

Port Risks and Safety

Julien Horn – 17th May 2023

TT CLUB
IS MANAGED
BY **THOMAS
MILLER**



Over 20 Years Experience in the
Marine Insurance Industry

Fellow of Chartered Institute of
Insurance

Freeman of the Honourable
Company of Master Mariners

Freeman of the City of London

Post Graduate Diploma in Marine
Insurance from the World Maritime
University

Passionate about the safe use of
port equipment and the proper
incorporation of contractual terms.



Julien Horn: TT Club Senior Underwriter &
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TT Club: an insurer for the shipping & transport industry

*'make the industry safer and
more secure'*

1968

The year TT Club was established and containers revolutionised freight transport.

80%

Percentage of the world's maritime containers insured by TT Club.

46%

Percentage of the top 100 ports in which TT Club provides insurance.

20+

The number of dedicated countries in which TT Club has dedicated offices.



Loss Prevention team

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TT Club Mission: To make the industry safer and more secure

Underwriting team



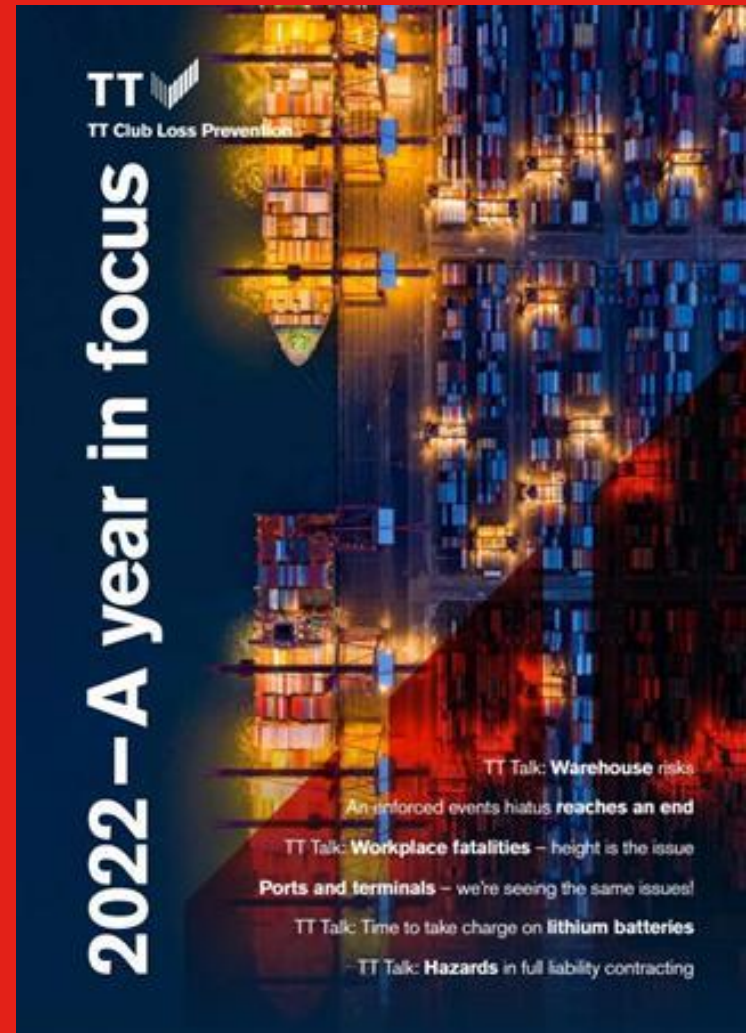
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Accident analysis, Risk Management and Loss Prevention. An experts data driven review:

1. The value of life and the safe use of equipment
2. ICHCA Innovation and Safety Award sponsored by TT Club
3. Dealing with an explosion at the berth



What do you see?



What do you see?



Port Risk and Accidents:

1. Cargo Damage
2. Financial loss of customers
3. Ship Damage
4. Human Injury
5. Pollution
6. Business Interruption

Over 94% of port accidents are a result of human error or the poor maintenance of port equipment*

* TT Club 10 year claims Statistics

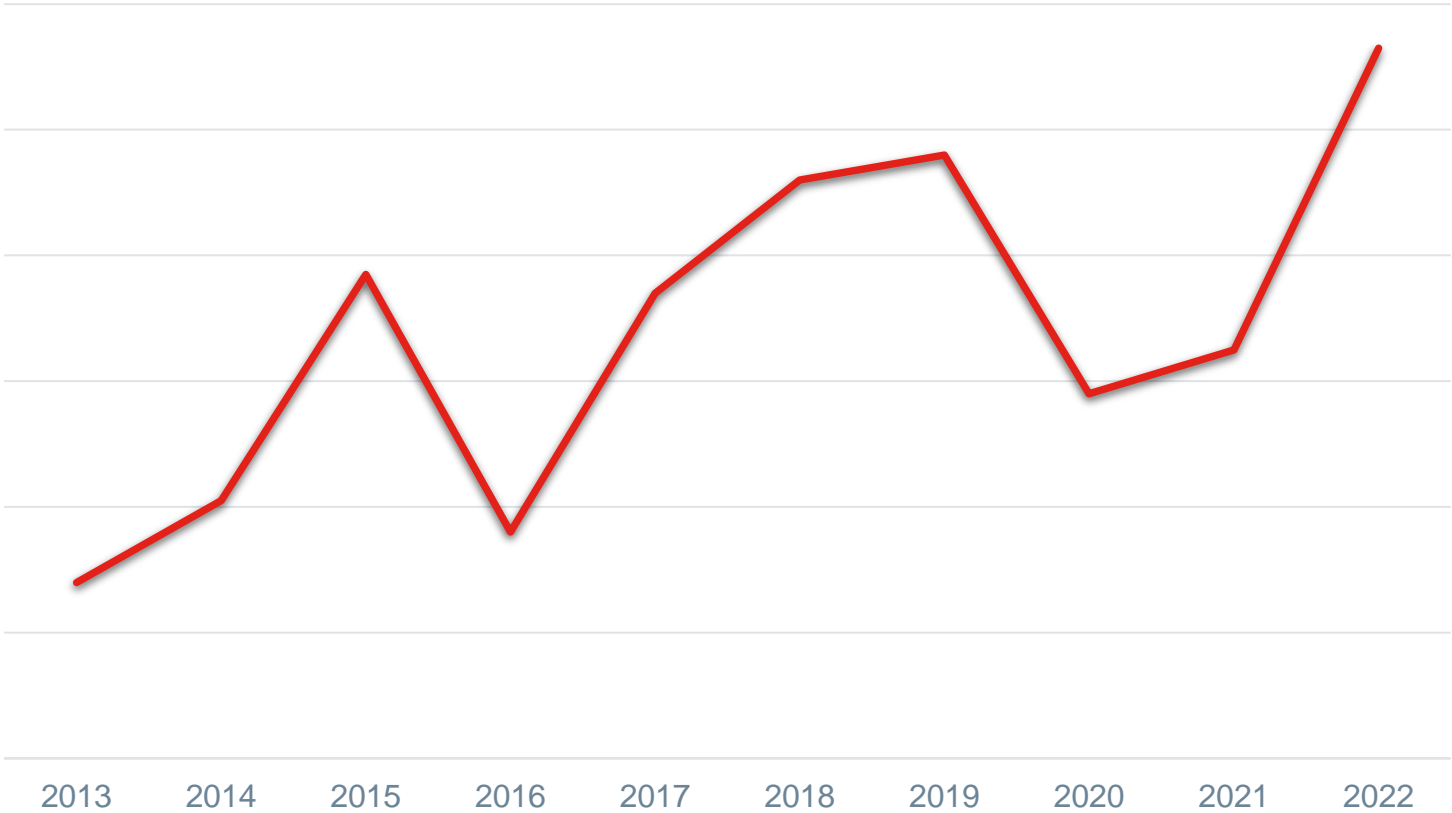




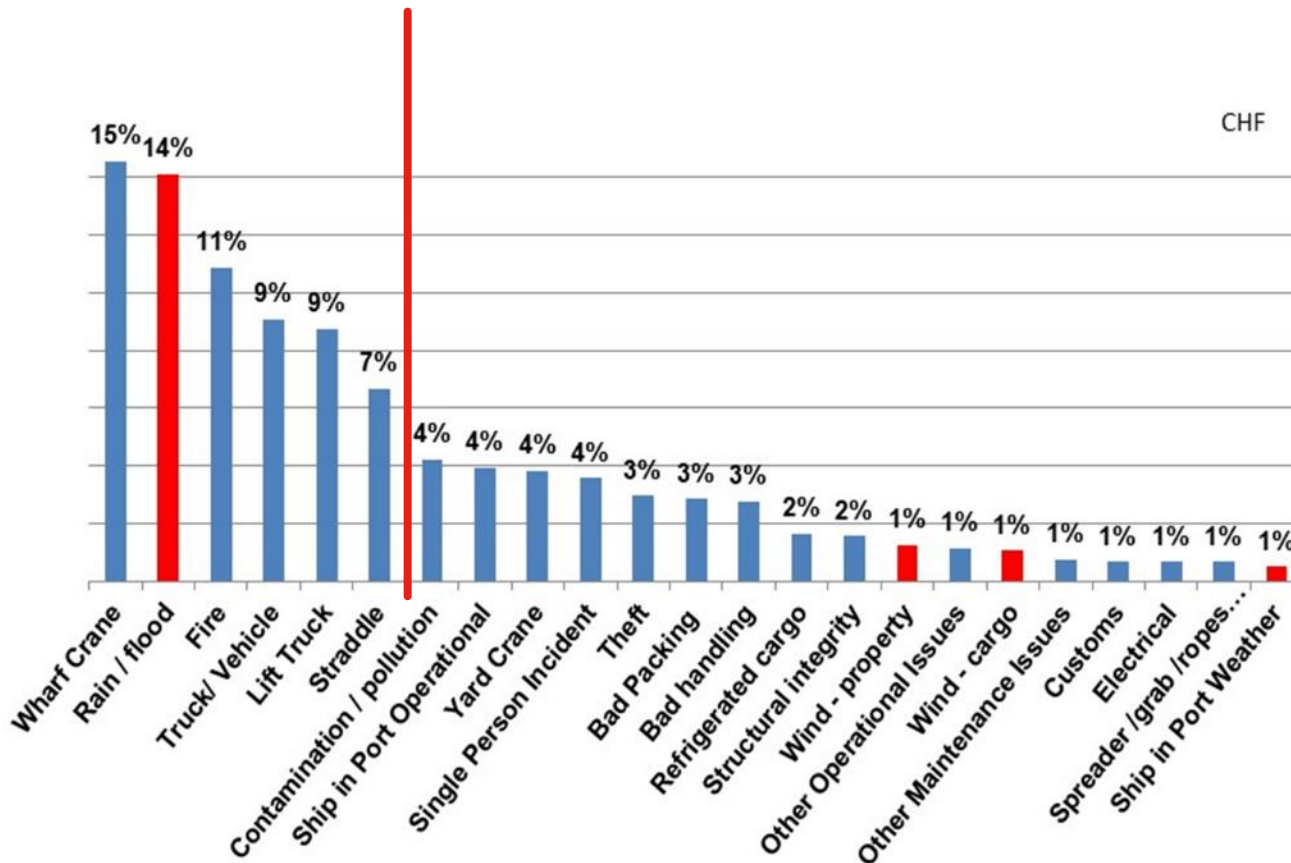
**What value on a
human life?**



Port and Terminal Deaths and total injuries (ICHCA)



Port & Terminal Operators Accidents – total cost



Using Equipment

44%

of claim costs

Top 6

66%

of claim costs



TT Club Innovation in Safety Award

TT Club Innovation in Safety Award



- **2022 Award Winners:**
- **APMT - Vessel Inspection App**
- **Exis Technologies - Cargo Screening**
- **Intermodal Telematics BV – Tank Container Temperature Monitoring**

TT Club sponsored ICHCA International Innovation and Safety Award:

Kalmar AB – Container Checking Function

4-point safety functionality:

1. Apply parking brake
2. Adjust mast to vertical position [this is the container lifting mechanism]
3. Lift or lower the spreader [this is the mechanism that holds the container securely] until the carriage with the container is above the inspection support point.
4. Activate inspection support key switch for automatic blocking of mast & spreader



You can now safely inspect the underside of the container. All driving, steering and mast movements on the empty container handlers are blocked for the duration of the checking process.

TT Club sponsored ICHCA International Innovation and Safety Award:

KALP GmbH – Automatic Lashing Platform

The ALP (Automatic Lashing Platform) inserts and remove twist locks and stackers fully automatically, eliminating the need for personnel to work nearby or under suspended loads.

The ALP operates independently of external power supply through an internal hydraulic system that utilizes the weight of the container and spreader. It has magazines that store over 1,000 twist locks or 2,000 stackers (depending on sizing).

This is equivalent to a bay of a Triple-E Class container ship. The ALP can also be monitored and operated from a safe distance by integrating it into the terminal's own network and the corresponding integration software, or by using a handheld device.



TT Club sponsored ICHCA International Innovation and Safety Award:

Firefly – Fire Suppression Drones

Our FireFly Drone, is truly innovative, it flies with Hydrodynamic Vectored Thrust, (Water pressure). It does not need propellers or batteries, getting its flight thrust from water pressure supplied from a fire hose. Our drone is small (1 cubic foot / .3 cubic M) in size and weighs 45 Lbs / 20 Kg.



The drone can fly directly to a fire and suppress a fire at very close range .5m and can be on station suppressing the fire as long as water is supplied to the drone via the fire hose. The drone can supply a continuous water suppression of up to 750 Gpm / 2800 Lpm from the tethered 2.5' 64mm) fire hose.



TT Club sponsored ICHCA International Innovation and Safety Award:

VIKING Life Saving Equipment AS – HydroPen System – **2021 Winner**

DAFO - SafEV Vehicle Fire Protection – **2022 Finalist**

BRIDGE HILL AS - Fire Blanket – **2022 Finalist**

Fire Safety Initiatives:



Emergency Response Plans and Disaster Recovery:



Emergency Response

(what happens before disaster recovery)

Do you have an emergency response and recovery plan for multiple high impact and low frequency scenarios?

- **Explosion at the Berth**
- **Vessel Impact**
- **Crane Collapse**
- **Flood**
- **Stevedore Fatality**
- **Crew fatality**
- **Pollution / Spill**
- **Wind Storm**



Are you ready, what is your job title & who is in charge of coordination?

Emergency Response;

- Police & Fire Brigade
- Army / Navy?
- Medical Emergency Response
- Local Surveyors
- Salvors / Wreck Removal Experts
- Public Relations
- Lawyers
- Fire & Explosion Experts



Communication;

- Government & Authorities
- International Authorities – IMO & others
- Daily Update Reports and potentially press briefings
- Customers
- the shipowner, charterer, type A or type B*

Clean Up & Recover;

- Costs on Port Authority & Operators
- Business Interruption
- Damage to Property & Equipment
- Potential Pollution & Wreck removal

**It is
11:55pm**

12 Steps to Berth and Terminal Equipment Damage Recovery

Follow these 12 steps to minimise the impact of ship damage to your property

Step	Timeframe	Action	Explanation
Before the ship leaves port			
1	Whilst the ship is still at the port/terminal	Notify broker and insurer	Provide the following information: date of incident, name of ship, location of incident, description of incident.
2		Send letter of demand to owners holding them liable for damage	TT Club has a suggested wording available.
		Send letter of demand to owners holding them liable for damage	
3		Compile estimate of quantum of physical damage and business interruption losses.	For the purposes of insurance notification and estimating and obtaining security. This will involve both port engineers to advise on property damage and finance staff to advise on potential business interruption losses.
4		Investigate ownership and value of ship and any possible implications of Statutory Limitation.	Relevant to obtaining security.
5		Negotiate and obtain security	If security is not forthcoming, the port or terminal may arrest the ship if necessary.
After the incident			
6	On receipt of estimate of damage promptly after incident	Appoint Surveyor/Assessor	Generally, the insurer will appoint a surveyor if the damage is more than minor.
7	Promptly after incident	Call for tenders for berth/equipment repairs	The port or terminal, in conjunction with assessor and if applicable, will call for tenders as they will be the contracting party.
8	During period of tender validity	Review, consider and accept tender	Once at least two (ideally more) tenders are received, the port or terminal will review in conjunction with their insurer and assessors and accept the most appropriate tender. The port or terminal must ensure the P&I Club, or their assessor, is involved in the tender review and ideally is in agreement with the repair method and cost.
9	Will vary depending on contractor's availability and urgency of repairs however ideally as soon as possible after incident	Arrange and/or undertake repairs	The port or terminal will be the contracting party and will settle the contractor's invoices directly. Once these invoices are approved by the insurer's appointed assessor, the port or terminal will be reimbursed for any amounts exceeding the deductible. Note that the insurer will not reimburse the port or terminal for any improvements made during the repair process. They will continue to maintain transparency with the shipowner / P&I club in order to maximise recovery prospects.
10	Once repairs have been completed	Negotiate recovery	Bear in mind the potential availability of strict liability for berth damage. Direct claim on P&I Club if Letter of Undertaking is issued.
11	Promptly after settlement	Obtain payment of agreed settlement	The port or terminal will normally be required to sign a release in favour of the liable party, confirming that they have no further claims against that party.
12	Once settlement funds have been received	Return of security to ship's insurer	Once the claim has been paid, the original Letter of Undertaking should be returned to the P&I Club.

Risk Management & Loss Prevention Guides try out google...



tt club port explosion



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Tools

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TT Club claims handling in Tianjin Port Explosion

The **Club's** claims handlers, including those in Network Partner offices are now fully engaged in providing the Membership affected by the tragic events in ...

<https://www.ttclub.com> › ... › Publications

UN/OECD seminar in follow-up to the 2020 Beirut port explosion

17 Mar 2022 — UN/OECD seminar in follow-up to the 2020 Beirut **port explosion**. Lessons learned, experiences and good practices in managing risks of ...

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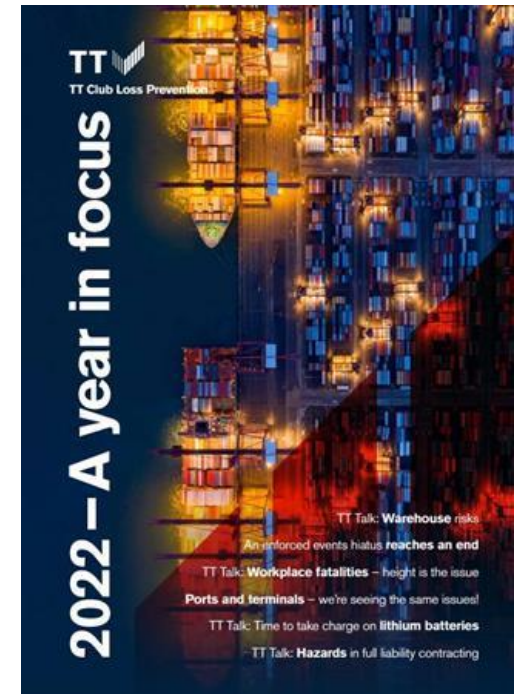
TT Talk - Fire and explosions in containers - TT Club

There have been several well publicised ship-board **explosion** and **fire** ... The crew will do all that they can to control a container **fire** incident at sea, ...

<https://www.ttclub.com> › Loss prevention

Ports & terminals risk management guidance - TT Club

Stay on top of all the risks involved with managing a storage warehouse, from flooding to **fire**, to theft and abandonment of cargo. ... Browse **TT Club** publications ...





Port Fatalities:



4 take away points

1. Prevention is better than cure
2. Expertise and a clear chain of command in decision making following an accident is an enabler to recovery
3. Safety features on port equipment should not be an optional extra and staff **MUST** be trained to use it
4. If your emergency response plan is 10 years old and never been tested, it may not be fit for purpose

*When an accident happens have the right risk and insurance provider supporting you.... **www.ttclub.com***



2022 – A year in focus



TT Talk: **Warehouse risks**
An enforced events hiatus **reaches an end**

TT Talk: **Workplace fatalities** – height is the issue

Ports and terminals – we're seeing the same issues!

TT Talk: Time to take charge on **lithium batteries**

TT Talk: **Hazards** in full liability contracting



BALTIC AND BLACK SEA PORTS & SHIPPING

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