

Port of Refuge & 2019 trends

An Insurers Guide to Risk Management and Liability

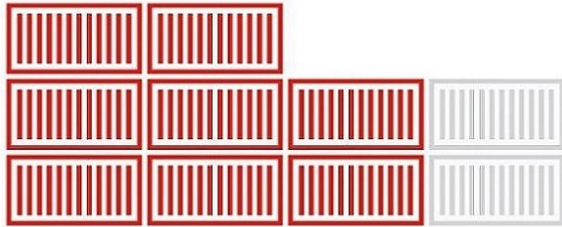
TT CLUB



established expertise

80%

OF THE WORLD'S CONTAINERS
ARE INSURED BY US



- Founded in 1968
- Headquartered in London
- 22 Worldwide offices
- -A Rated by AM Best
- Mutual Insurer
- ICHCA and PEMA

46%

TOP 100 PORTS



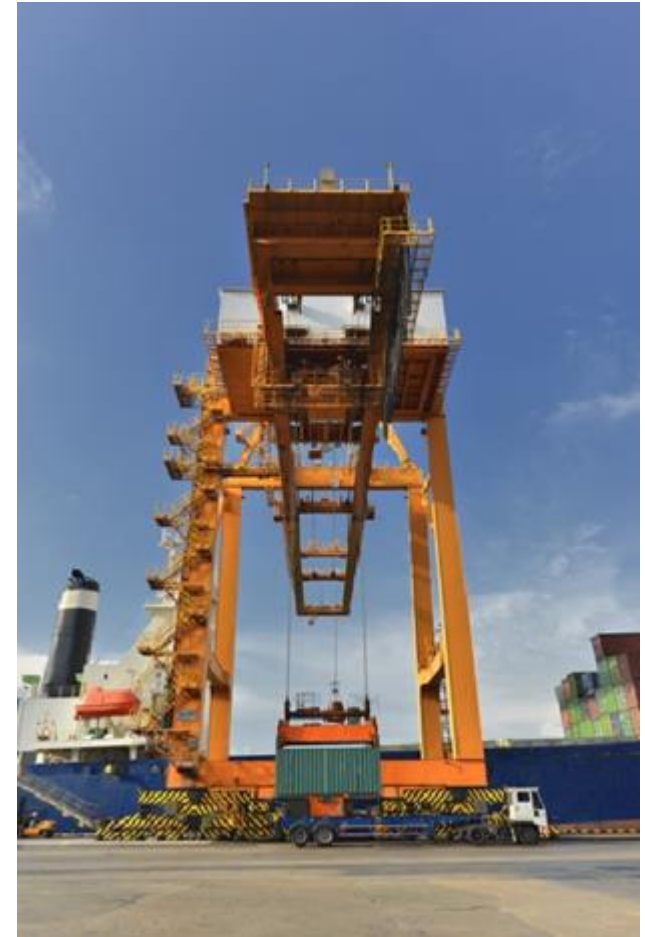
What causes Port & Terminal Accidents & what have we learned in 2019 ?

What is insured in a port package?

Port of Refuge

www.ttclub.com

- **Risk Management Guides**
 - **Stop Loss Newsletter**
 - **Knowledge Store**
-



What do you insure in a port?

Liability

Cargo Damage

Ship Damage

Pollution Clean up

Third Party Liability

Fines / Costs

Errors & Omissions

Wreck Removal

Assets / Property

Port Infrastructure

Building & Contents

Terminal Handling
Equipment

Port Ships

Costs

Business Interruption

Following Property
Damage

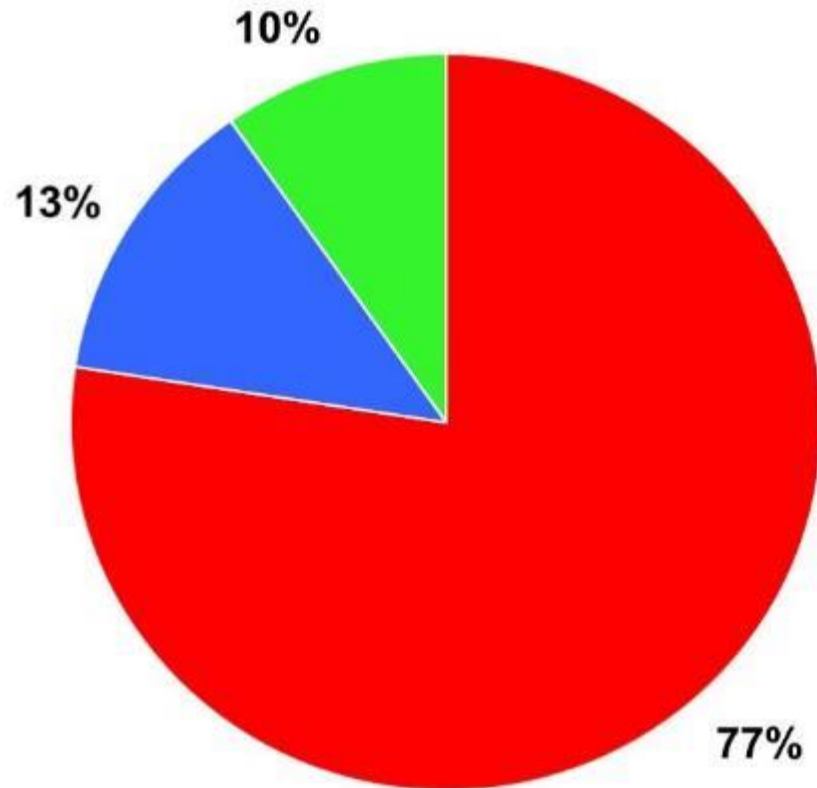
Berth Blockage

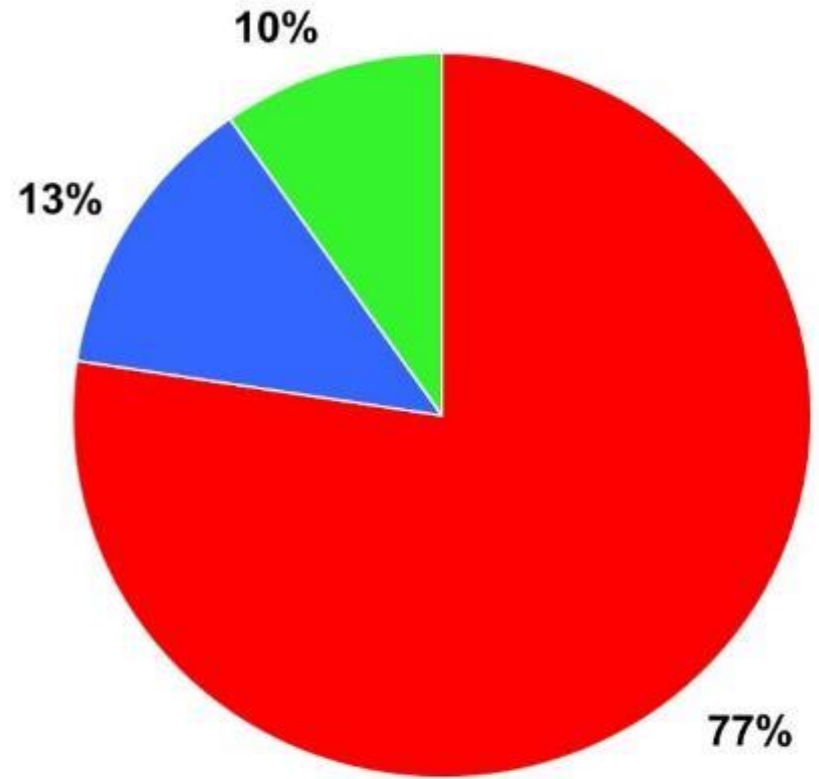
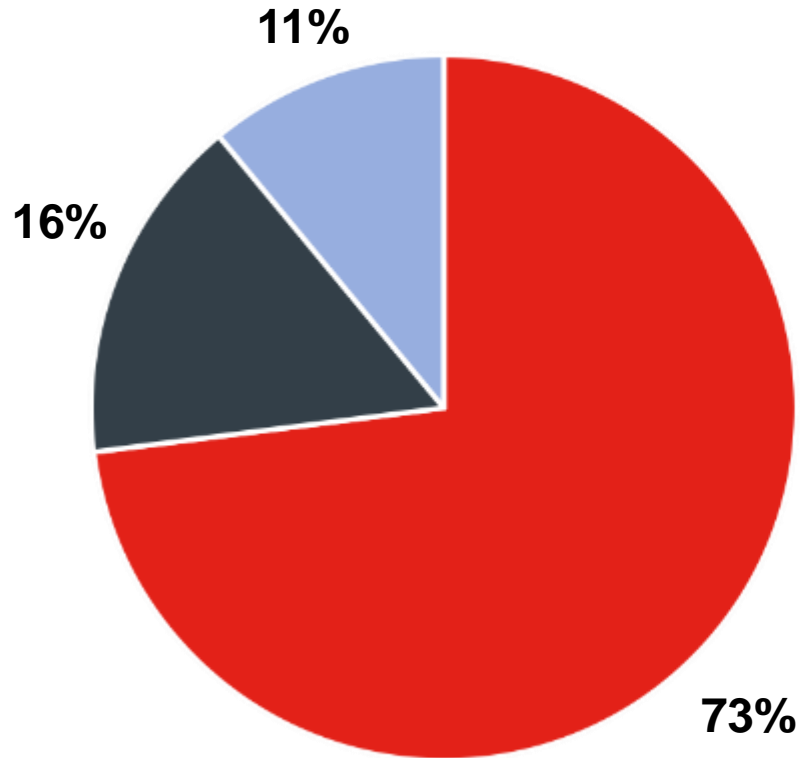
Increased Cost of
Working (ICOW)

AICOW

Where do accidents come from





















Updates & Trends for 2019

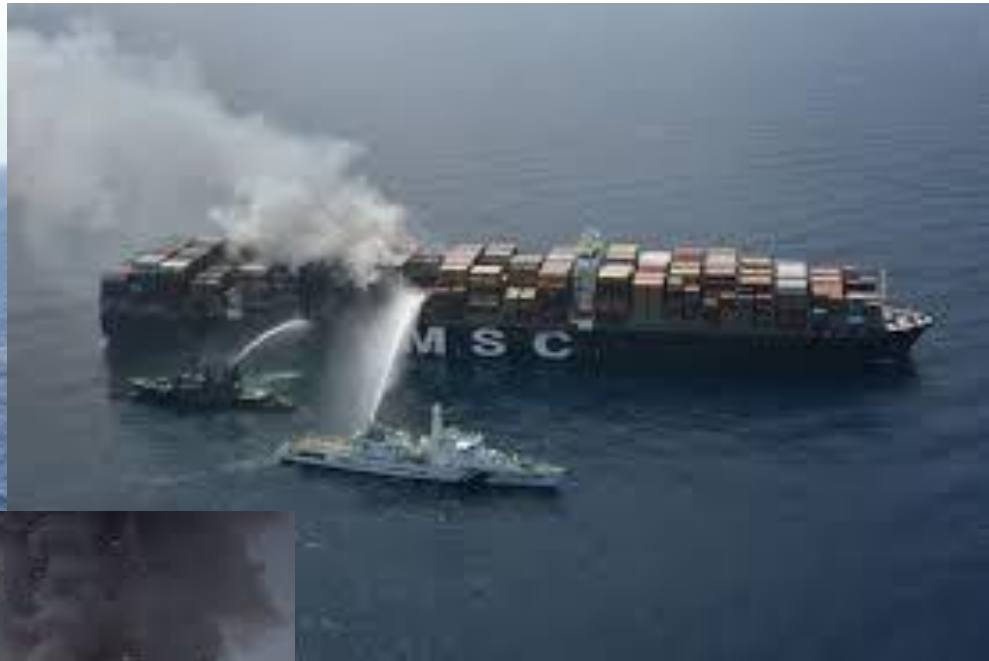
- **Cargo Integrity & Ship Fires**
- **Ship Hitting Cranes**



Cargo Integrity and the CTU Pack Code

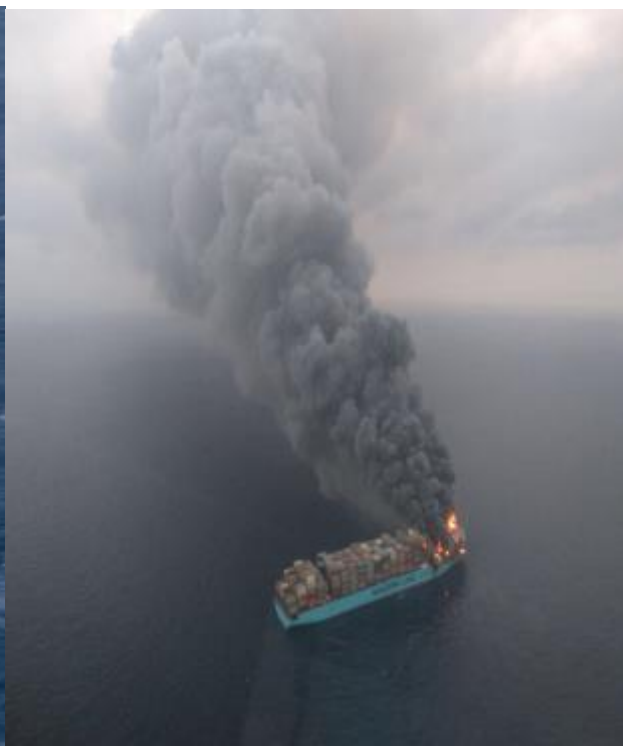
- 2014 IMO Code of Practice (CTU Code)
- Not mandatory by Law but incorporated into South African Law
- E-learning: www.CTUpack.com





Port of Refuge

A port of refuge is a port where a ship in need of assistance can take shelter to enable it to stabilize its condition and reduce the hazards to navigation, protect human life and the environment.



Coastal States may refuse to accept ship in distress

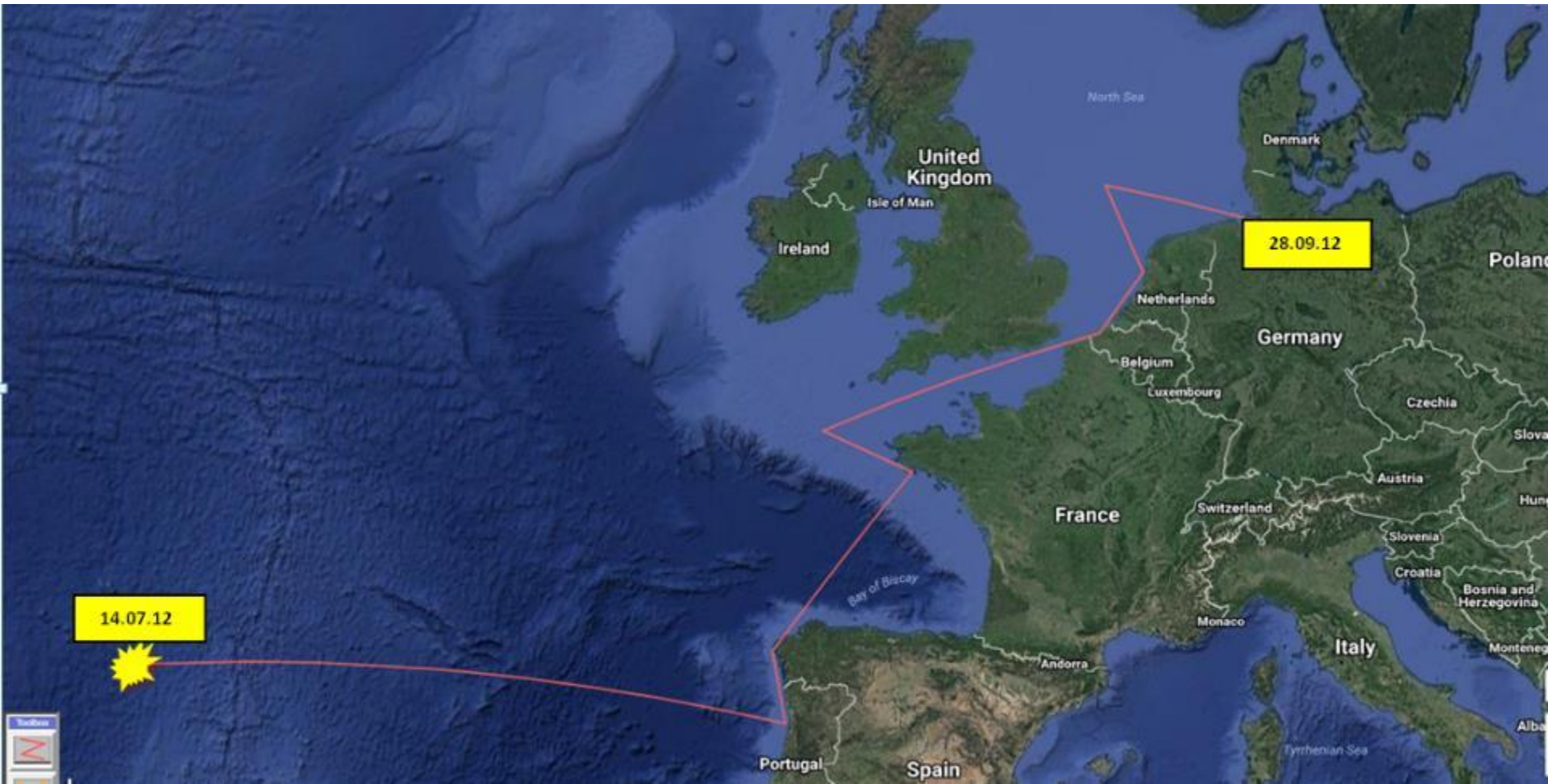
- Economics losses can be incurred as a result of the decision to accept the ship in distress
- Pollution
- Blockage to channel or ports

Better on someone else's doorsteps

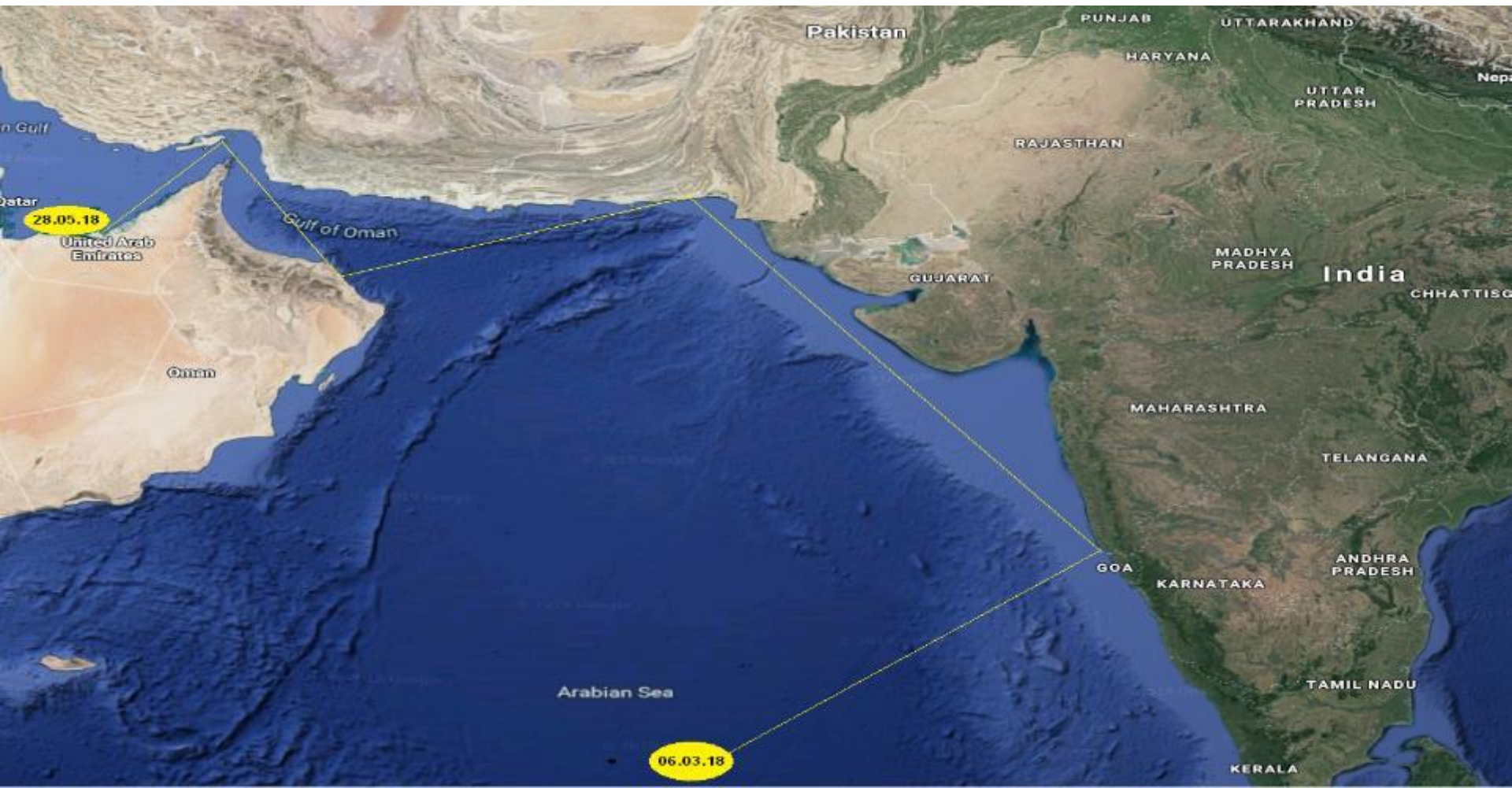
Coastal States may refuse to accept ship in distress

- EU Directive 2009/17 requires EU member states to draw up and implement plans and arrangements to take ships in distress requesting a port of refuge under their authority. *However, The Directive does not provide legal obligation on coastal States to provide a port of refuge for casualties or vessels in distress.*
- IMO Guidelines states that *“when a request for an access to a place of refuge is made, there is no obligation for the coastal State to grant it, but the coastal State should weight all the factors and risks in a balanced manner and give shelter whenever reasonably possible”*
- EU Operational Guidelines requires EU member states to carry out a proper risk assessment of the casualty *before* denying a ship in distress access to a port in their jurisdiction.
 - Supplement the EU Directive & IMO Guidelines
 - There is still no obligation for the coastal State to grant access to vessel in distress.

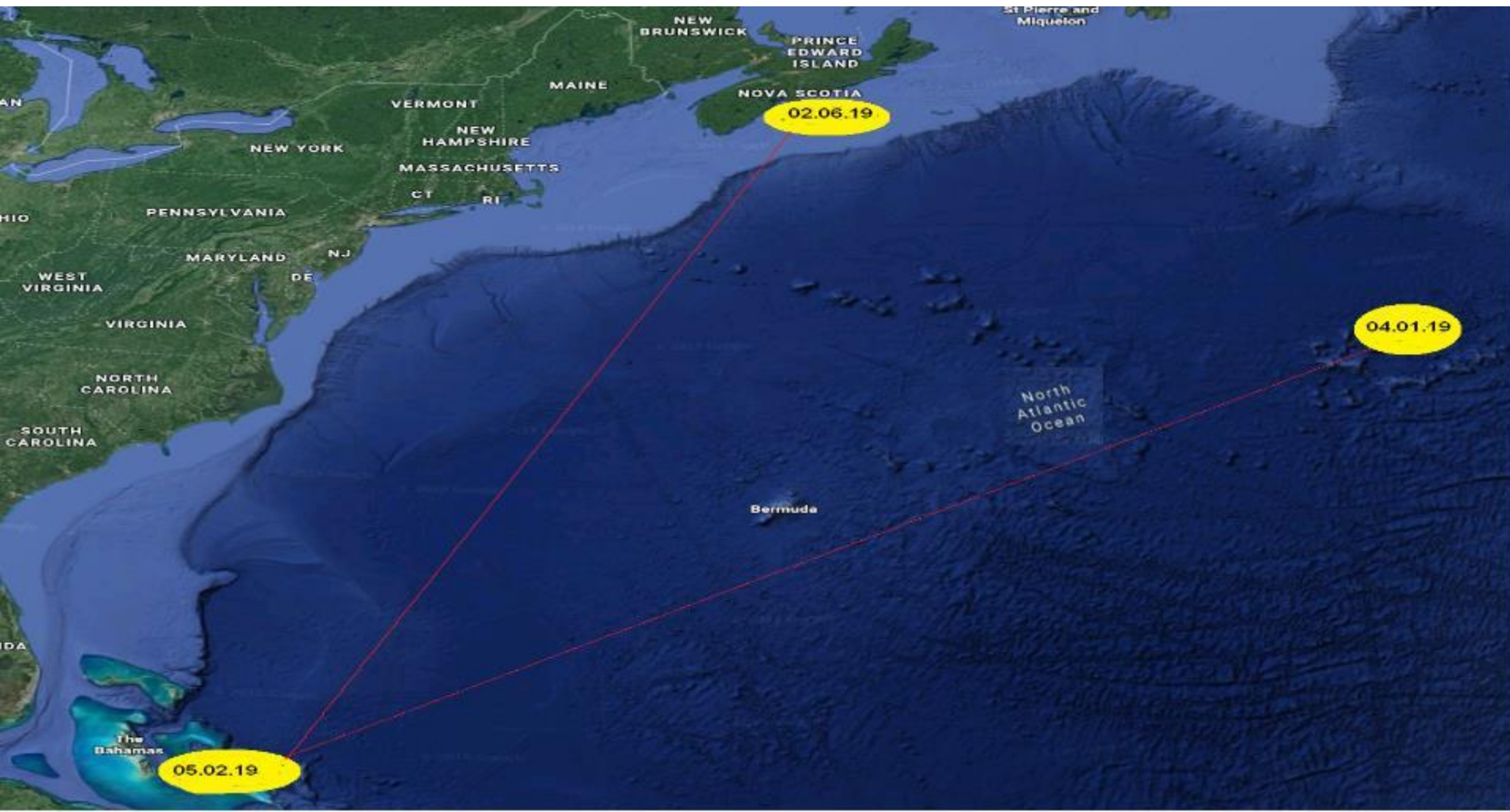
- **11 weeks elapsed before she was granted refuge at Wilhelmshaven, Germany.**
- **33 weeks elapsed before she was emptied of her cargo at Mangalia, Romania.**



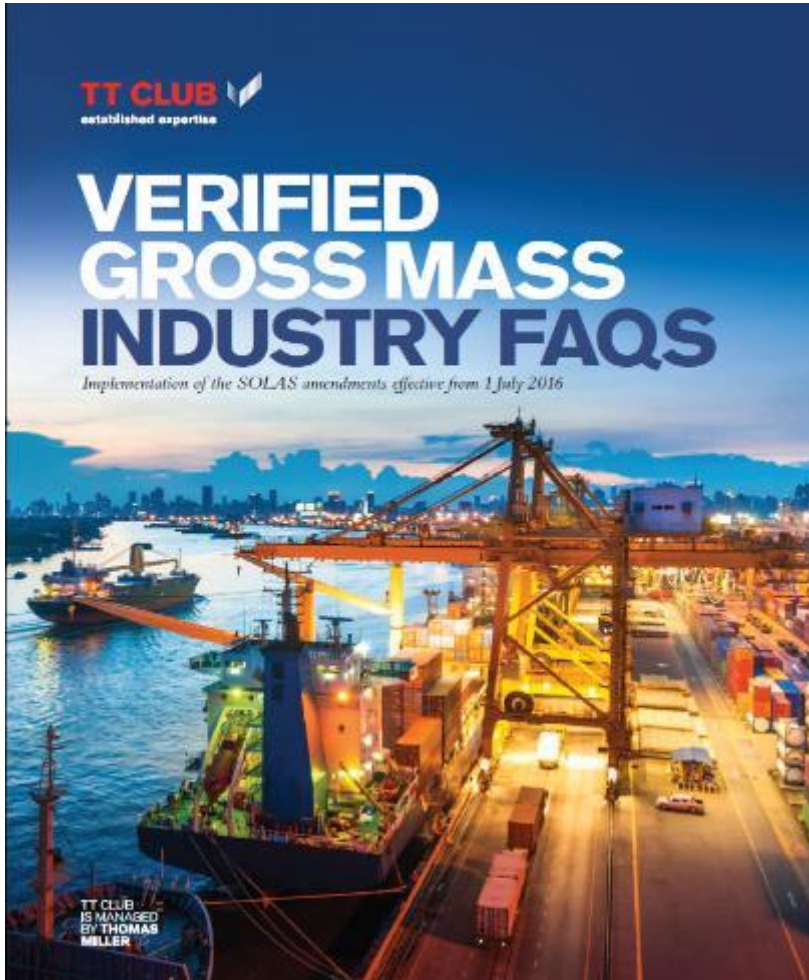
- 11 weeks elapsed before she was granted refuge at Jebel Ali, UAE.
- 35 weeks elapsed before she was emptied of her cargo & fiwi water at Jebel Ali,UAE.



- 4 weeks elapsed before she was granted refuge at Freeport, Bahamas
- 21 weeks elapsed before she was emptied of her cargo at Halifax, Canada.

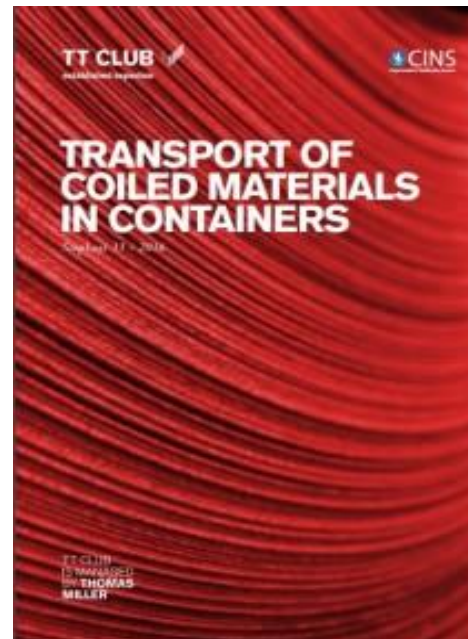


Risk Management & Loss Prevention



Publications:

- **TT Talk Newsletter**
- **Stop Loss Publications**
- **Equipment Maintenance – handbook for non engineers**





12 JUL 2016 TT Talk - Customs Compliance & Food Safety

Welcome to the 'new look' TT Talk Campaigns from TT Club! This edition focuses on customs and border compliance issues with an Australian perspective and highlights the impact of food safety in the USA. Please use the red buttons to navigate to the website and learn more!

Peregrine Storrs-Fox
Risk Management Director, TT Club

Focus on the Customs Compliance Issues



A continually changing international trade regulatory landscape leaves forwarders & customs brokers in a balancing act against the risks.

[READ MORE](#)

Impact of food safety in USA



US food rules will continue to drive up

Other Industry Briefings

This section includes all of the latest briefings on container weighing from other organisations in the industry.

Please select the logos to see the latest industry briefings.



Competent Authority News



Thank you
www.ttclub.com

**Presentation to 7th Mediterranean Ports & Shipping Conference
Casablanca – Thursday 27th June 2019:**

**Abdul Fahl – Senior Claims Executive
Julien Horn – Senior Underwriter**