

An Insurers Guide to Risk Management and Liability in port operations:

What did we learn from 2019 ?

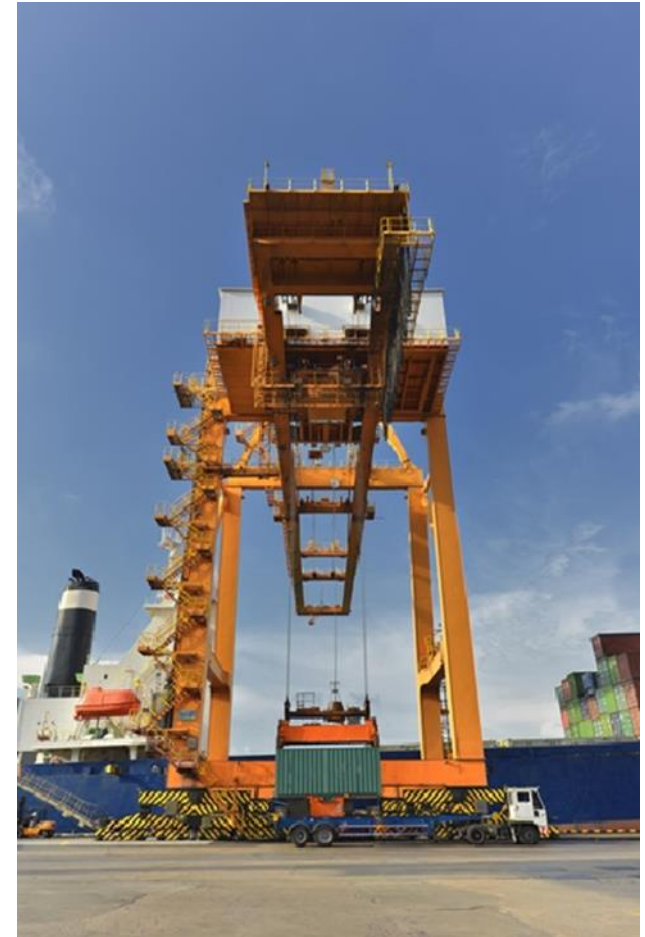
What causes Port & Terminal Accidents & what we learned in 2019 ?

What can / do you insure in a port ?

Cargo Integrity – *what can a port do?*
Keeping your cranes safe
Ships Port of Refuge

www.ttclub.com

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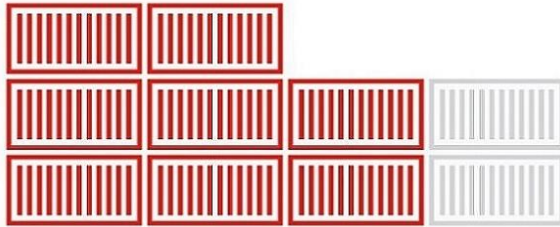
TT CLUB



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 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

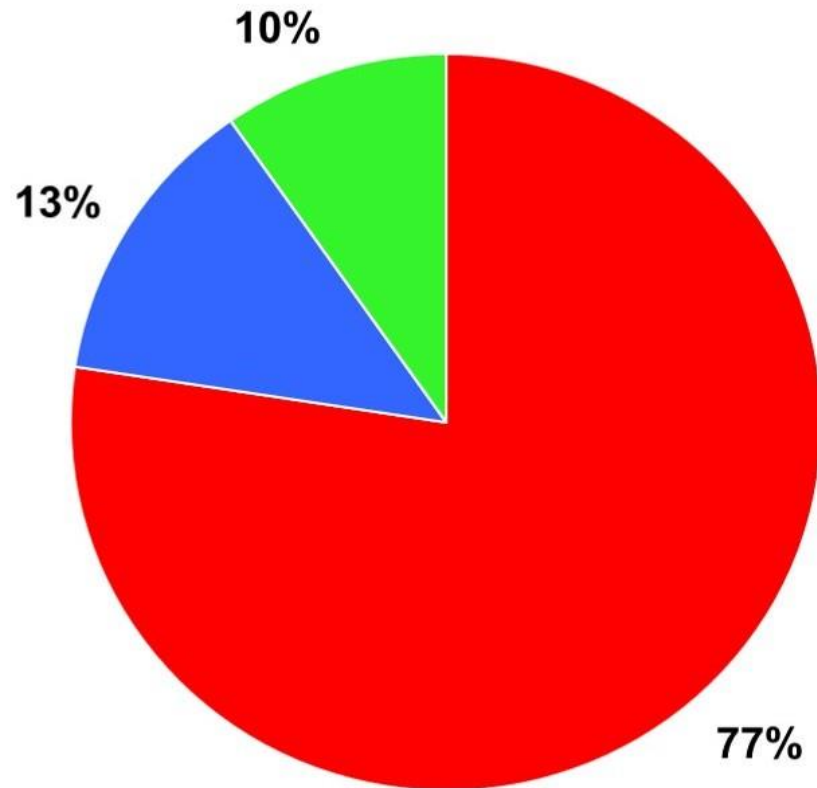
Berth Blockage

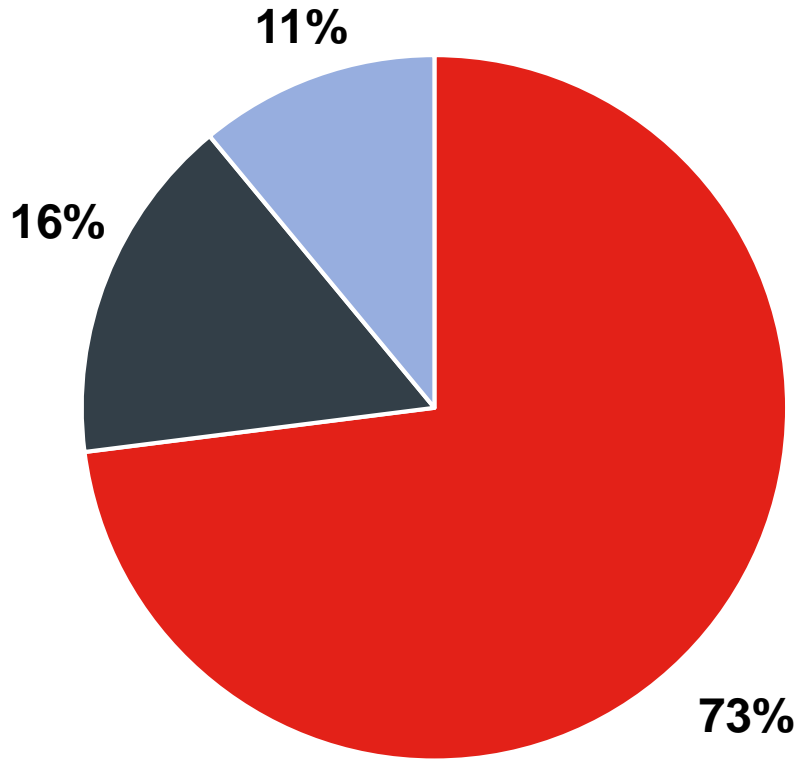
Increased Cost of
Working (ICOW)

AICOW

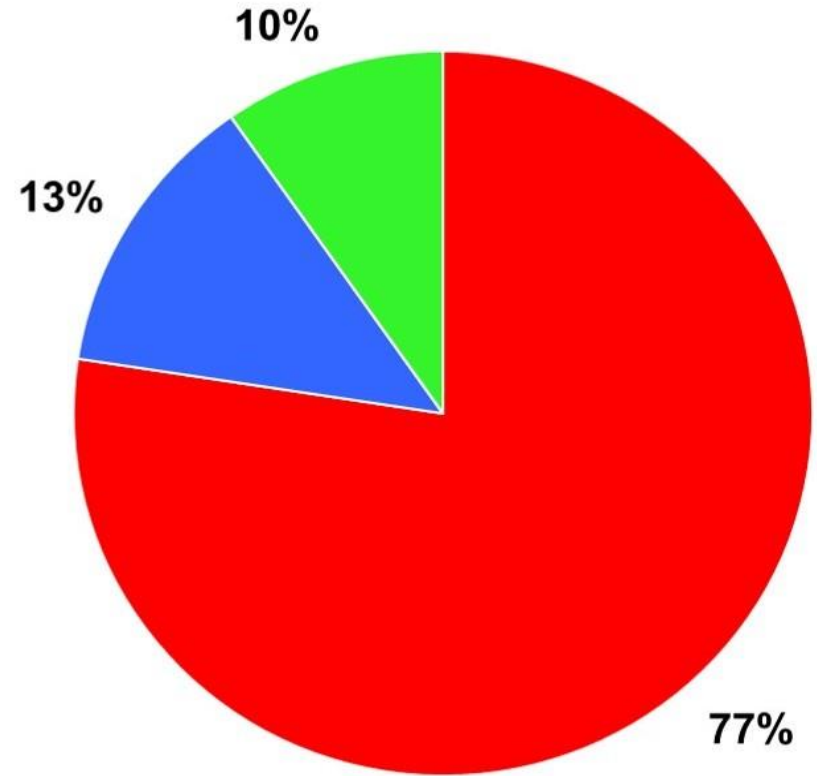
What causes port accidents





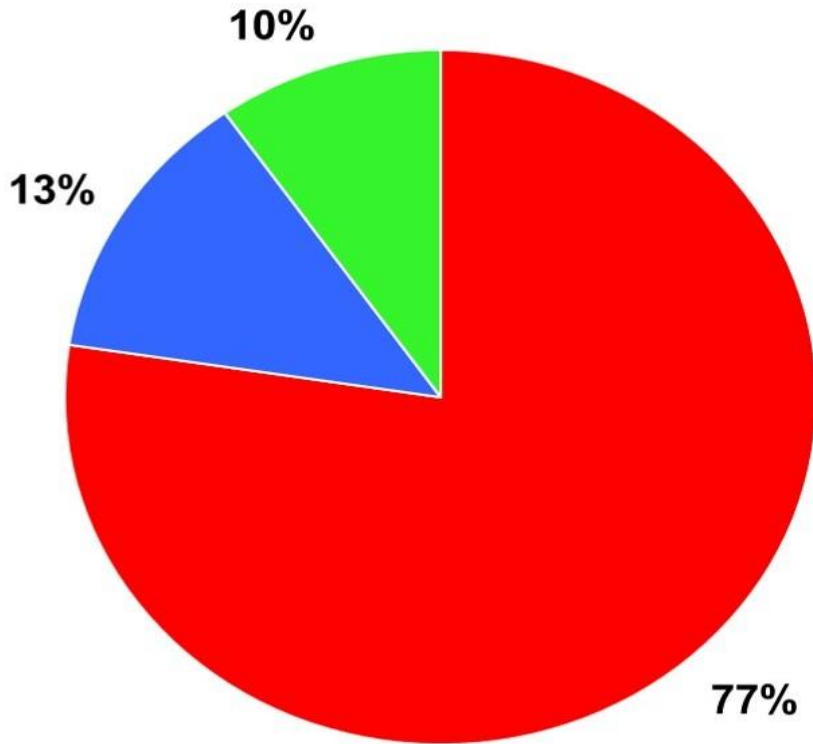


2019

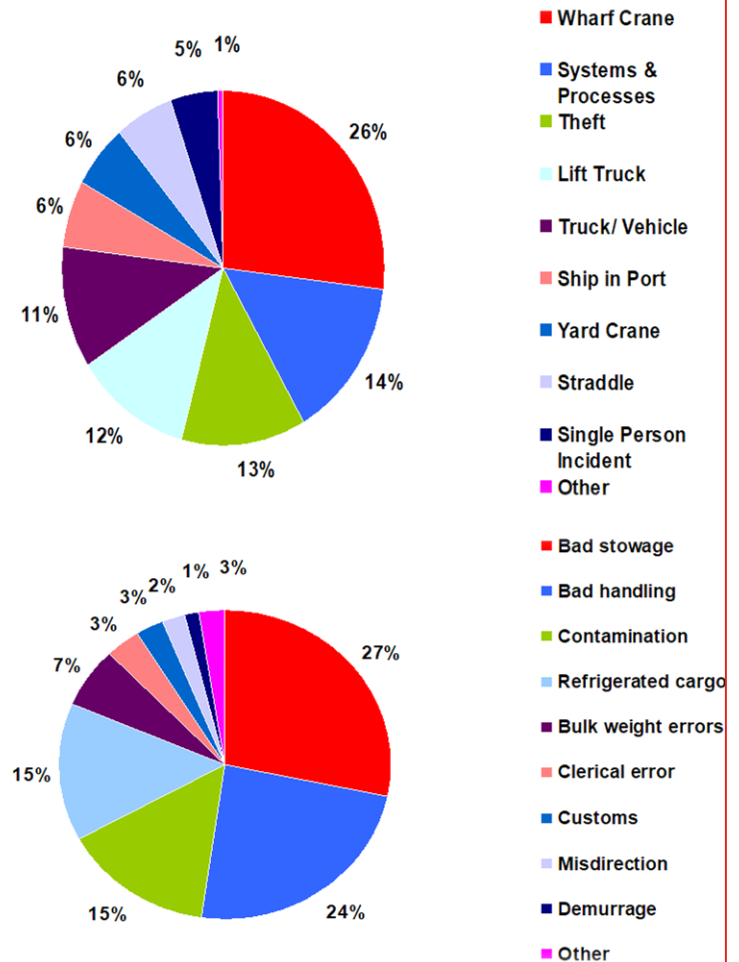


2020

Cause of Accidents



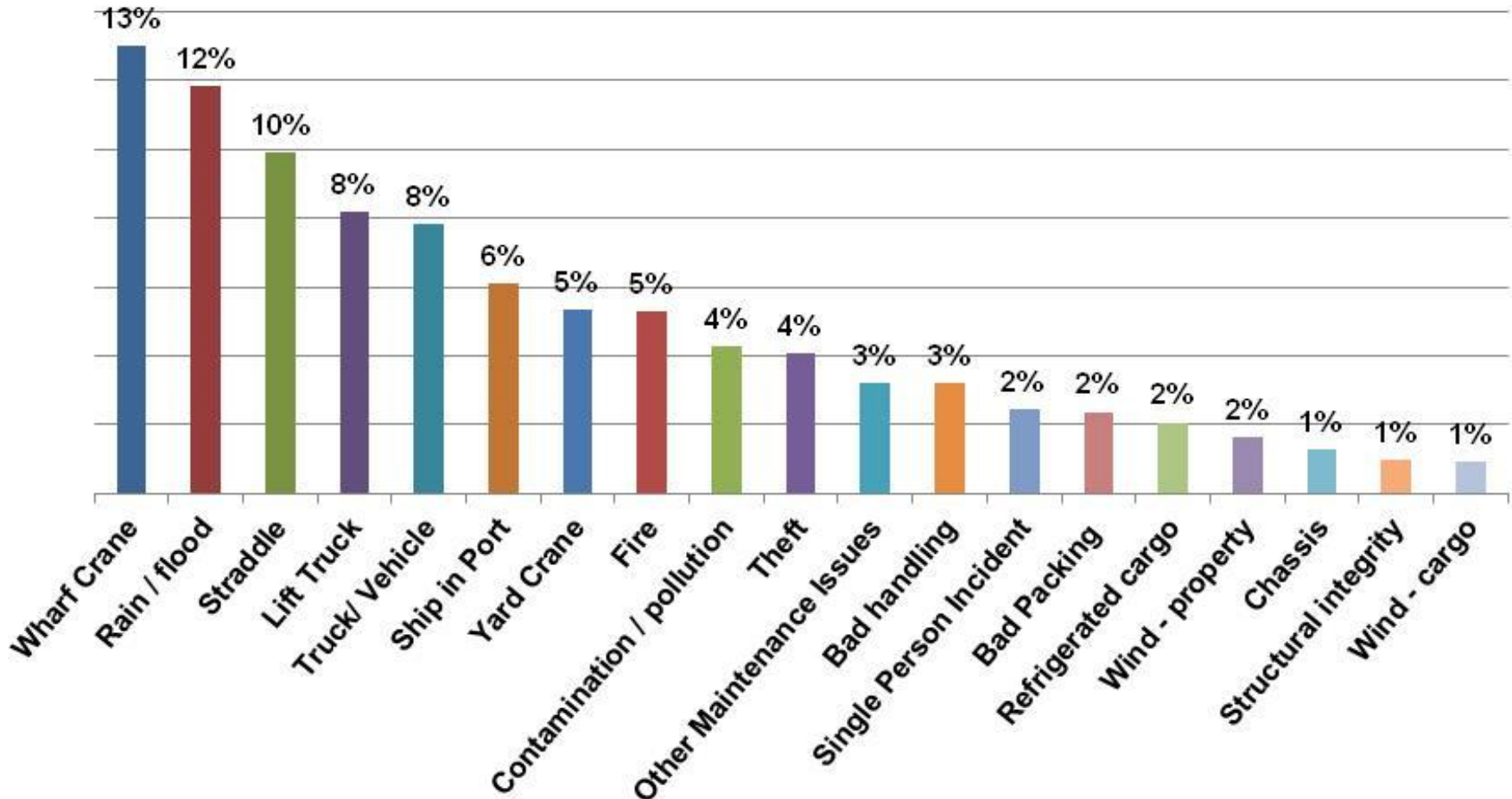
77% - Operational Accidents / Human Error
 13% - Poor Equipment and Property Maintenance
 10% - Weather and Climate Events



Port & Terminal members

All claims top risk costs

Ports & Terminal members Top 10 risks = 75% of claim costs



















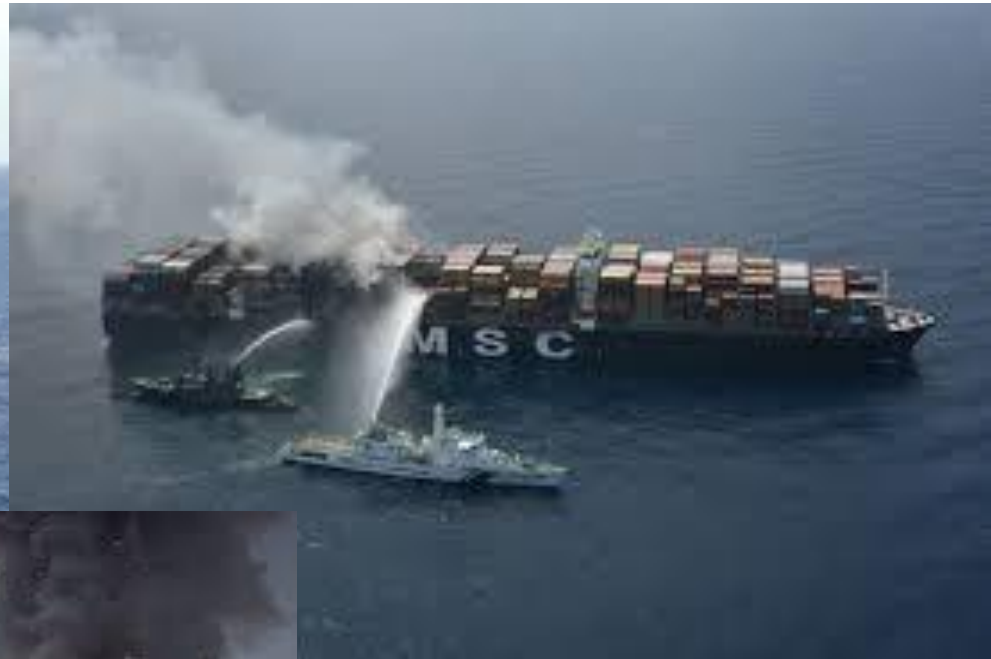


Demountable flood barrier



Updates & key topics from 2019

- **Cargo Integrity**
- **Ship Fires**
- **Ship Hitting Cranes**
- **Port of Refuge**



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





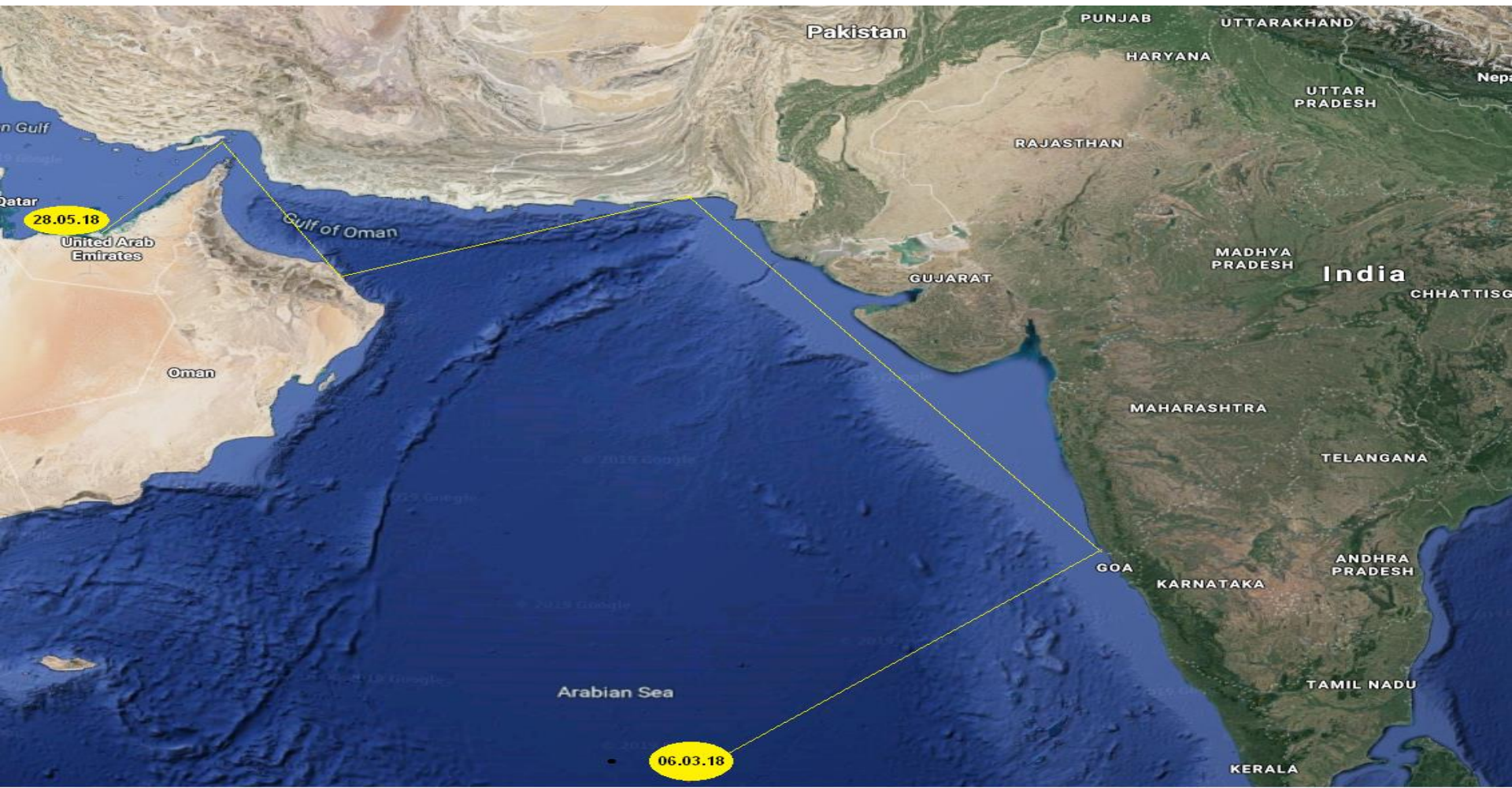
A port of refuge is a port where a ship in need of assistance can take shelter to enable it to stabilize its condition and reduce the hazards to navigation, protect human life and the environment.



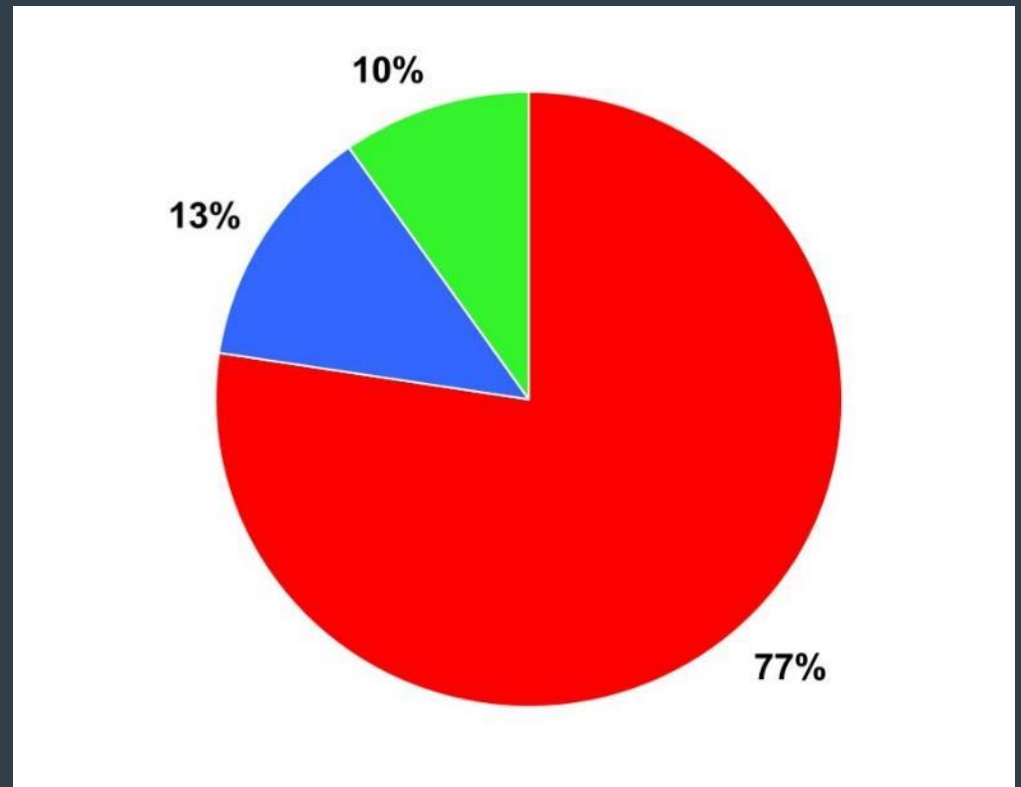
Coastal States may refuse to accept ship in distress

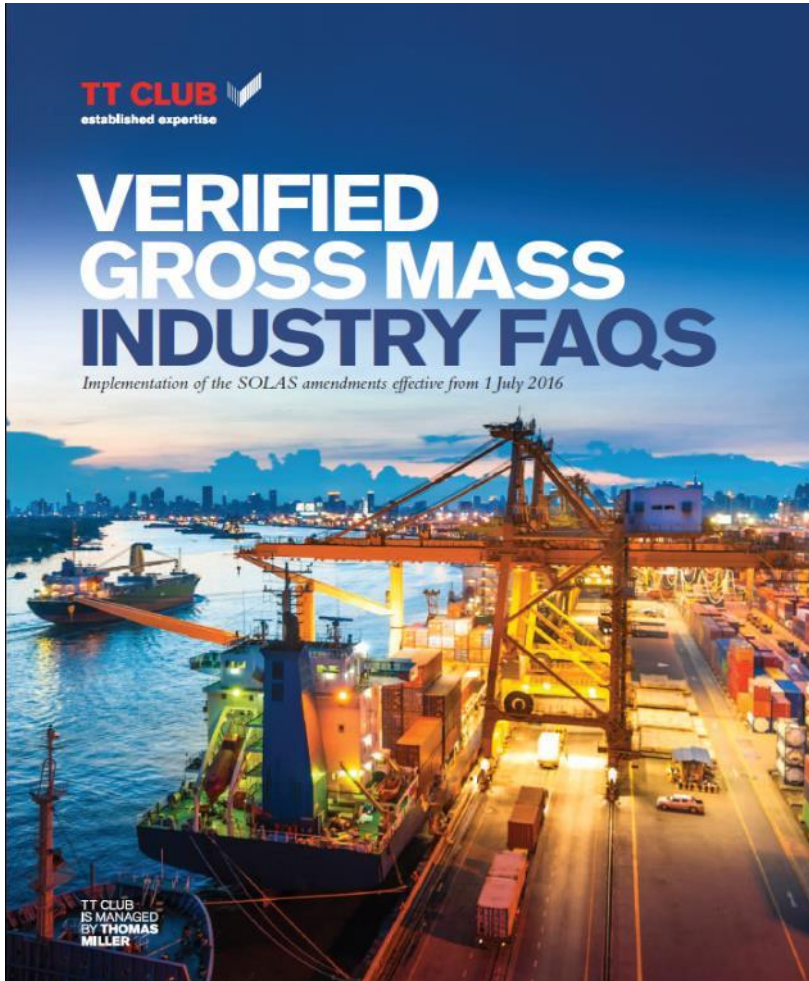
- EU Directive 2009/17 requires EU member states to draw up and implement plans and arrangements to take ships in distress requesting a port of refuge under their authority. *However, The Directive does not provide legal obligation on coastal States to provide a port of refuge for casualties or vessels 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 Jebel Ali, UAE.
- 35 weeks elapsed before she was emptied of her cargo & water at Jebel Ali, UAE.



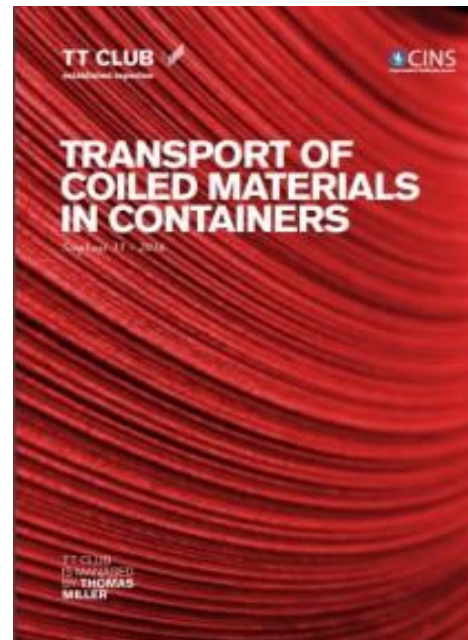
Risk Management & Loss Prevention





Publications:

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



Thank you

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