



International Oil Pollution
Compensation Funds

Agenda Item 3	IOPC/APR25/3/7	
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1992 Fund Assembly	92AES29	
1992 Fund Executive Committee	92EC84	●
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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:	<p>On 14 June 2024, the product tanker <i>Marine Honour</i> was stationary alongside the container ship, <i>Ever Blink</i>, at Pasir Panjang Terminal, Singapore, when it was struck by the hopper dredger, <i>Vox Maxima</i>. This caused the <i>Marine Honour</i> to contact the <i>Ever Blink</i>. The collision breached the hull of the <i>Marine Honour</i> resulting in an estimated 400 mt of intermediate fuel oil (IFO) 380 being released into the environment.</p> <p>The spillage affected areas along the coast of Singapore from Pasir Panjang Terminal to East Coast Park and spread to the Southern Islands. Oil also reached the southern coast of Johor and the East Johor Strait in Malaysia.</p> <p>Singapore and Malaysia are Parties to both the 1992 Civil Liability Convention (1992 CLC) and the 1992 Fund Convention.</p> <p>On 3 September 2024, clean-up and response operations in Singapore were completed by the Singapore authorities. Clean-up operations in Malaysia were completed on 16 July 2024.</p> <p>On 29 July 2024, the 1992 Fund and the insurers of the <i>Marine Honour</i>, QBE Insurance (Singapore) Pte Ltd (QBE), jointly established a claims submission office (CSO) in Singapore adjacent to the Pasir Panjang Terminal.</p> <p>On 23 September 2024, the Singapore High Court granted an application made by the shipowner and insurer of the <i>Marine Honour</i> to limit liability.</p> <p>On 17 October 2024, the Singapore High Court granted an application made by the shipowner and insurer of the <i>Vox Maxima</i> to limit liability under the Convention on Limitation of Liability for Maritime Claims, 1976, as modified by the 1996 Protocol (LLMC 76/96).</p>
Recent developments:	In January 2025, the Director and a member of the Claims Department visited Singapore to meet the Maritime and Port Authority of Singapore (MPA) and various other stakeholders.

As at 17 March 2025, the 1992 Fund has agreed to make a provisional payment of USD 11 million to QBE for its claims for expenses incurred in response operations and the CSO has registered 298 claims. The total amounts claimed are SGD 17 530 762.49 and USD 19 194 786.30. This includes claims for clean-up and response costs from the Maritime Port Authority (MPA) and from Sentosa Development Corporation (SDC) who manage the beaches on Sentosa Island.

Relevant documents: The [online Marine Honour incident report](#) can be found via the Incidents section of the IOPC Funds' website.

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 400 mt 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 collision breached the hull of the *Marine Honour*. According to the Singapore Authorities, an estimated 400 mt 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.

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. Pasir Panjang Terminal was largely unaffected by the incident and remained operational with minimal disruption.

3.2 Malaysia

Oil from the spill reached the southern coast of Johor and the East Johor Strait in Malaysia. Fishing communities in Johor do not appear to have been adversely affected by the spill. However, it has been reported that some fishers were not able to fish for almost three weeks following the incident.

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. The 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 Secretariat's visits in 2024, the Director and a member of the Claims Department visited Singapore in January 2025 to meet with MPA and QBE.

4.2 Malaysia

By 16 July 2024, all clean-up operations were complete and had been signed off by the experts following their inspections.

5 Claims for compensation

5.1 The shipowner and QBE have 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. QBE also initiated a hull cleaning programme, which offered hull cleaning services to owners of pleasure craft moored at Keppel Marina and One Degree 15 Marina Club. Further claims from QBE are expected.

5.2 As at 17 March 2025, the 1992 Fund has approved amounts of USD 2 631 927.47, SGD 2 477 763.76 and USD 2 770 591.80 in relation to QBE's claims for clean-up costs which it incurred during response operations. Further claims of this nature submitted by QBE amounting to approximately USD 8 million are currently in the process of being assessed by the experts and then reviewed by the 1992 Fund.

5.3 In the aftermath of the incident, QBE was required to pay clean-up costs that exceeded the limitation amount under the 1992 CLC. In addition, it has since constituted a limitation fund by way of a cash deposit with the Singapore High Court. In consideration of this, the 1992 Fund has agreed to make a provisional payment to QBE for USD 11 million. This amount includes the aforementioned approved amounts and was determined in anticipation of forthcoming assessments. These assessments will be issued by the same team of international experts involved in the case since its inception.

5.4 The following table provides a breakdown of the claims submitted by QBE to the CSO, as at 17 March 2025:

Claim category	Claimed amount (SGD)	Claimed amount (USD)
Oil spill response and prevention	3 789 232	18 276 681
Management of oil spill response (expert fees)	1 223 337	-
Hull cleaning programme	2 076 623	-
Management of hull cleaning programme (expert fees)	544 811	-
Total	7 634 003	18 276 681

- 5.5 The CSO has also received claims from businesses in the tourism and hospitality sector. This includes yacht charter companies that suffered losses from closures of the marinas, and hotels and restaurants along the affected coastline that faced cancellations and suffered from a decline in visitors to the area.
- 5.6 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. There have also been claims for private clean-up costs and for water testing at a resort that relies on seawater for its facilities. Further claims in these categories are expected.
- 5.7 The MPA has submitted a claim for its expenses during the response operations, which amounts to SGD 4 140 620. Sentosa Development Corporation (SDC), a statutory board under the purview of the Singapore Government that manages the beaches on Sentosa Island, has also submitted a claim for clean-up costs in the amount of SGD 986 608.
- 5.8 The 1992 Fund understands that further claims will be submitted from government agencies in Singapore for their part in the response operations. These are expected to be in the region of SGD 15 million.
- 5.9 The 1992 Fund is also expecting claims from the affected fishing communities in Malaysia.
- 5.10 As at 17 March 2025, the CSO has registered 298 claims. The total amounts claimed are SGD 17 530 762.49 and USD 19 194 786.30.
- 5.11 The following table gives a breakdown of the total claims submitted to the CSO as at 17 March 2025:

Claim category	Number of claims in SGD	Claimed amount (SGD)	Number of claims in USD	Claimed amount (USD)
Clean-up and preventive measures	9	11 233 984.42	3	18 207 247.51
Third party expert fees	6	211 532.37	2	7 120.89
Loss of hire	12	115 620.38	6	217 008.01
Property damage	191	4 203 418.53	41	763 409.89
Tourism	27	3 180 285.49	0	0
Total	245	18 944 841.19	52	19 194 786.30

- 5.12 The 1992 Fund has begun assessing claims and issuing offer letters to claimants. As at 17 March 2025, the 1992 Fund has made 84 offers and paid approximately SGD 275 000 and USD 42 000 in compensation to claimants excluding QBE.

6 Limitation proceedings

On 16 July 2024, the owner of the *Marine Honour* and QBE filed an application with the Singapore High Court to limit the shipowner's liability under the 1992 CLC. The 1992 Fund made an application to intervene in the limitation proceedings so that it may monitor proceedings and make submissions if necessary. On 11 September 2024, the Court granted the 1992 Fund's application. On 23 September 2024, the Court granted the shipowner and QBE's application to limit their liability. The limitation fund was constituted on 18 October 2024.

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).

- 7.2 The 1992 Fund and its lawyers will be seeking to recover the compensation it pays to claimants from the owner of the *Vox Maxima*. However, the subrogated claims are expected to exceed the limit of liability which, with the addition of the allision claims from the other vessels, means that the 1992 Fund will not be able to fully recover the sums it pays in compensation from the owner of the *Vox Maxima*.
- 7.3 The 1992 Fund has made an application to the court for the deadline to submit its claim to be after the limitation period for this incident, under the 1992 Fund Convention.

8 Director's considerations

- 8.1 Estimates of the impact of the incident indicate that claims for pollution damage will not surpass the 1992 Fund Convention limit.
- 8.2 The Director is grateful to the Singapore Government for its efficient response to the incident and to MPA for hosting a meeting with the 1992 Fund at its offices to discuss the incident.
- 8.3 The Director would like to thank QBE for its continued cooperation in the handling of this matter.

9 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.
