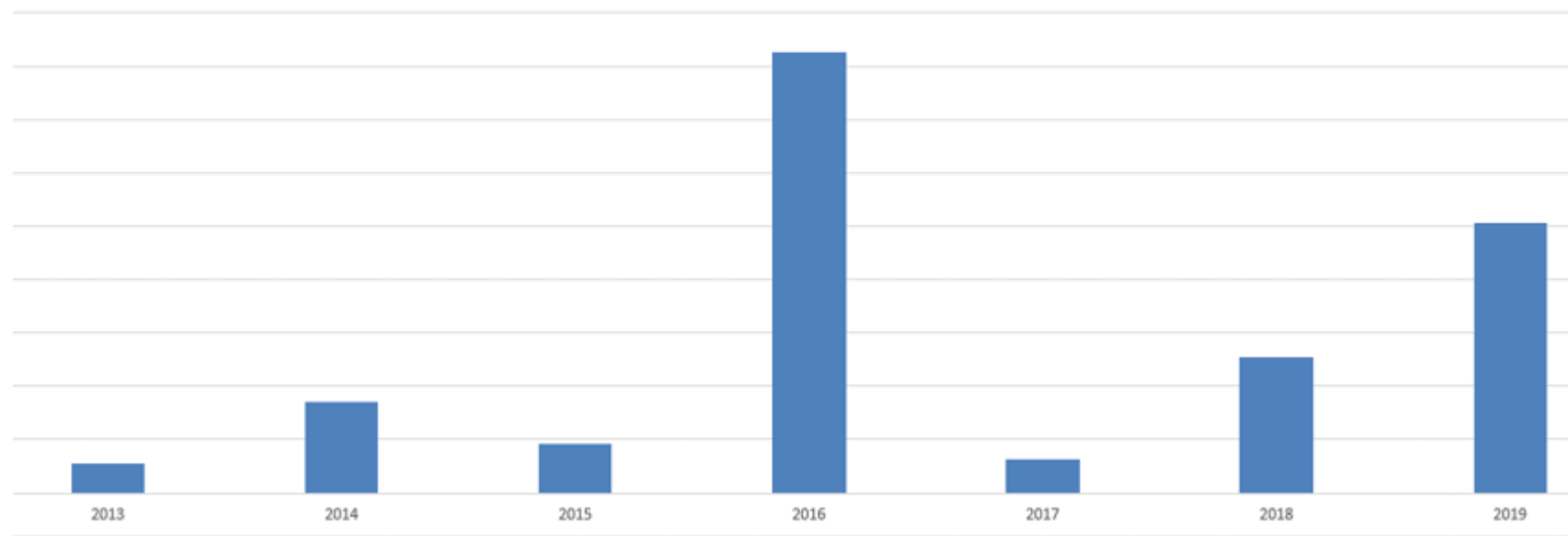


BRIEF INTRO TO LOSS OF CONTAINERS & FIRES – P&I CONCERNS

B.Augestad
Sr. Surveyor
26-6-19 – EU Workshop

Gard Container claims since 2013 (USD)



2016; 80" USD.

Container related claims exceeding usd 1" since 2014

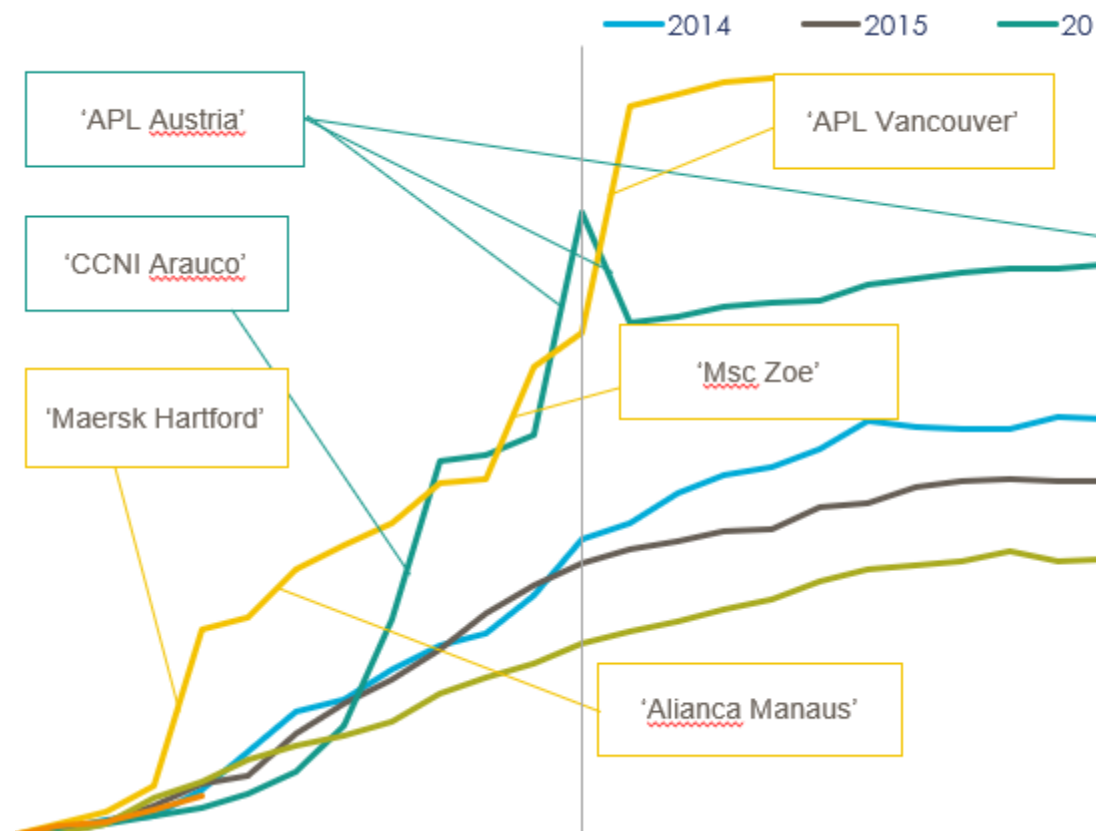


(note; Gard is not involved on all types of cover in these cases; i.e. these are not 100% figures)

date	incident	gross claim	position	type	
9.1.2016	Fire/Explosion, Containerised Cargo (Unknown) on voyage UAE/Cuba. Hamburg, 01/09/2016	38,698,274	Hamburg	fire	II
9.1.2016	Cargo Claim, Other, Containerised Cargo (Unknown) on voyage Germany, 01/09/2016	38,698,274	Hamburg	fire	
1.31.2019	Cargo Claim, Spontaneous combustion in cargo, Containerised Cargo (excl. reefer) on voyage China/Singapore Vietnam, 31.01.2019	38,406,506	off Vietnam	fire	
10.28.2014	Cargo Claim, At berth, Containerised Cargo (excl. reefer) on voyage South East Asia/South America Port Klang, 28/10/2014	10,510,945	Port Klang (Malaysia)	collision	
1.2.2019	Cargo Claim, Lost overboard, Containerised Cargo (Unknown) on voyage Yantian/Bremerhaven German Bight, 02.01.2019	8,500,500	off Bremerhaven	270	C
3.26.2019	Containers lost at sea - HFO tank punctu	8,110,000	New York (US)	16	
1.20.2018	Cargo Claim, Lost overboard, Containerised Cargo (Unknown) on voyage Xiamen/Los Angeles, CA Unknown, 20.01.2018	4,604,914	Pacific	137	
3.3.2018	Cargo Claim, Lost overboard, Containerised Cargo (Reefer) on voyage Norfolk, VA/Charleston, SC Norfolk, VA, 03.03.2018	3,998,492	off willmington (US)	73	
5.2.2013	Discharge of 222 reefer containers due to Generator failure Manzanillo/Los Angeles, CA May 2013	3,984,376		engine failure	P
9.16.2018	Cargo Claim, Hurricane / extreme weather, Containerised Cargo (Unknown) Typhoon 22 - MangKhut - flooding in Nansha China, 16.09.2018	3,500,000	Terminal damages	general cover	
10.30.2017	Cargo Claim, Lost overboard, Containerised Cargo (Unknown) on voyage Taipei/Los Angeles, CA Far East Asia, 30/10/2017	2,545,938	Pacific	42	
1.3.2019	Fire in container on deck bay 12, LOF	2,266,000		fire	
7.13.2015	Cargo Claim, Other, Containerised Cargo (Reefer) on voyage to Philadelphia, PA Philadelphia, PA, 13/07/2015	1,870,043		fire	
10.22.2014	Cargo Claim, Lost overboard, Containerised Cargo (Unknown) on voyage Antwerp/South America East Coast Netherlands, 22/10/2014	1,457,148	Hamburg	10	
1.19.2014	Cargo Claim, Lost overboard, Containerised Cargo (excl. reefer) on voyage Busan (Pusan)/Los Angeles, CA Busan (Pusan), 19/01/2014	1,407,575	Los Angeles US	<5	
7.21.2018	Cargo Claim, Lost overboard, Containerised Cargo (Reefer) on voyage Argentina/Russia St. Petersburg (Russia), 21.07.2018	1,100,000	US Westcoast	uk	
8.2.2016	Cargo Claim, Loss, Containerised Cargo (excl. reefer) on voyage Middle east/Taiwan Hong Kong, 02/08/2016	1,027,964		nn	
5.24.2018	Cargo Claim, Hurricane / extreme weather, Containerised Cargo (Unknown) Tropical Cyclone MEKUNU Salalah, 24.05.2018	1,008,275		nn	
6.13.2018	Cargo Claim, Other, Containerised Cargo (Unknown) Vessel caught fire , indian coast 13.06.2018	1,000,000		fire	

Claims reserved to P&I direct only (Cargo and possible wreckage*), but not including damages to boxes, damages to ship, all clients operate with a deductible i.e. for smaller claims P&I is not informed.

Impact on the claims statistics



Fire;

Selfigniting cargoes (IMDG);
Misdeclaration of Dangerous goods

Fire prevention

risk based stowage and segregation,

IG wish to see improvement of fire fighting capability..CO2 have proven itself to be ineffective in many cases.

Megacarriers represent a considerable increase of severity in each case.

Loss of containers

insufficient lashing,
misdeclaration of weight,
faulty software,
vessel motion (Parametric).

Prevention of loss of container;

improved lashing and equipment,
betterment of software,

Concerns related to class «voyage specific stowage and securing»

MISDECLARATIONS

CINS statistics;

- During the April-June period, there were 22,556 booking incidents recorded - of which 13,810 were categorised as mis-declaration.
- The majority of these incidents, 10,849, were deemed to be DG fraud by the shipper.
- At least 49 included a number of outrageous safety violations of DG goods including charcoals, lithium batteries, bulk ores etc.
- The reports do not indicate that the Authorities were informed. Carriers might reflect whether there is a responsibility of safety to alert the authorities.

Loss of containers -Securing and lashing; IG – IMO proposal;

Compelling need

4 As a consequence of the development introduced in the background above, the calculation that is required for container stowage is more complex and more important. It is imperative to establish a uniform approach to protect the safety of ship, the crew onboard and the marine environment.

The Vessel Cargo Securing Manual and lashing calculations is not Harmonized with the stowage software used by the Operators.

A minority of the Clubs had reservations and the proposal was withdrawn.....IG operates on a concnsus principle...

WORK PROGRAMME

Introduction of a set of amendments to the mandatory instruments to prevent loss or damage of containers at sea

Submitted by (state sponsors) and INTERNATIONAL GROUP OF PROTECTION AND INDEMNITY ASSOCIATIONS and [International Association of Classification Societies (IACS)]

SUMMARY

<i>Executive summary:</i>	This document presents areas of concern on container on-deck stowage and proposes a set of amendments to mandatory and non-mandatory instruments.
<i>Strategic direction:</i>	[5]
<i>High-level action:</i>	[5.2.1]
<i>Planned output:</i>	<i>Proposed:</i> New SOLAS regulation II-1/3-x requiring the provision of an onboard computer programme to verify container stowage and securing. This includes mandatory record keeping requirements for each voyage.
<i>Action to be taken:</i>	Paragraph 17
<i>Related documents:</i>	MSC89/22/11, MSC. 1/ Circ 1353/Rev.1, Resolution 380 (94), MSC.1/ Circ. 1475, MSC.1/Circ.1497, CSC.1/Circ.138, DSC15 INF.2

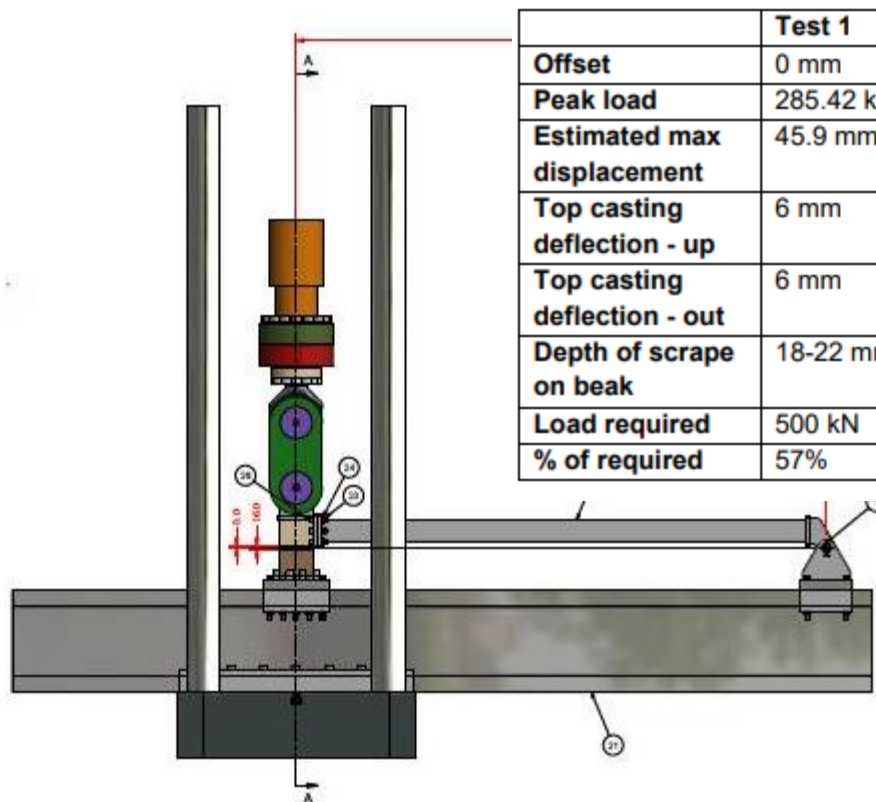
Introduction

1 This paper is submitted in accordance with paragraph 4.8 of the Annex and Annex 1 of the Guidelines on the organisation and method of work of the Committees and their subsidiary bodies (MSC-MEPC.1/Circ.4/Rev.4), taking into account the Organization's objectives (resolutions A.900(21) and A.909(22)) and the High-level Action Plan for the Organization and priorities for the 2014-2015 biennium (resolution A.1061(28)).

Background

2 The size of container ships is growing. The scale of these ships requires a new approach to the process of ensuring safe container stowage and securing.

Test jig,
approved drawing



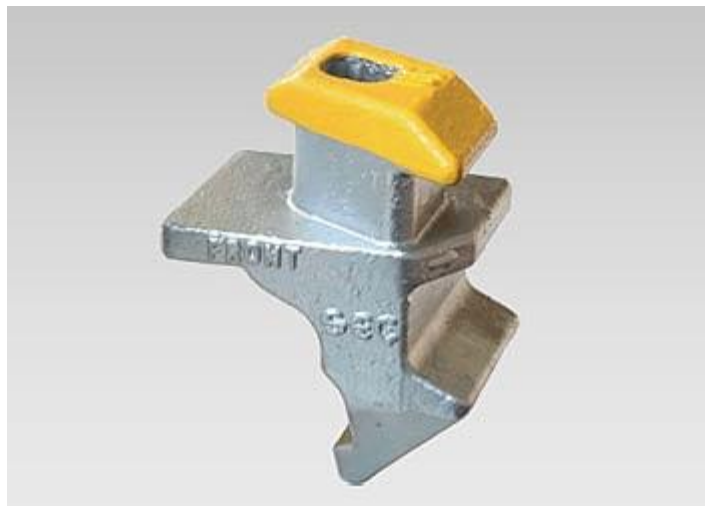
	Test 1	Test 2	Test 3	Test 4	Test 5
Offset	0 mm	0 mm	7.6 mm	8 mm	4 mm
Peak load	285.42 kN	309.31 kN	140.29 kN	146.29 kN	255.46 kN
Estimated max displacement	45.9 mm	44.4 mm	31.2 mm	30.9 mm	43.1 mm
Top casting deflection - up	6 mm	5 mm	<1 mm	1 mm	3 mm
Top casting deflection - out	6 mm	4 mm	1 mm	1 mm	3 mm
Depth of scrape on beak	18-22 mm	18-22 mm	9-12 mm	8-11 mm	16 mm
Load required	500 kN	500 kN	500 kN	500 kN	500 kN
% of required	57%	62%	28%	29%	51%

The locking device would be fitted between two standard corner castings, the upper type casting attached to a beam and the bottom type casting attached to an 1,600 kN test bench to maintain alignment/offset, the lower casting would be fixed to a beam with a pivot point at the standard width of an ISO container (Pull) would be direct, with the castings fitted with plates so as to allow connection to the test fixture.

Equipment;

Testing of Fully Automatic Twistlocks

Note; Locks fail at 29-51% of required load.



Fully Automatic Twistlocks

 **bloxwich**
TRUCK & CONTAINER
ISO Corner Casting
Complete Set (Lower)



«corner casting subjected to wear and tear»
«a large number of containers have wooden flooring»

