



INTERNATIONAL  
OIL POLLUTION  
COMPENSATION  
FUNDS 1971  
AND 1992

FONDS INTERNATIONAUX  
D'INDEMNISATION DE 1971  
ET DE 1992 POUR LES  
DOMMAGES DUS À LA  
POLLUTION PAR LES  
HYDROCARBURES

FONDOS INTERNACIONALES  
DE INDEMNIZACIÓN DE  
DAÑOS DEBIDOS A LA  
CONTAMINACIÓN POR  
HIDROCARBUROS  
DE 1971 Y 1992

## 1992 Fund meetings: July 2000 Executive Committee and Working Group - In Brief

11 July 2000

### Erika incident

The 8th session of the Executive Committee of the 1992 Fund was held on 5 July 2000, primarily to consider the *Erika* incident.

#### *Recent developments*

Many beaches have been re-opened to the public, following the completion of clean-up operations.

Operations to remove the oil from the wreck of the *Erika* began on 3 July 2000 and should be completed by October 2000.

#### *Claims handling*

As at 30 June 2000 the shipowner's insurer had made interim payments of £1 million and had authorised a further £130 000.

#### *Level of payments*

The Committee decided that, due to the uncertainty regarding the total amount of potential claims, payments by the 1992 Fund should for the time being be limited to 50% of the amount of the loss or damage actually suffered by the individual claimant. It was decided that the level of payments should be re-examined at the Committee's next session, to be held in October 2000.

### Other incidents

#### *Nakhodka*

As at 30 June 2000 £78 million has been paid in compensation, £20 million of this since the Committee's last meeting in April 2000.

#### *Al Jaziah 1*

The Executive Committee decided that the *Al Jaziah 1*, which sank off Abu Dhabi (United Arab Emirates), fell within the definitions of 'ship' laid down in the 1969 and 1992 Civil Liability Conventions, and that both the 1971 and 1992 Fund Conventions applied to this incident, since at the time of the incident it was actually operating at sea.

#### *Slops*

The Committee considered the *Slops* incident, which occurred in Greece on 15 June 2000, and decided that the *Slops* should not be considered as a 'ship' under the 1992 Conventions, since the *Slops* did not have persistent oil on board as cargo or as bunkers. It was therefore decided that these Conventions did not apply to this incident.

**Working Group**

An Intersessional Working Group met to discuss the adequacy of the international compensation regime. The Working Group held a preliminary exchange of views concerning the need to improve the compensation regime provided by the 1992 Civil Liability Convention and the 1992 Fund Convention Fund in order to meet the needs of the international community. Subjects discussed included ways of speeding up payments to victims, the ranking of claims, increase of the maximum compensation available under each of the Conventions and the uniform application of the Conventions in Member States. A list of issues which could merit further consideration will be drawn up and presented to the Assembly in October 2000.