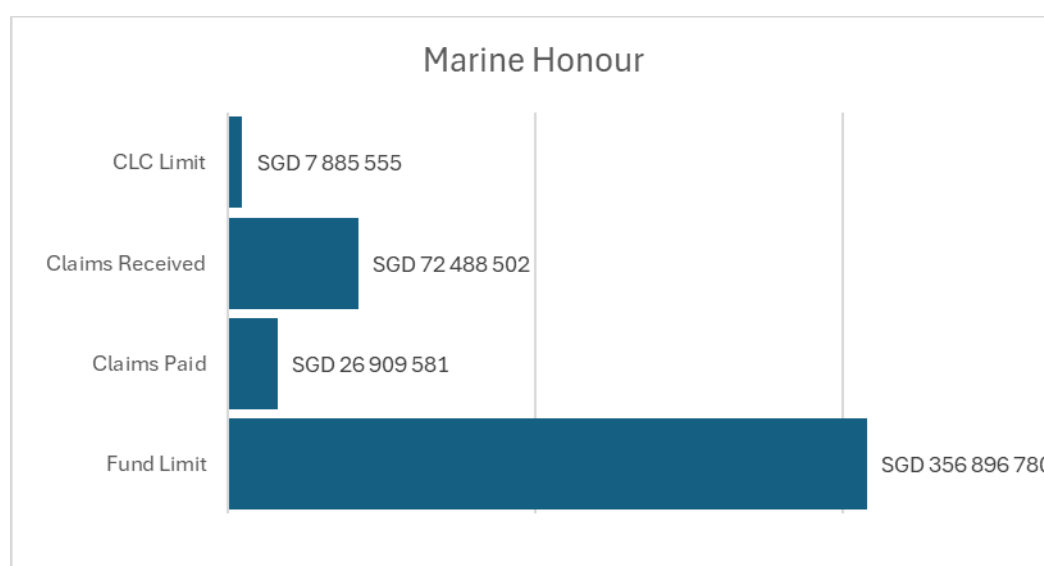
- 5.1 As at 24 September 2025, the CSO has registered 589 claims, amounting to SGD 72 488 502.
- 5.2 QBE has submitted claims to the CSO for clean-up costs, the costs for mitigating the risk of further pollution from the *Marine Honour*, and the management of these operations. The claims total SGD 7 700 522 and USD 21 383 729.
- 5.3 In March 2025, the 1992 Fund agreed to make a provisional payment of USD 11 million to QBE.
- 5.4 Approved amounts for QBE's claims have exceeded the provisional payment. As at 24 September 2025, the 1992 Fund has approved amounts totalling SGD 4 432 265 and USD 16 123 610 in relation to QBE's claims for oil spill response and prevention, and expert fees. Assessments of QBE's remaining claims are ongoing.
- 5.5 Singapore government agencies have claimed a total of SGD 18 413 529 for response costs. As at 24 September 2025, the 1992 Fund has approved SGD 2 848 067. The remaining amounts are subject to ongoing assessments.
- 5.6 The CSO has also received claims from businesses in the tourism and hospitality sector. Private pleasure craft owners have claimed for oiled hulls and damaged equipment, while commercial vessel owners have claimed for hull cleaning costs and loss of hire.
- 5.7 The CSO has also received claims from 137 fishers in Johor for property damage and economic losses, which amount to MYR 609 762.
- 5.8 The following table gives a breakdown of claims in the currency they were submitted to the CSO in, as at 24 September 2025:

Claim category	No. of claims	Claimed amount by currency				
		SGD	USD	MYR	THB	EUR
Clean-up and preventive measures	18	22 874 018	21 383 729	0	0	
Third party expert fees	9	211 532	127 121	0	0	
Loss of hire	80	98 742	3 666 537	0	0	8 982
Property damage	312	8 903 729	995 042	314 000	126 929	95 456
Fisheries	137	0	0	609 762	0	
Tourism	33	5 283 568	0	0	0	
Total	589	37 371 589	26 172 429	923 762	126 929	104 438

5.9 As at 24 September 2025, the 1992 Fund has approved 212 claims in the sum of SGD 9 501 818 and USD 16 629 902, and paid SGD 3 701 028 and USD 17 803 711 in compensation.

5.10 Summary of compensation^{<1>}

	Incident currency SGD	GBP
1992 CLC limit (SDR 4.51 million)	7 885 555	4 611 216
1992 Fund Convention limit (SDR 203 million)	356 896 780	207 815 220
Claims received	72 488 502	42 272 884
Claims approved	31 539 854	18 393 292
Claims paid	26 909 581	15 928 119



6 Limitation proceedings

On 18 September 2024, the limitation fund was constituted in the amount of SGD 7 885 555. The Court also granted the 1992 Fund's application to intervene in limitation proceedings, so it may monitor proceedings and make submissions if necessary.

7 Recourse actions

7.1 On 17 October 2024, the Singapore High Court granted an application made by the shipowner and insurer of the *Vox Maxima* to limit their liability under the Convention on Limitation of Liability for Maritime Claims, 1976, as modified by the 1996 Protocol (LLMC 76/96), to SDR 18 373 860 (approximately SGD 32 million or GBP 19 million).

^{<1>}

Currency conversions are indicative only and intended to assist the reader. The currency conversion of claims paid is calculated using the FX rate on the day the payment was made. The CLC limit was set by the Singapore High Court using the Ministry of Finance's certification for the conversion rate of SDR to SGD for the date the Court issued its limitation decree, 18 September 2024, and the conversion rate applicable on this day for SGD to GBP is SGD 1 = GBP 0.5848. The remaining currency conversions are calculated using the FX rates applicable as at 8 November 2024 when the Director was authorised to pay claims. SDR 1 = SGD 1.755260 and SGD 1 = GBP 0.5831. Figures are subject to change due to fluctuations in the exchange rates and intervening events.

- 7.2 The 1992 Fund has filed its intention to claim from the limitation fund to recover sums it pays in compensation, and has begun preparing its claim submissions.

8 Investigation into the cause of the incident

The Transport Safety Investigation Bureau of Singapore has completed its investigation and published its report. It revealed that there was a lack of communication between the morning-shift engineers and the afternoon-shift engineers on the *Vox Maxima*, which lead to an electrical overload and power loss. Furthermore, both anchors were rendered inoperable due to mechanical issues compounded by the power loss.

9 Director's considerations

- 9.1 Estimates of the impact of the incident indicate that claims for pollution damage will not surpass the 1992 Fund Convention limit.
- 9.2 The Director is grateful to MPA for hosting a meeting with the 1992 Fund at its offices to discuss the incident, and notes with satisfaction that the report on the investigation into the cause of the incident has been published.
- 9.3 The Director is also grateful to the Malaysia Marine Department for hosting a meeting with the 1992 Fund at its offices to discuss the incident.
- 9.4 The Director would like to thank QBE for its continued cooperation in the handling of this matter.

10 Action to be taken

1992 Fund Executive Committee

The 1992 Fund Executive Committee is invited to take note of the information contained in this document.
