



Circular

Ref: 1/12

FEBRUARY 2012

OUTLINE

- The additional premium system for tankers carrying persistent oil to or from the United States will continue for the 2012 policy year.
- Rates have been reduced by 30 per cent.

TO THE MEMBERS

Dear Sirs

OIL POLLUTION IN THE UNITED STATES TANKER VOYAGE ADDITIONAL PREMIUM SYSTEM - 2012 POLICY YEAR

The additional premium system for tankers carrying persistent oil to or from the United States will continue for the 2012 policy year.

The new 2012 rates (set out below), represent a decrease of 30 per cent on the 2011 rates.

The full text of the US Oil Pollution Clause 20/2/2012 will be set out in an Addendum to the Rules and will be incorporated, by reference, in the Certificates of Entry. As before, a lower rate per ton will apply to tankers equipped with segregated ballast tanks (SBT) in accordance with the requirements of Regulation 13 of Annex 1 to MARPOL 73/78.

		Non SBT	SBT	
(A) Tankers of more than 1000 gt		US\$ 0.0476	US\$ 0.0396	per ton per voyage
LOOP/Lightening		US\$ 0.0238	US\$ 0.0198	per ton per voyage
(B) Tankers of 1000 gt or less	either	US\$ 48	US\$ 40	per voyage
	or	US\$960	US\$800	per annum
(C) Parcel tankers carrying less than 5,000 metric tons of persistent oil as cargo		US\$143	US\$119	per voyage
(D) Parcel tankers carrying 5,000-9,999 metric tons of persistent oil as cargo		US\$357	US\$297	per voyage
(E) Parcel tankers carrying 10,000 metric tons or more of persistent oil as cargo		US\$ 0.0476	US\$ 0.0396	per ton per voyage

Rates halved for LOOP and Lightering

With regard to tanker vessels of more than 1,000gt, Members are requested to note that the voyage premium for voyages involving the loading or discharging of persistent oil as cargo solely at the Louisiana Offshore Oil Port (LOOP) or at one of the designated and approved lightering zones (other than ports) by the US Coast Guard, as outlined below, shall be calculated at one half of the normal rate as specified above.

The following four areas with their co-ordinates have been designated and approved to date as lightering zones by the US Coast Guard at the federal level:

(1) Southtex—lightering zone.

Latitude N.	Longitude W.
27°40'00"	93°00'00", thence to
27°40'00"	94°35'00", thence to
28°06'30"	94°35'00", thence to
27°21'00"	96°00'00", thence to
26°30'00"	96°00'00", thence to
26°30'00"	93°00'00", and thence to the point of beginning.

(2) Gulfmex No. 2—lightering zone.

Latitude N.	Longitude W.
27°53'00"	89°00'00", thence to
27°53'00"	91°30'00", thence to
26°30'00"	91°30'00", thence to
26°30'00"	89°00'00", and thence to the point of beginning.

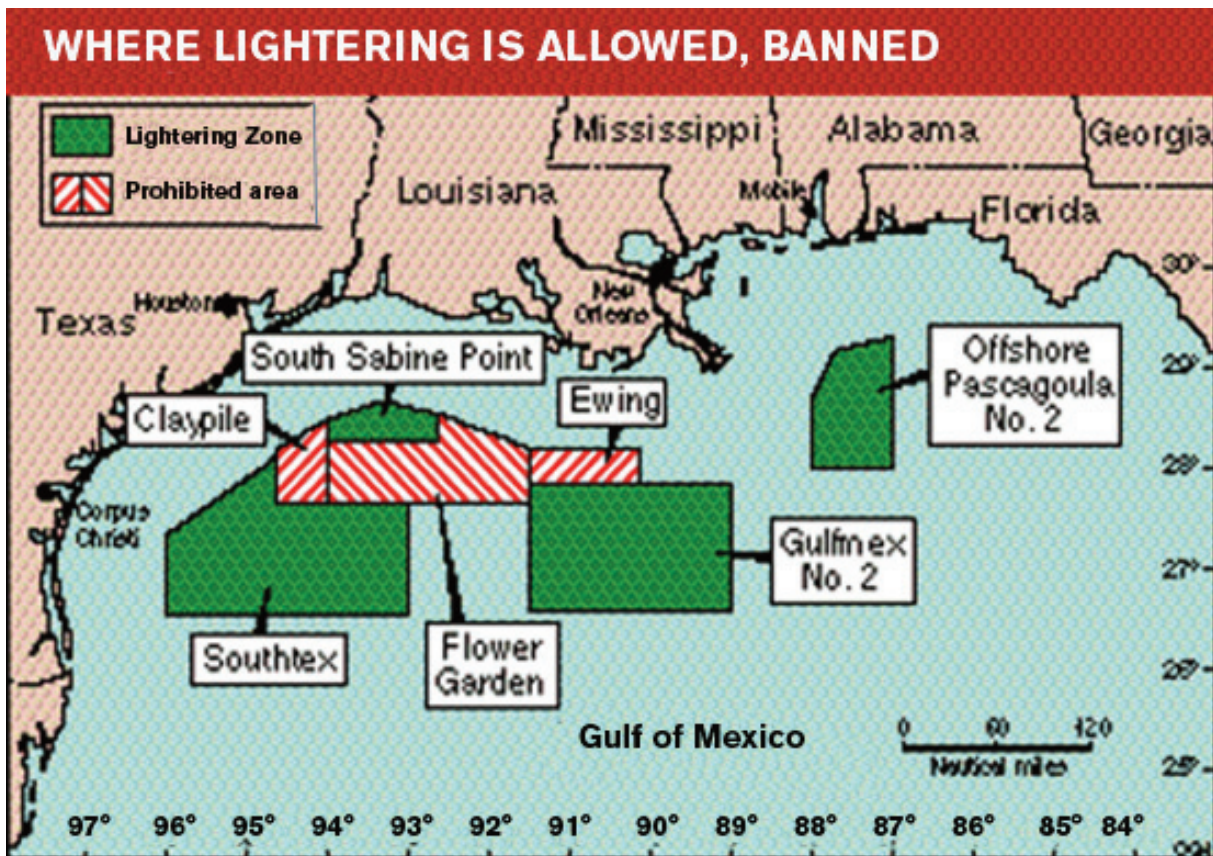
(3) Offshore Pascagoula No. 2— lightering zone:

Latitude N.	Longitude W.
29°20'00"	87°00'00", thence to
29°12'00"	87°45'00", thence to
28°39'00"	88°00'00", thence to
28°00'00"	88°00'00", thence to
28°00'00"	87°00'00", and thence to the point of beginning.

(4) South Sabine Point—lightering zone:

Latitude N.	Longitude W.
28°30'00"	92°38'00", thence to
28°44'00"	93°24'00", thence to
28°33'00"	94°00'00", thence to
28°18'00"	94°00'00", thence to
28°18'00"	92°38'00", and thence to the point of beginning.

The following map indicates where these areas are located and the adjacent zones where lightering is prohibited:



Members are reminded that the reduction of the voyage premium applies to US voyages involving the loading or discharging of persistent oil as cargo **solely** at LOOP or one of the four designated areas (which are all situated at least sixty miles from the US coastline).

Members should note that lightering may be permitted in other areas on a local basis by the Captain of the Port, but only the above mentioned areas are actually approved and designated by the US Coast Guard at the federal level and apply with LOOP for the purpose of the 50% reduction of the voyage premium.

Yours faithfully

THOMAS MILLER (BERMUDA) LTD.

CONTACT

- Members are requested to contact their usual underwriter if they need to obtain cover for voyages to the United States