



International Oil Pollution  
Compensation Funds

<b>Agenda item 3</b>	IOPC/MAY26/3/7	
<b>Date</b>	13 March 2026	
<b>Original</b>	English	
<b>1992 Fund Assembly</b>	92AES30	
<b>1992 Fund Executive Committee</b>	92EC86	●
<b>Supplementary Fund Assembly</b>	SAES14	

## INCIDENTS INVOLVING THE IOPC FUNDS—1992 FUND

### TERRANOVA

#### Note by the Secretariat

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

**Summary:** On 25 July 2024, the *Terranova* (498 GT), a Philippines-flagged oil tanker, carrying 1 468 896 litres of intermediate fuel oil (IFO) 230 and with approximately 27 metric tonnes (mt) of bunkers of biodiesel, capsized and sank on the east side of Manila Bay, the Philippines, after encountering heavy weather during Typhoon Gaemi.

Fuel removal operations were completed in September 2024 and 97% of the cargo was successfully removed. The Philippines Coast Guard (PCG) issued a wreck removal order for the vessel. The wreck removal was contracted by Steamship Mutual on behalf of the shipowner and was completed on 21 September 2025.

As the owner of the *Terranova* is a party to the Small Tanker Oil Pollution Indemnification Agreement (STOPIA) 2006 (as amended 2017)<sup><1></sup>, the 1992 Fund should be indemnified for the difference between the limitation amount applicable to the tanker under the 1992 CLC (SDR 4.51 million) and the compensation paid for admissible claims up to SDR 20 million.

Claims are expected to exceed the limits of the 1992 Civil Liability Convention (CLC) and STOPIA 2006, and therefore the 1992 Fund will likely be called upon to pay compensation.

**Recent developments:** The claims submission offices (CSOs) have completed the collection of fisheries claims in Bataan and Cavite and are continuing to collect claims from affected municipalities in Bulacan. As at 1 March 2026, 41 849 claims have been collected in the fisheries sector totalling PHP 1 338 041 354.

Using input from fisheries experts, assessments and the payment of compensation has begun in Bataan. In the first round of assessments, 1 951 claims were approved for PHP 28 390 364 with almost 95% of claimants accepting the offered settlements.

<1> From this point forward, references to 'STOPIA 2006' should be taken to read 'STOPIA 2006 (as amended 2017)'.

<b>Action to be taken:</b>	<u>1992 Fund Executive Committee</u>
	Information to be noted.

## 1 Summary of incident

Ship	<i>Terranova</i>
Date of incident	25 July 2024
Place of incident	Manila Bay, the Philippines
Cause of incident	Capsize and sinking
Quantity of oil spilled	Unknown
Area affected	Bataan, Cavite and Manila, the Philippines
Flag State of ship	Philippines
Gross tonnage	498 GT
P&I insurer	Steamship Mutual Underwriting Association Limited (Steamship Mutual)
CLC limit	SDR 4.51 million
STOPIA/TOPIA applicable	STOPIA 2006 applies up to SDR 20 million
CLC + Fund limit	SDR 203 million
Legal proceedings	N/A

## 2 Background information

- 2.1 On 25 July 2024, the *Terranova*, a Philippines-flagged oil tanker (498 GT), carrying 1 468 896 litres of IFO 230 and approximately 27 metric tonnes of bunkers of biodiesel, capsized and sank on the east side of Manila Bay, the Philippines, after encountering heavy weather during Typhoon Gaemi. Despite the rapid launch of search and rescue operations, one crew member lost his life.
- 2.2 Full details of the incident can be found in the [Terranova online report](#).

## 3 Response operations

- 3.1 Through sealing and capping operations, contractors were able to minimise the volume of oil leaking from the vessel. The oil removal operations were completed on 12 September 2024 when the vessel's tanks were confirmed to be empty, except for unpumpable and/or inaccessible cargo and residues/tank clingage. In total, 97% (approximately 1.4 million litres) of the cargo was recovered from the vessel and as a result of at-sea response activities.
- 3.2 On 23 October 2024, the PCG issued the vessel owner with a wreck removal order. The wreck removal order noted that approximately 3% of the cargo of oil could not be removed through the siphoning operation and remained a continuing hazard to the marine environment. The order also noted that the location of the wreck would create a hazard to vessel anchoring and other operations.
- 3.3 The shipowner's insurer, Steamship Mutual, worked with contractors on a plan to remove the wreck and this operation was completed successfully, with the contractors demobilising on 21 September 2025.

#### 4 Claims for compensation

##### 4.1 Fisheries claims

4.1.1 As at 1 March 2026, the CSOs in Bataan and Cavite have collected 41 849 claims in the fisheries sector.

Province	Capture fishing	Trading	Processing	Marine farming	Total claims collected
Bataan	2 265	338	84	6	<b>2 693</b>
Bulacan	3 328	1 027	575	625	<b>5 555</b>
Cavite	17 923	9 123	3 387	3 168	<b>33 601</b>
<b>Total</b>	<b>23 516</b>	<b>10 488</b>	<b>4 046</b>	<b>3 799</b>	<b>41 849</b>

4.1.2 All the fisheries claims collected have now been registered in the IOPC Funds' claims-handling system for a total value of PHP 1 338 041 354.

4.1.3 In January 2026, the fisheries experts appointed by the 1992 Fund and Steamship Mutual, delivered their final report on the fisheries sector in the Manila Bay area, covering Bataan and Cavite. The report provides a detailed analysis of the characteristics of the fisheries sector, including quantitative estimates of the factors influencing the impact of the *Terranova* incident on fisheries and an understanding of the subsequent changes in market dynamics after the incident.

4.1.4 Using this report, the first batch of claims, consisting of 1 965 fisheries claims in Bataan, were assessed and approved for PHP 28 390 364. Employing the same methods previously developed for the *Princess Empress*, these assessments were delivered by the CSO using claims caravans and paid using Western Union money transfers. The settlement process proceeded smoothly with 1 843 claimants accepting the assessments, representing 98.1% of the settlement value offered.

4.1.5 Assessments of the remaining claims in Bataan are currently ongoing and work will soon begin on assessing the claims in Cavite.

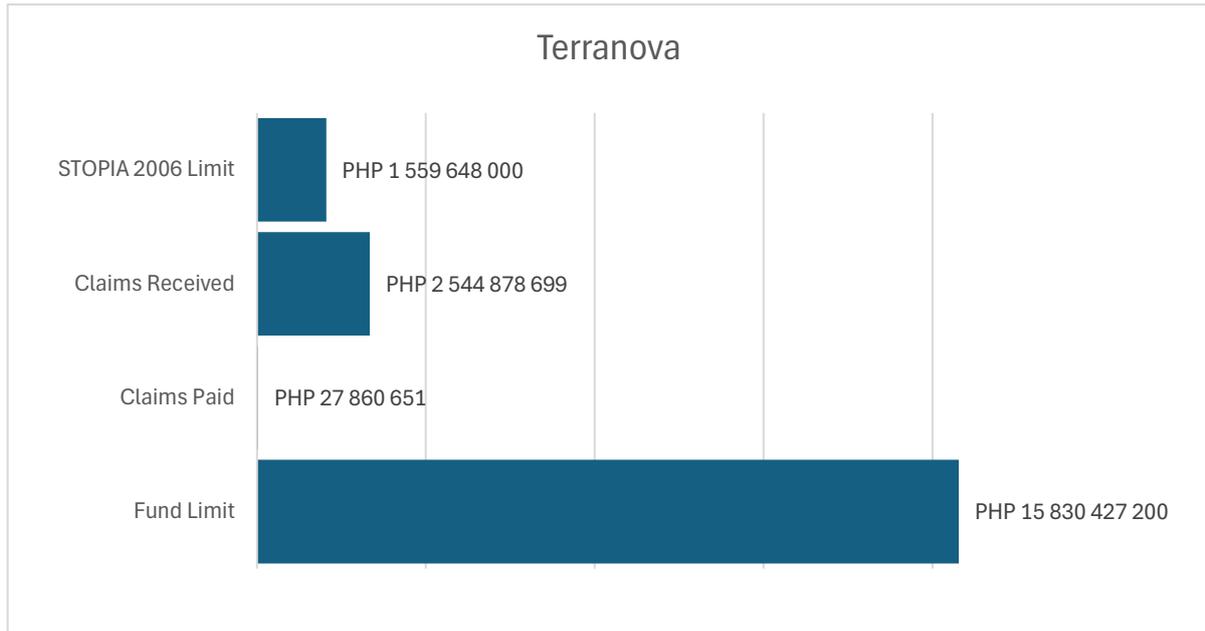
##### 4.2 Clean-up claims

4.2.1 Steamship Mutual has now submitted three claims for pollution response, clean up and oil removal totalling USD 12 642 785 and a further claim related to the wreck removal operation totalling USD 7 900 000. These claims are currently undergoing assessment.

##### 4.3 Summary of compensation<sup><2></sup>

	Incident currency	GBP
<b>STOPIA 2006 limit (SDR 20 million)</b>	PHP 1 559 648 000	GBP 20 474 800
<b>1992 Fund Convention limit including 1992 CLC (SDR 203 million)</b>	PHP 15 830 427 200	GBP 207 819 220
<b>Claims received</b>	PHP 2 544 878 699	GBP 32 634 014
<b>Claims approved</b>	PHP 28 390 364	GBP 372 704
<b>Claims paid</b>	PHP 27 860 651	GBP 365 750

<sup><2></sup> With the exception of claims paid, currency conversions are indicative only and intended to assist the reader. Currency conversions are calculated using the FX rates applicable as at 8 November 2024 when the Director was authorised to pay claims. SDR 1 = PHP 77.9824 and SDR 1 = GBP 1.02374. Figures are subject to change due to fluctuations in the exchange rates and intervening events.



## 5 Visit by the IOPC Funds' Secretariat to the Philippines

The Director and two Claims Managers visited the Philippines in January 2026, meeting with staff of the CSOs and observing the distribution of compensation in the barangay of Lamao in Bataan. The Director and Claims Managers also met with representatives from the Philippines Coast Guard, Department of Justice, Marine Industry Authority, Bureau of Fisheries and Aquatic Resources, Department of Environment and National Resources, and the Provincial Government of Bataan to discuss the status of the incident and the submission of claims.

## 6 Director's considerations

- 6.1 As claims are now beginning to be quantified, it is likely that this incident will exceed the STOPIA 2006 limit.
- 6.2 The Director is grateful to the Government of the Philippines for its assistance during visits by members of the IOPC Funds' Secretariat to the Philippines. The Director is also grateful to the local authorities in the affected areas for their help.
- 6.3 The Director would also like to thank Steamship Mutual for its active response to this incident and ongoing cooperation with the 1992 Fund.
- 6.4 The Secretariat will continue to liaise with key stakeholders to monitor developments closely and respond accordingly.

## 7 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.

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