

How to Reduce Accidents and Insurance Claims

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BY **THOMAS
MILLER**

Andrew Kemp
Regional Director EMEA -TT Club



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Cost of Claims

Claims analysis overview

Claims analysis and loss prevention

Fire issues

Theft Issues

Bodily Injury issues

Governed by the industry for the industry



Bigger ships and bigger and more cranes and more yard equipment



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Cost of Claims

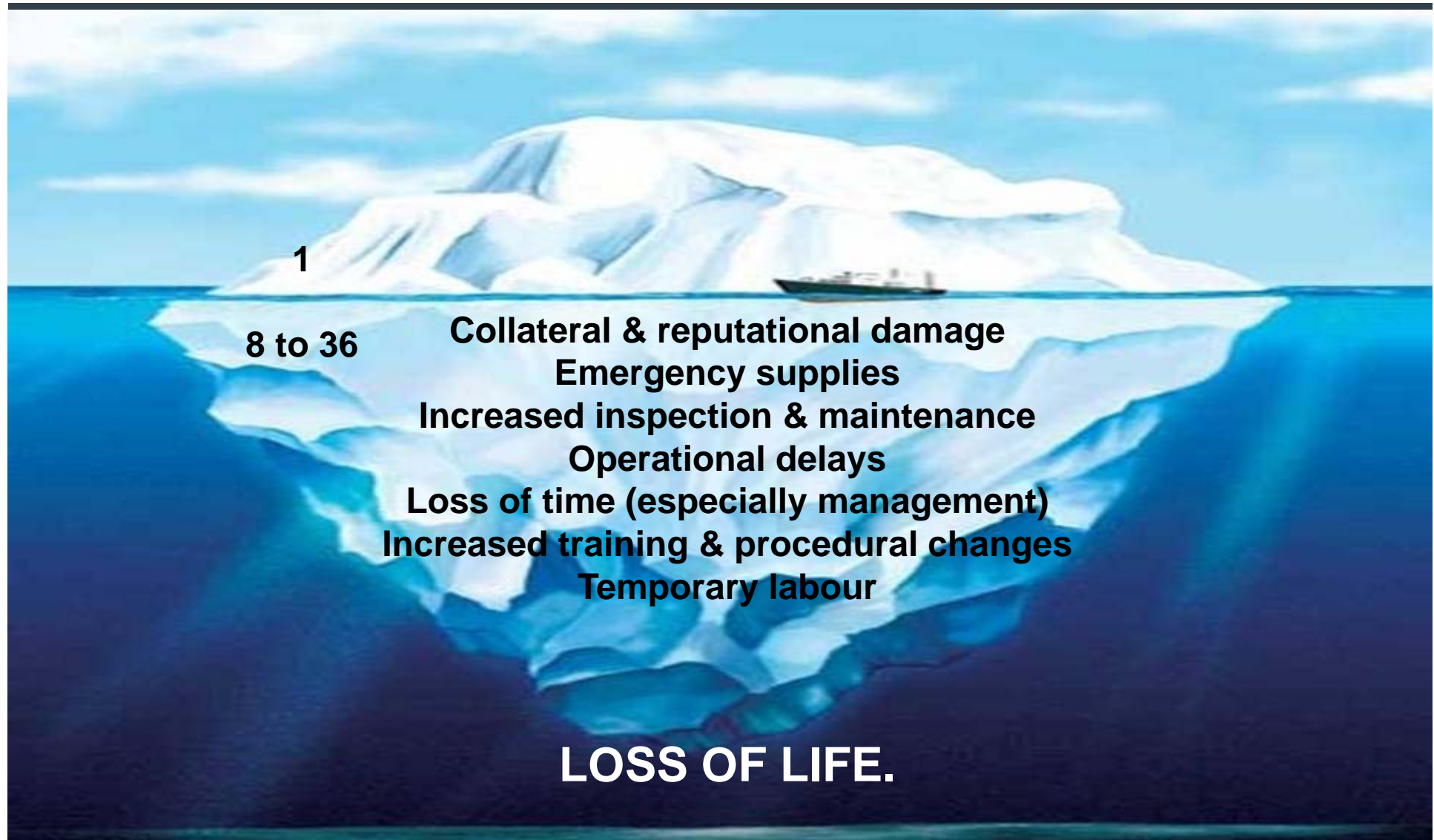
Claims analysis overview

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Theft Issues

Bodily Injury issues



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8 to 36

Collateral & reputational damage
Emergency supplies
Increased inspection & maintenance
Operational delays
Loss of time (especially management)
Increased training & procedural changes
Temporary labour

LOSS OF LIFE.

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Cost of Claims

Claims analysis overview

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Analysis of the main causes of claims:

- Includes last 5 years data
- 2009 – 2013
- All claims over US\$10,000
- 6,889 claims
- Includes all claim types:
 - Property
 - Liability
 - Bodily injury

Claims analysis overview

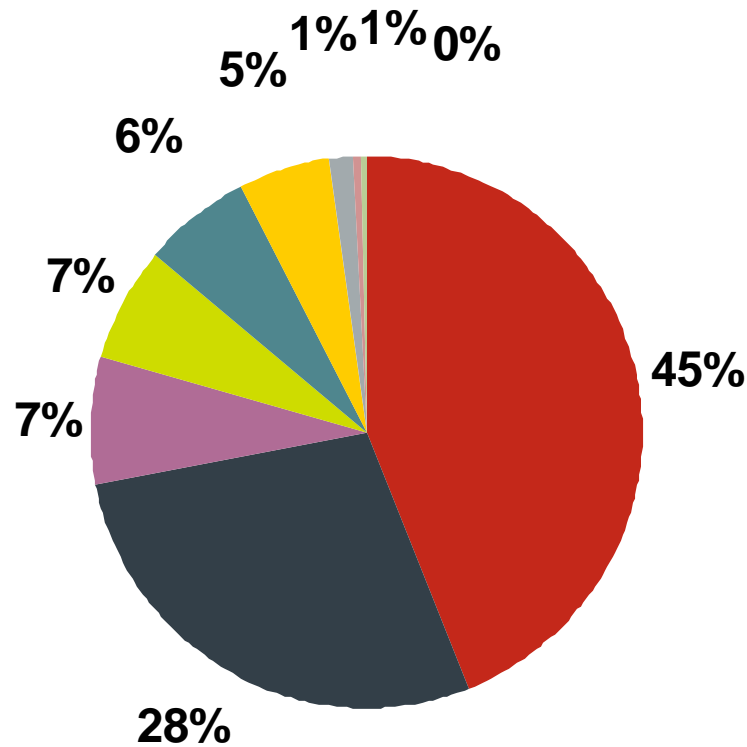
Claims analysis and loss prevention

Fire issues

Theft issues

Bodily injuries issues

Ports and Terminals Fire issue costs



- Building
- lift truck
- Straddle
- Other vehicle
- Ship
- Cargo on land
- Crane
- Fire (Other)
- Cargo on ship



45% of fire claims costs

Most due to electrical faults

Prevention:

- Site security
- Fire risk assessments
- Declare dangerous goods
- Install fire detection and suppression systems
- Test and inspect fire fighting equipment
- Statutory inspections of electrical installations
- Use available preventative technologies
- Thermographic surveys of switchboards
- No smoking policy
- Good housekeeping

Reach stacker fire



Mobile harbour crane fire







43% of fire costs in port terminals occur to mobile equipment

Most caused by hydraulic leaks

Prevention:

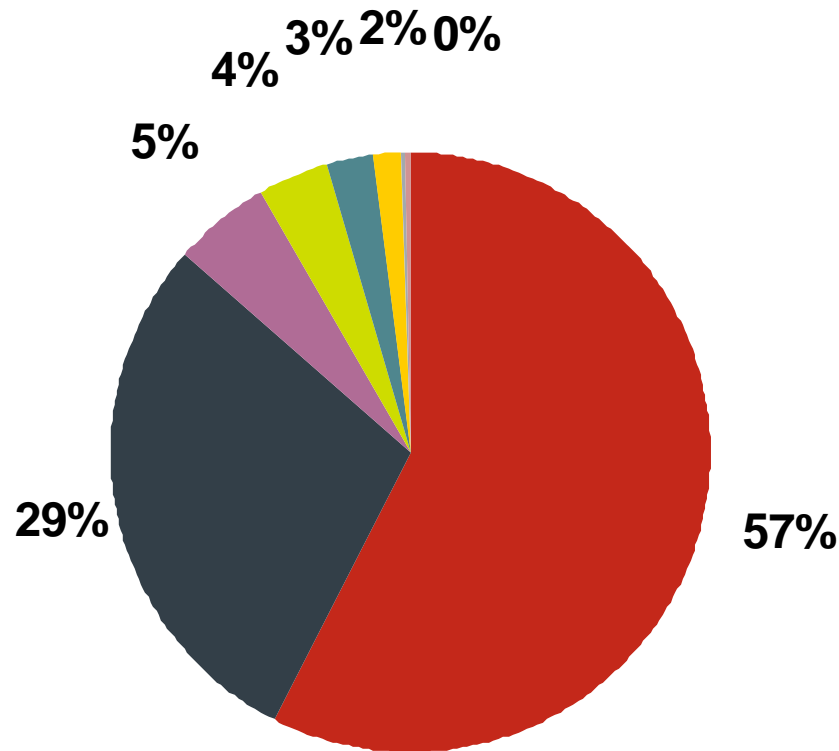
- Good design – no hydraulic hoses near exhaust or turbo
- Good maintenance & good quality hydraulic parts
- Losses reduced with fire suppression for confined spaces:
 - Engine compartments & Electrical cubicles
- Low cost & effective US\$1,000 to US\$10,000
- Can save a US\$500,000 lift truck and a life

Misdeclared dangerous goods



IMDG Code Amendment 36-12

- Staff involved in preparation, handling and transport of dangerous goods by sea:
 - Shippers and forwarders
 - Container packers and consolidators
 - Shipping line operations and booking staff
 - Stevedores
 - Port staff
 - Cargo surveyors
- Require mandatory dangerous goods training
- E-learning system developed by Exis Technologies satisfies this training
 - TT members get 15% discount on Exis training package
 - Contact: www.existec.com



- Theft from member's premises
- Theft in transit - contractor
- False paperwork
- Theft from contractor's premises
- Theft in transit - member
- Stocktaking loss
- Seal intact
- Other or unknown
- Containers non returned

29% of theft costs occur in transit using contractors

4% due to theft from contractor's premises

Prevention:

- Due diligence on contractors
- Pre-employment checks / references
- Number of years established
- Company registration number
- Country entity is registered
- Direct contact details
- Any affiliations with Industry Trade Bodies
- Contractors' Standard Terms and Conditions

32% of theft costs occur in transit

Prevention:

- Send trucks in convoy
- Only stop at approved truck stops
- Do not leave truck unattended
- Alter routes on regular deliveries
- Only use approved transport contractors
- Use GPS tracking devices
- Share bad experiences
- Use available tracking and locking technologies

57% of theft costs occur from premises

Prevention:

- physical security – good fences
- security guards
- CCTV monitoring
- automated gate control system
- checks and double checks on paperwork

Most thefts are inside jobs

Refer to TT Club Supply Chain Security booklet
Available at www.ttclub.com

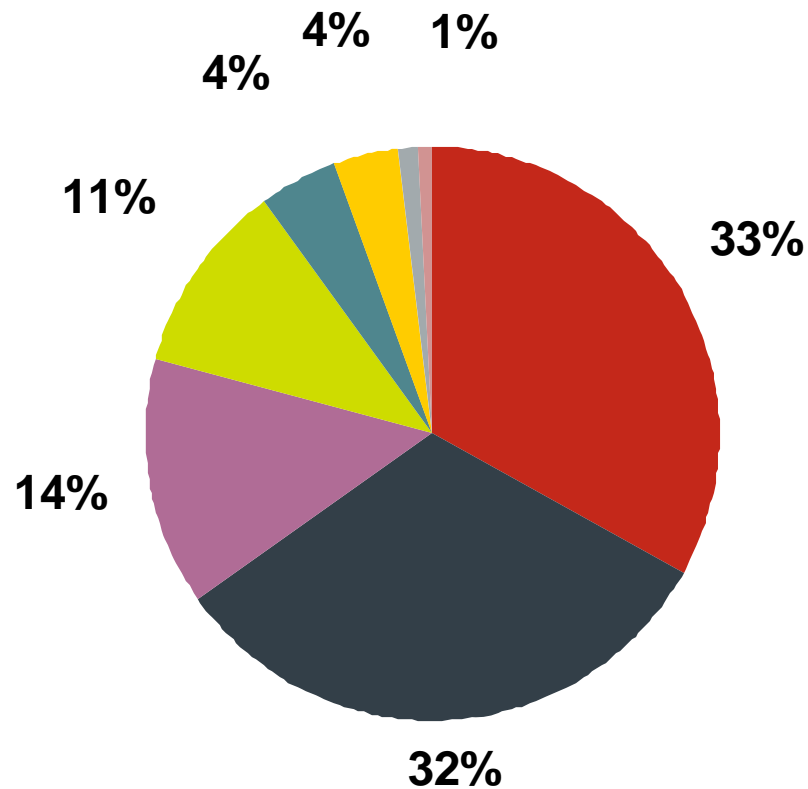








Ports and Terminals **Bodily injury claim costs**



- Lift Truck
- Yard Crane
- Single Person Incident
- Truck/ Vehicle
- Wharf Crane
- Straddle
- Other Operational Issues
- Systems & Processes

Dangerous practices



Lift truck / light pole collision

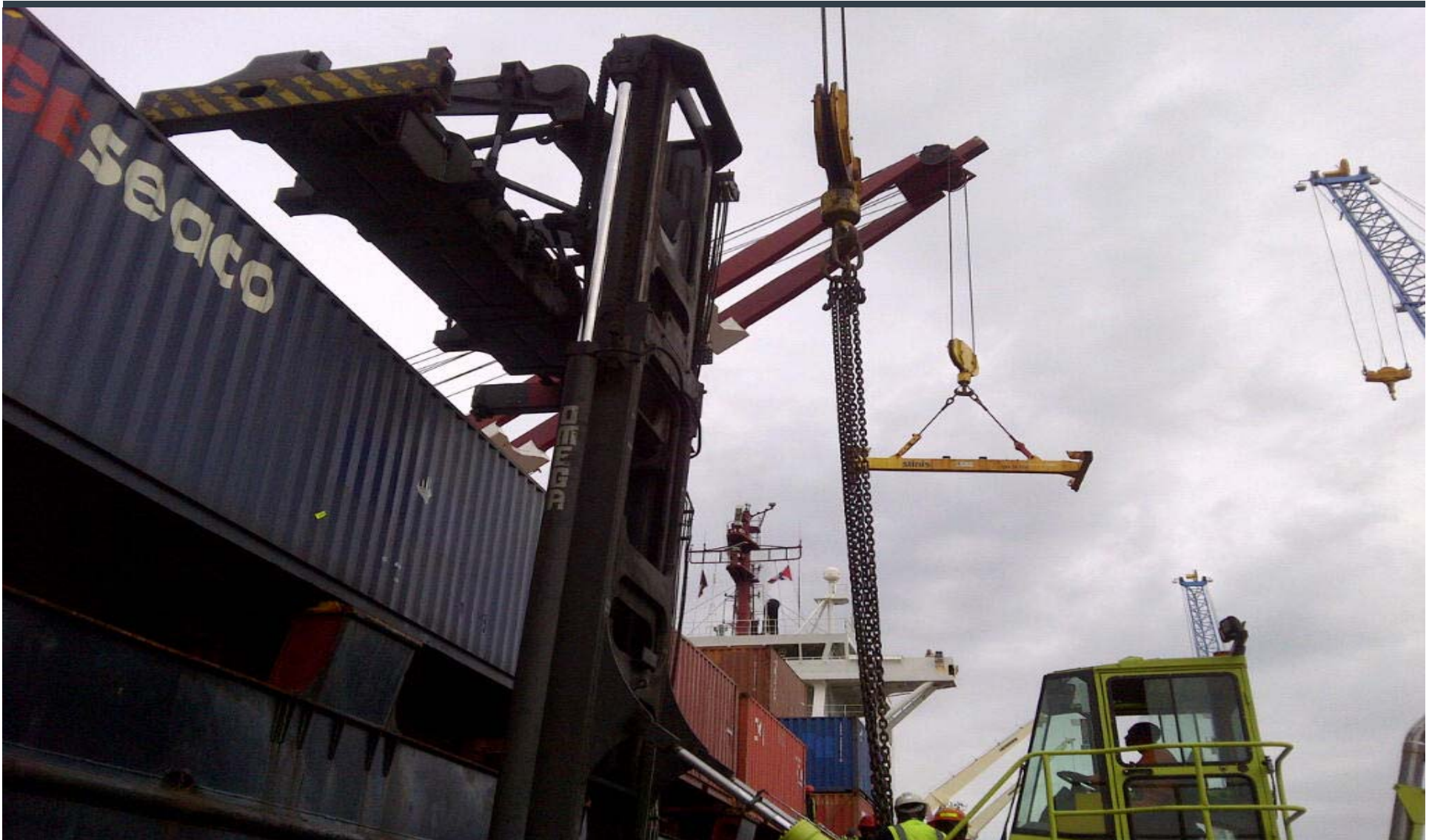




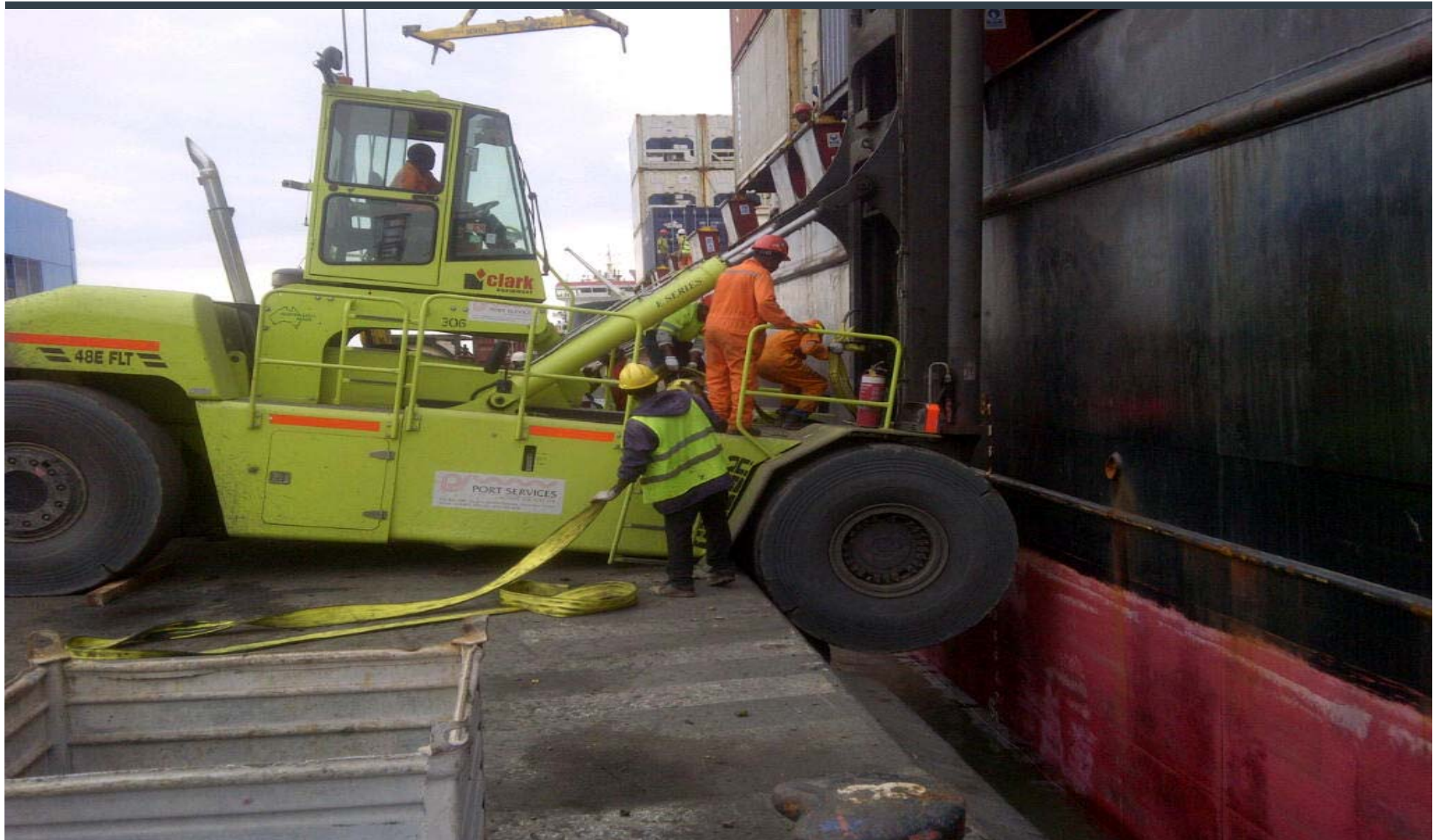
Unsafe work practices



Unsafe work practices



Unsafe work practices













Lift truck / vehicle collision



84% of injury costs caused by mobile equipment and vehicles

Prevention:

- **Traffic management procedures:**

- One-way traffic flows
- Limiting vehicles & pedestrians in yard
- Site induction procedures
- Safe area for truckers to secure/unsecure loads
- Speed limits set and enforced

- **Technologies:**

- RFID system on all pedestrians and mobile equipment
- Mobile equipment anti-collision sensors
- Rear view cameras on lift trucks
- Automation of main gate and yard cranes
- Automated twistlock removal & placement system under QC
- Cameras to identify container numbers on QC's



Thank you - Any questions?



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BY **THOMAS
MILLER**

















Lifting the trailer and container





Bulk crane boom collapse



Windstorm – crane blown along wharf



Windstorms Empty containers blown from stack



Empty containers staggered & strapped



Andrew Kemp – Regional Director EMEA – TT Club

andrew.kemp@thomasmiller.com

www.ttclub.com

For more Information Booklets are available for download in PDF format

The Importance Of Maintenance.pdf

TTSupplyChainSecurity_Jun2010.pdf

ConventionsHandbook2009.pdf

TT Windstorm II - July 2009.pdf