

TO ALL OWNERS AND MEMBERS

9 February 2016

Dear Sirs

RENEWAL 2016/17 POLICY YEAR

We are now able to update owners and members on various renewal matters:

1 **Changes to the P&I, Offshore and Defence class rules**

The changes set out in our circular dated 18 December 2015 were approved at the meetings of owners/members held on 26 January 2016.

2 **Limits of cover for the 2016/17 policy year**

The proposed cover limits are the same as the current policy year, which are set out below:

Owners' entries

- Oil pollution claims will continue to be limited to \$1bn any one event, subject to the usual Group non-aggregation wording.
- Crew and passenger claims will be limited to \$3bn in the aggregate any one event, with passenger claims being sub-limited to \$2bn, subject to the full limitation wording.
- All other claims will be limited as defined in the overspill claim rules.

Charterers' entries

Cover in respect of charterers' entries, cover for charterers named as joint entrants and co-assureds, and cover for owners/members' liabilities arising under consortium arrangements, is subject to a limit of \$350m for P&I risks unless otherwise stated in the certificate of entry.

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Charterers' P&I cover is provided pursuant to reinsurance placed separately from the Pool. This reinsurance can accept risks with a combined single limit (P&I and Damage to Hull) of up to \$1bn by agreement.

The cover for charterers can include, if agreed by the managers and against an additional premium, cover for liabilities of the charterer in his capacity as owner of the cargo.

Additional covers

For additional covers, such as fixed premium P&I, P&I war risks, offshore and specialist risks, contractual covers, hull, K&R, professional liability, traders etc, limits are as specifically agreed and are dependent on reinsurance cover. These are specific to the member concerned and set out in each certificate of entry.

Consortium Oil Pollution

It has now been agreed that there will be an amendment to the Pooling Agreement which will ensure that consortium oil pollution liabilities are expressly encompassed into the US\$1 billion oil pollution aggregate limit. For 2016/17 policy year this change will be set out in the certificate of entry.

3 Deductibles

The board has approved standard deductibles which apply in the absence of any other agreement:

- **P&I class:** \$12,000, all claims, any one event
- **Defence class:** 25% of each claim, with a minimum deductible of \$10,000

4 War risks

Cover for excess war and terrorism risks in respect of standard cover continues, as before, with a limit of \$500m. Cover for war and terrorism risks in respect of additional covers continues to be limited to the amounts specifically agreed by the club and set out in the certificate of entry, or \$100m, whichever is the lesser. Cover for bio-chem risks for owners continues to be limited to \$30m.

5 US terrorism risks

The board has resolved that cover for acts of terrorism as defined in the *US Terrorism Risk Insurance Program Reauthorization Act 2015* will be made available for the forthcoming policy year. The Act applies to very few ships entered in the club but, for those that are eligible, a premium of US cents 0.25 per gt will be deemed attributable to these risks and will be included within the overall premium. Under the terms of the Act, the US Government pays a proportion of covered terrorism losses exceeding the statutory established deductible paid by the insurance company providing the cover.

The Act, as amended, also imposes a program trigger on the Government's compensation, i.e. insurers cannot have the benefit of the Government's compensation, unless the aggregate industry insured losses from a certified act of terrorism exceed a certain insured loss or 'trigger' amount (currently \$120m). In addition, if the aggregate insured losses exceed \$100bn during any program year, the Government shall not make any payment for any portion of the amount of such losses that exceeds \$100bn and no insurer that has met its insurer deductible shall be liable for the payment of any portion of that amount that exceeds \$100bn.

6 Blue cards

The club will provide blue cards in respect of the CLC and Bunkers Convention, Wreck Removal Convention and the EU Passenger Liability Regulation for ships entered in the club for the forthcoming policy year. Blue cards will also be issued prior to agreement of renewal terms provided the member gives a written undertaking to the club to renew with the club or another International Group P&I club.

7 Calls and releases

The board reviewed the club's financial position at its meeting on 26 January 2016. No supplementary calls are expected to be necessary for any open policy year for the P&I or Defence classes.

For the P&I and Defence classes, release call margins were confirmed at 2% for the 2013/14 policy year, 3% for the 2014/15 policy year and 7% for the 2015/16 policy year.

8 Outstanding premiums

Owners/members are reminded that all renewals are subject to there being no outstanding sums owing to the club at 20 February 2016. In the event that any sums are outstanding, cover will be suspended from 20 February 2016 without further notice, until such sums are paid. Owners/members are also reminded that when they appoint a broker, the broker is the member's agent. Accordingly payment of premium to the broker does not constitute payment to the club and it remains the member's responsibility to ensure that premium is paid to the club.

All insured parties are deemed to have confirmed that they accept to be bound by all of the club rules including, but not limited to, the rules relating to supplementary calls, release calls, overspill calls, law and jurisdiction, and accept the liability to pay supplementary, release and overspill calls as levied by the board under rules 18, 19 and 21 respectively. The reference to these specific obligations and rule provisions does not in any way derogate from all insured parties' agreement to be bound by all of the club rules.

Yours faithfully



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