

No. DC/C-SH/

To,

MANSA / INSA
All Ship Owners
All Shipping Agents
All concerned

C I R C U L A R

Sub : Protection & Indemnity Cover for Vessels
entering Port of Mumbai..

There have been several instances in the recent past where the protection and indemnity cover submitted to the Port while opening the VCN has been found to be invalid. Such invalid certificates have also been submitted at other Indian Ports. Without valid P&I Cover, the owners of these ships have walked away from their liabilities because they do not have backing of their P&I insurers.

The following would be the procedure for vessels seeking entry into the Port of Mumbai and should be complied with while opening the VCN. Such a requirement already exists for the last several years at other Ports and has successfully addressed the issue of submission of invalid P&I certificates.

1. Vessels entering Mumbai Port should furnish as a minimum, the insurances set out by this Circular, to cover the following inter-alia and should ensure all such insurances are placed with reputable insurers, acceptable to the Mumbai Port Trust.
2. Protection & Indemnity cover for the vessels should include the following but not limited to
 - Oil Pollution
 - Wreck removal
 - Damage to port property
3. Vessel Owners should ensure that the following minimum limits of insurances are available for any one accident/incident arising out of one occurrence as indicated in item-2 above, unlimited in the aggregate and as may be required by statute :
 - a. Vessels which are not carrying petroleum cargoes :
 - i) Upto 3000 MT Dead Weight (DWT) - US \$ 5 million, or the combined limitation fund under relevant conventions, whichever is more.
 - ii) 3000 MT Dead Weight (DWT) and above. - US \$ 10 million, or the combined limitation fund under relevant conventions, whichever is more.

- b. Vessels which carry petroleum cargoes :
- i) Upto 3000 MT Dead Weight (DWT) - US \$ 15 million or as per International conventions, whichever is higher.
 - ii) 3000 MT DWT to 10,000 MT DWT - US \$ 40 million or as per International conventions, whichever is higher.
 - iii) 10,000 MT DWT to 25,000 MT DWT - US\$ 60 million or as per International conventions, whichever is higher.
 - iv) 25,000 MT DWT and above - US\$ 100 million or as per International conventions, whichever is higher.
4. If the above liability requirements are covered through a split entry i.e. Hull & Machinery Policy etc., vessel should provide evidence where these liabilities are included as split entry with vessels P&I / Hull and Machinery cover.
5. The Mumbai Port Trust may require the vessel agent/local representative of the P&I Club to furnish security ratings from a reputed International Rating Agency of the insurance companies with whom vessels insure their risk, in order to determine the financial security. Evidence should also be provided that such Insurance Company has been underwriting P&I liabilities of shipowners for a minimum period of five years.
6. The vessel's local agent is required to furnish a copy of the entry certificate or the cover note duly endorsed by the local representative of the P&I Club for its authenticity to the Asstt. Harbour Master at the Harbour Master's office, at the earliest, prior to the vessel's arrival in Mumbai, thus avoiding any delay in berthing.
7. Above requirement will be in force from **1st November, 2009.**

DEPUTY CONSERVATOR

- c.c. to the Directorate General of Shipping, Jahaz Bhavan, Walchand Hirachand Marg, Mumbai – 400 001.
- c.c. to the Chief Vigilance Officer, Mb.P.T., for information.
- c.c. to the Traffic Manager, for information.
- c.c. to the Director (P&R), for information and to kindly display on Mb.P.T. website.
- c.c. to the Financial Adviser & Chief Accounts Officer, for information.
- c.c. to the Harbour Master
Sr.Dock Master, I.D.
Dock Master, Control Station
Dock Master, I/c JD & PP
Asstt. Harbour Master
O.S.D., OSC
All Master Pilots/Pilots

