

THE SHIOWNERS' CLUB

Safety Forum 2:

Harbour Craft
Incident Statistics-
Influencing Decisions
for Safety at Sea

Capt. Hari Subramaniam



CAPT HARI SUBRAMANIAM

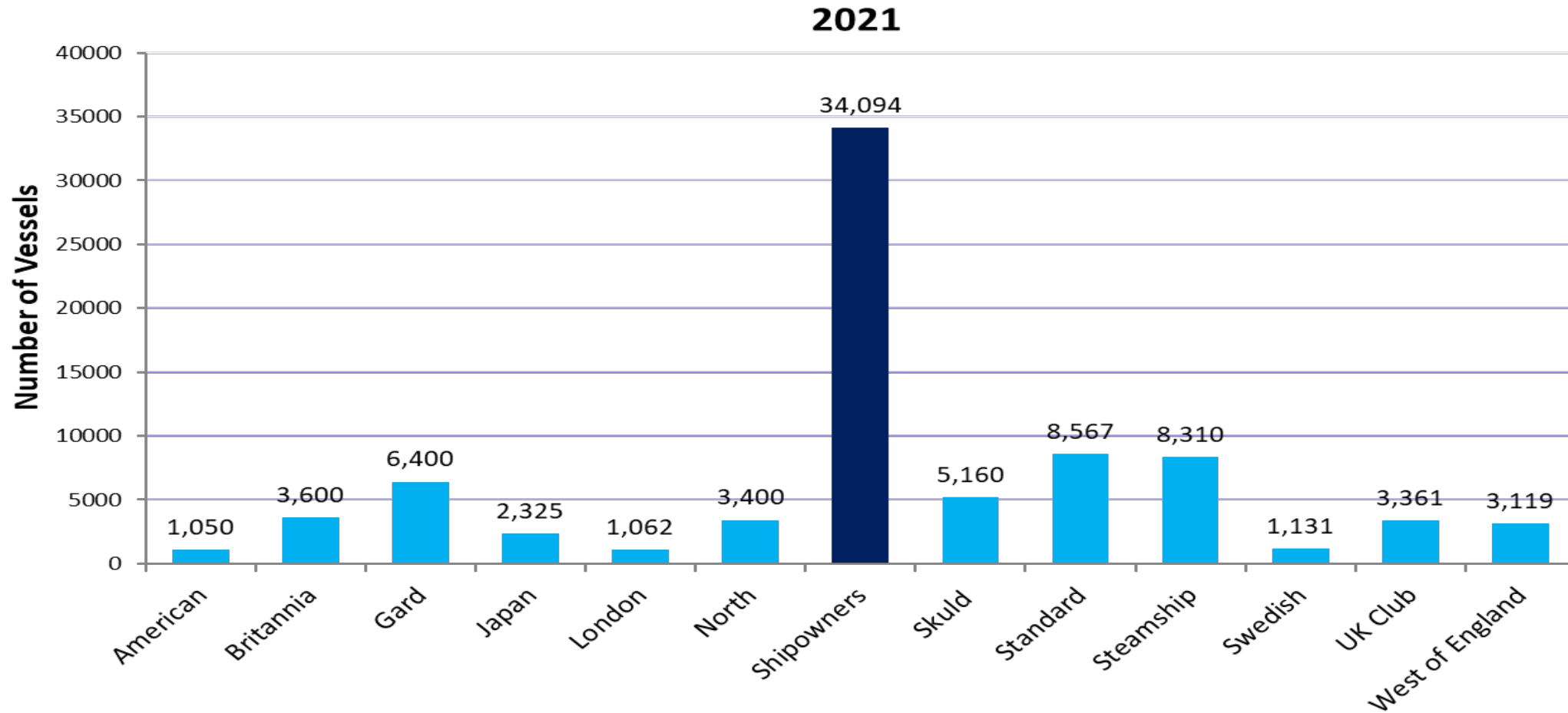
- 17 years sailing experience on all types of vessels including offshore vessels with 3 years in command.
- General Manager (Head of Marine) – Commercial Business and Operations for bulk carriers, offshore vessels, tugs and barges including chartering, agency and operations.
- Sr Manager - Offshore – looking after the operations and running of offshore support vessels and supervising delivery of new vessels.
- Loss Prevention Manager – Managed the Branch's Risk Management/Loss Prevention department for 10 years including claims analysis and causation, condition surveys, conducting risk assessments, management audits training and initiatives.
- Regional Head of Business Relations - Facilitates deeper engagement with key stakeholders to conceptualize programmes to improve safety awareness and risk management ethos across the industry. Running of Medisea (Epeme) scheme for the Club.



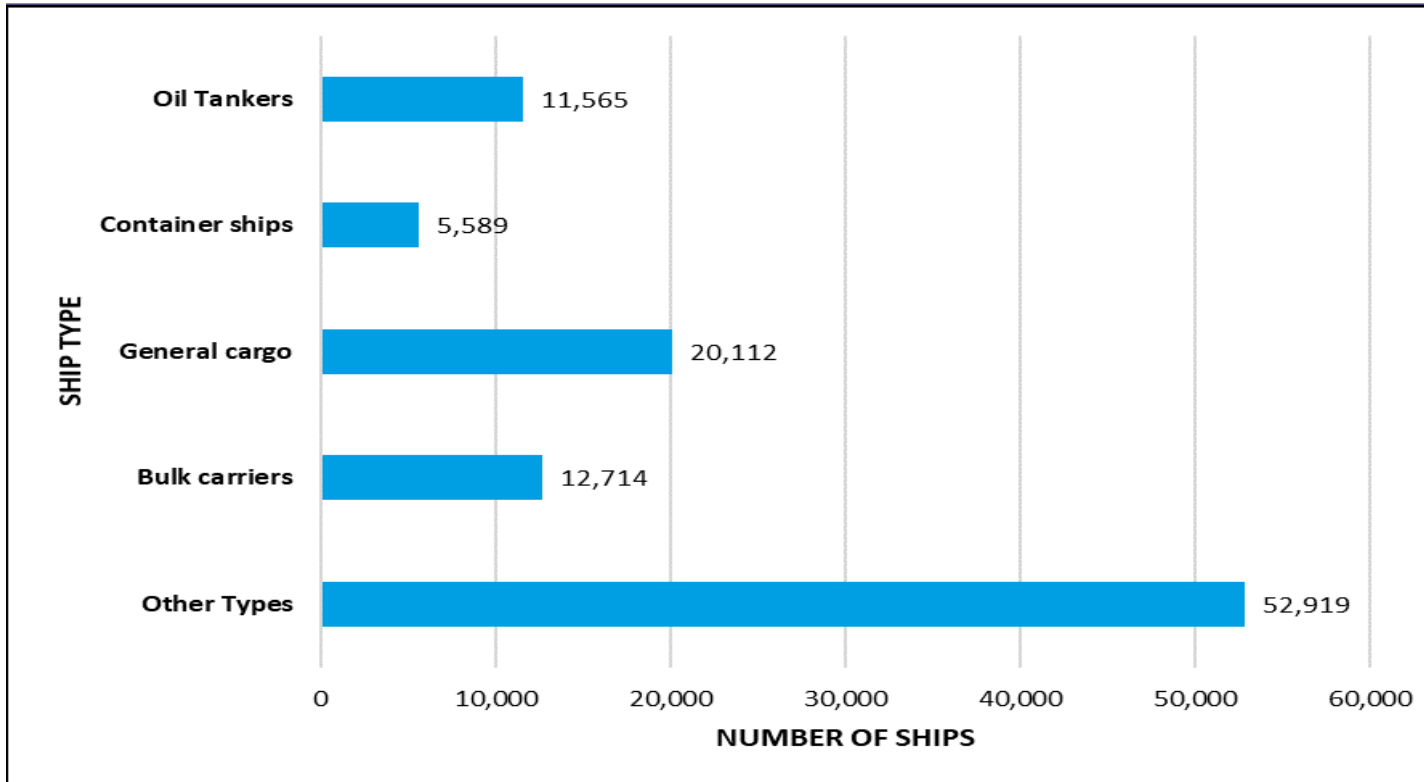
The Shipowners P&I Club

- Established in 1855 (second oldest P&I insurer)
- Part of the International Group of P&I Clubs who collectively insure 95% of world tonnage.
- P&I insurance for smaller and specialised vessels.
- Financially sound (Standard & Poors – A stable rated)
- Established office in Singapore in September 2009.
- Largest presence of any P&I Club in terms of number of insured members and vessels globally.
- Our experience and understanding of the brown water tonnage and how claims are handled is second to none.

SHIPOWNERS' PLACE IN THE INTERNATIONAL GROUP - Number of Vessels



World Fleet Distribution – 2022 (Ships above 100GT)



20%
Percentage of Number of the world's fleet insured by the Shipowners Club.

Total World fleet as per UNCTAD – **102,899** (above 100 GT)

Shipowners Club's vessel count – **20,425** (above 100 GT)

Number of vessels <100 GT entered with the Club – 13,843 (mainly HC)

MEMBERSHIP DOMICILE, VESSEL COUNT BY REGION AND TONNAGE COUNT IN SOUTHEAST ASIA & THE FAR EAST



SOUTHEAST ASIA & THE FAR EAST



MEMBERS



TONNAGE

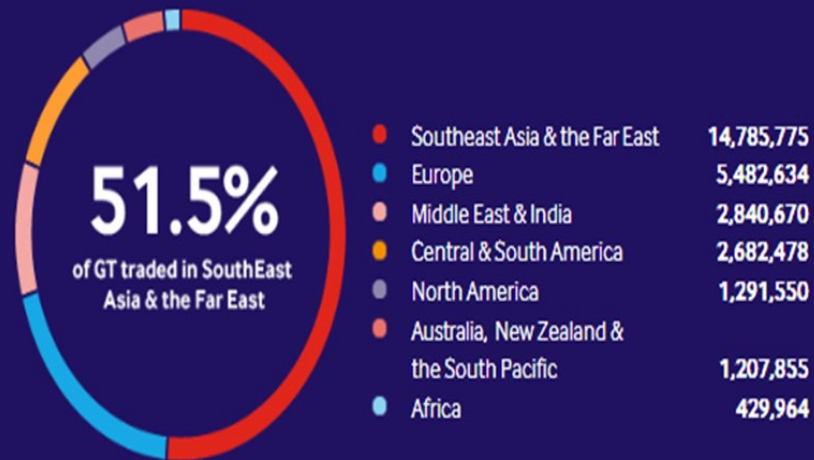


VESSELS

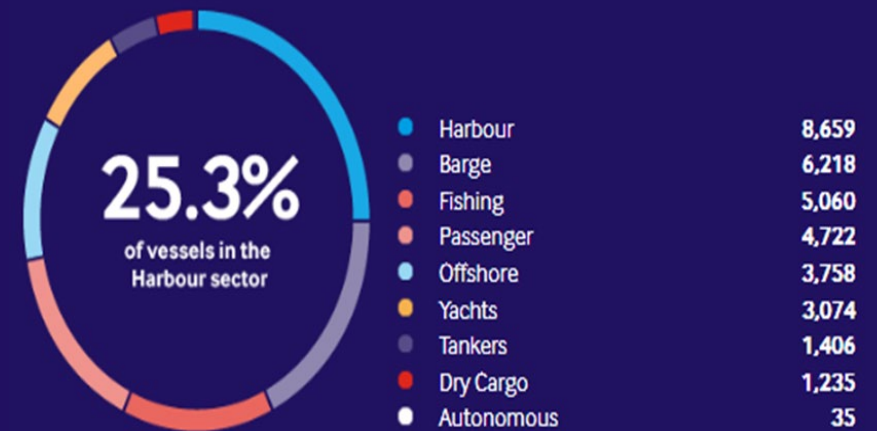


MEMBERSHIP TONNAGE COUNT IN SOUTHEAST ASIA & THE FAR EAST

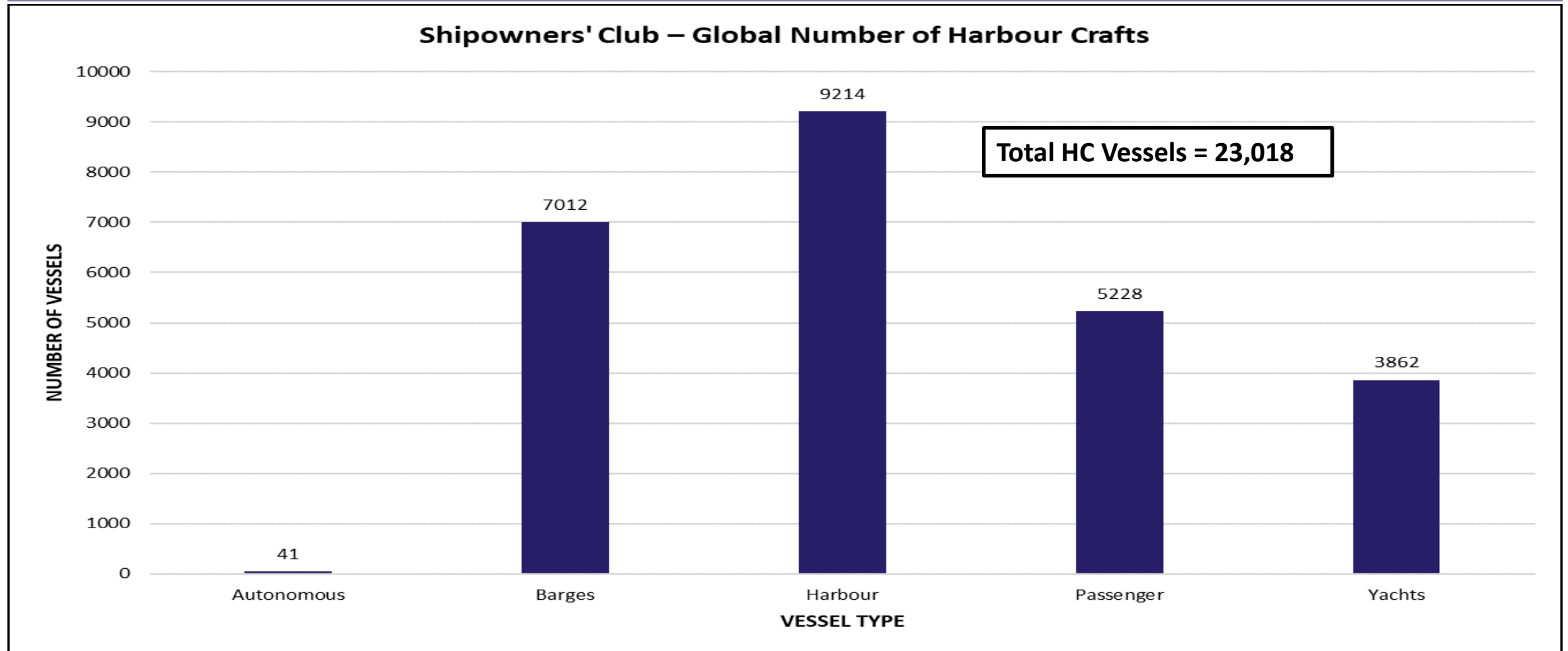
Total tonnage by trading area



Total vessels by sector



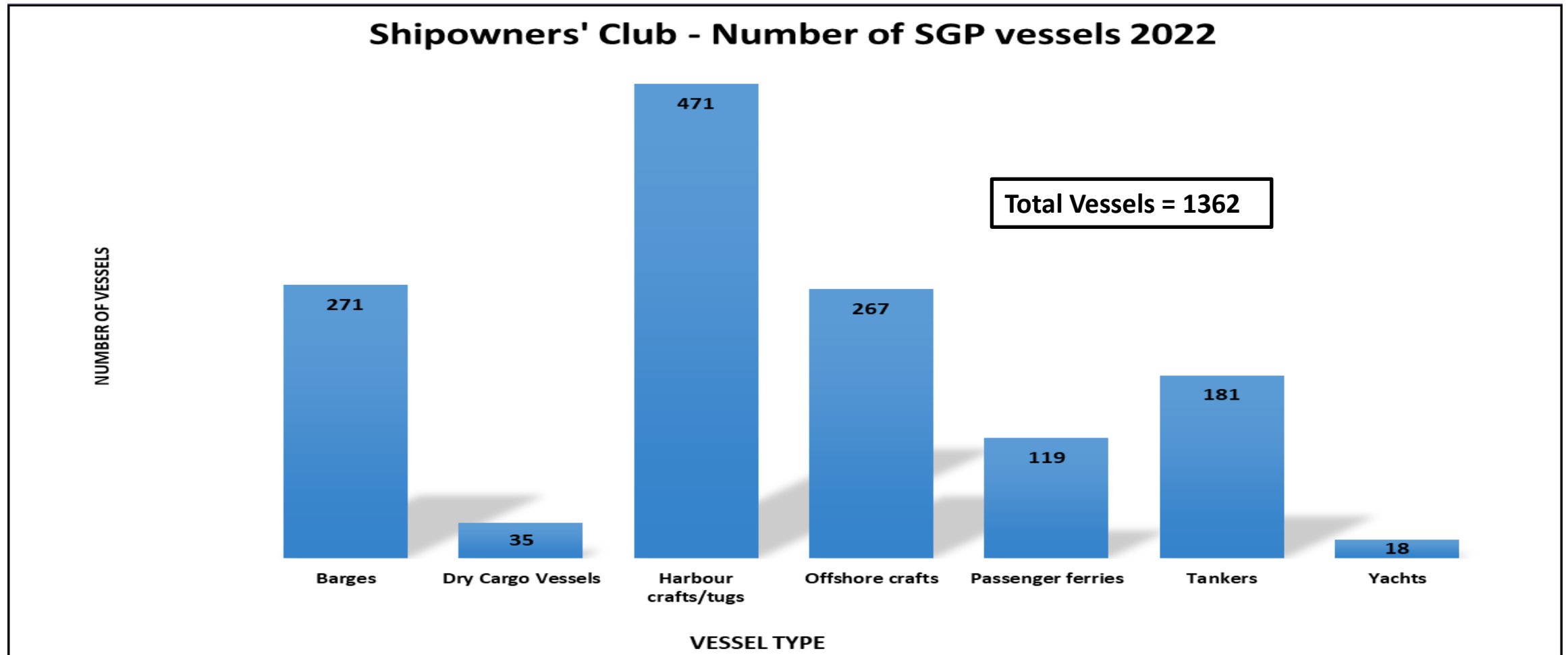
The Club's Global Tonnage- 2022





SINGAPORE 2022

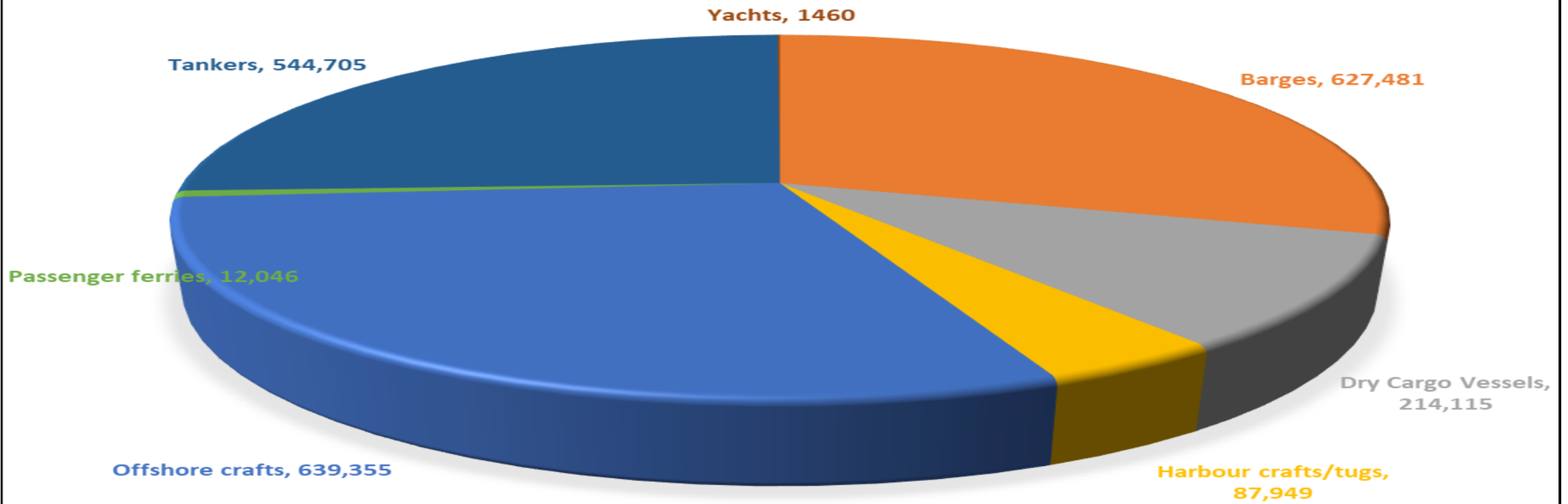
The Club's Singapore Tonnage- 2022





The Club's Singapore Tonnage- 2022

SHIPOWNERS' CLUB - GT DISTRIBUTION OF SGP TONNAGE 2022

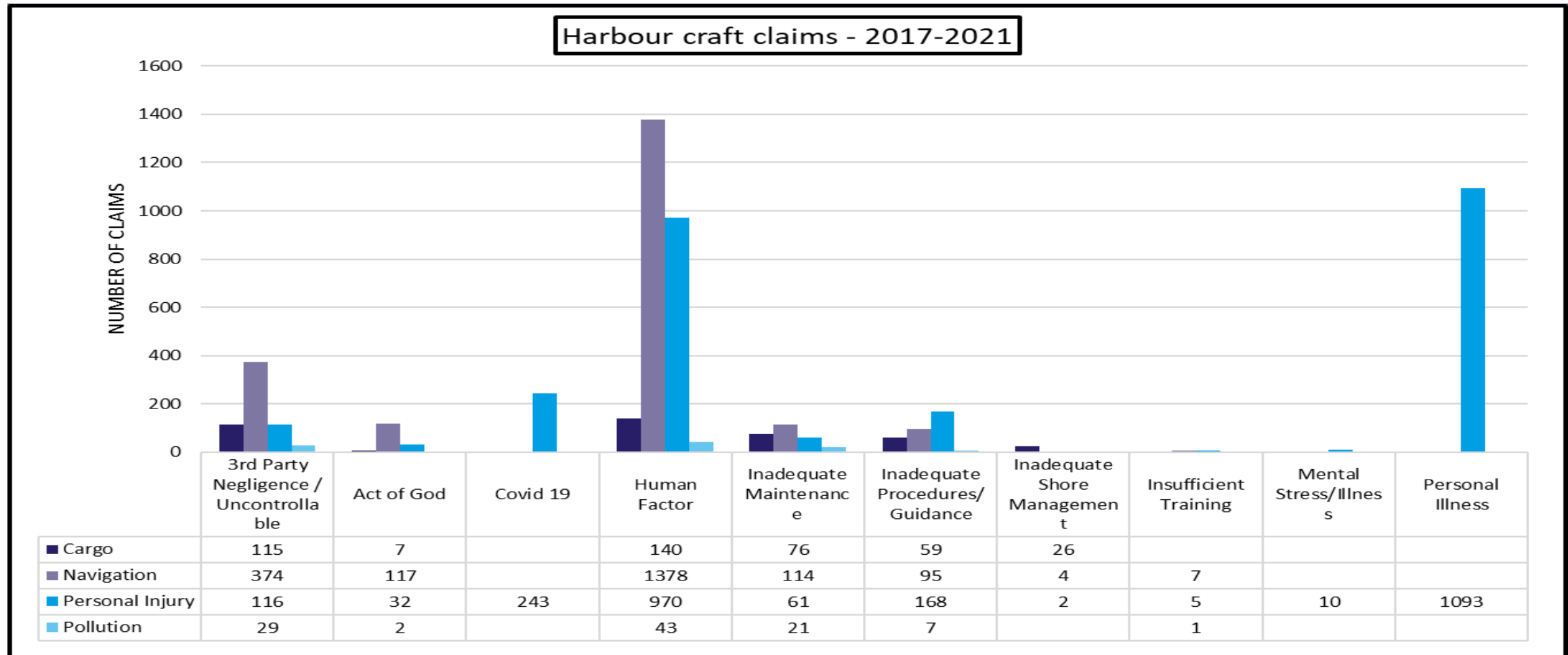


Total Gross tonnage = 2.13 Million

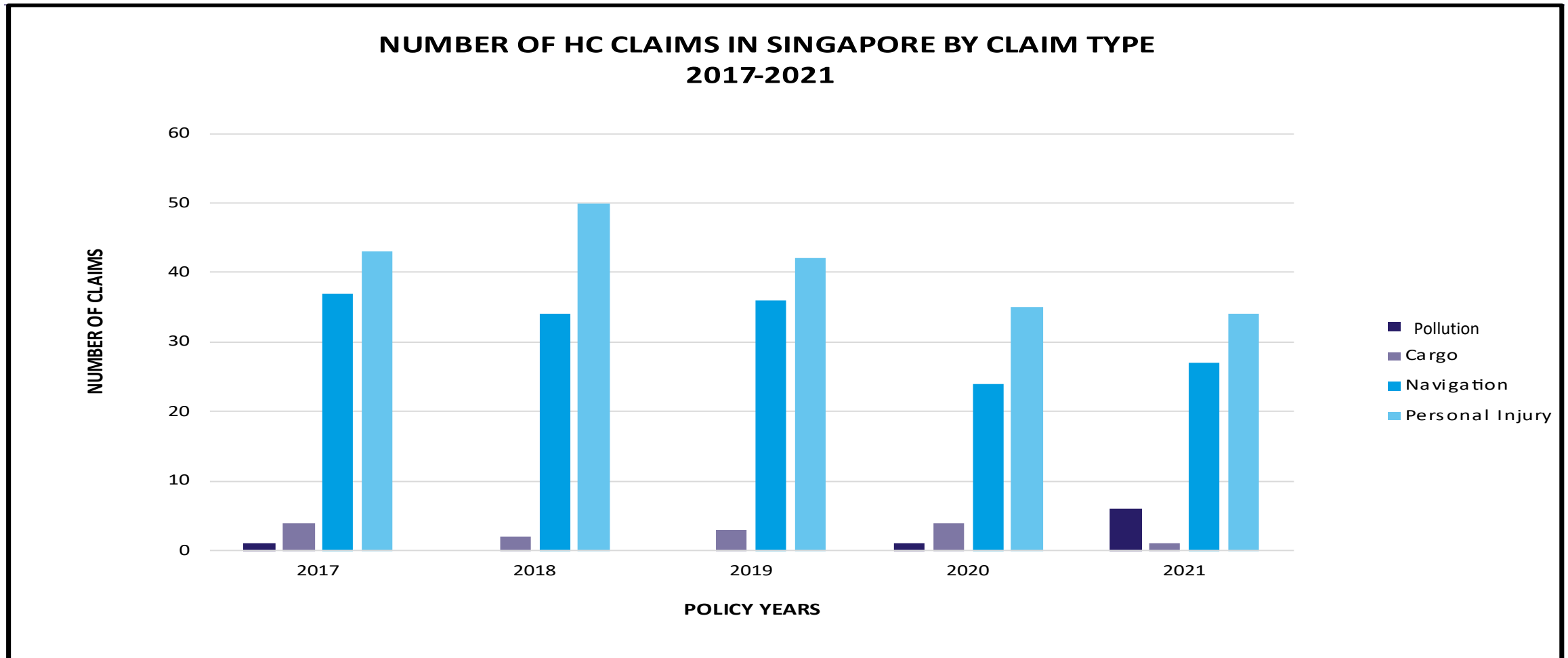
ANALYSIS OF CLAIMS ON BOARD HARBOUR CRAFTS



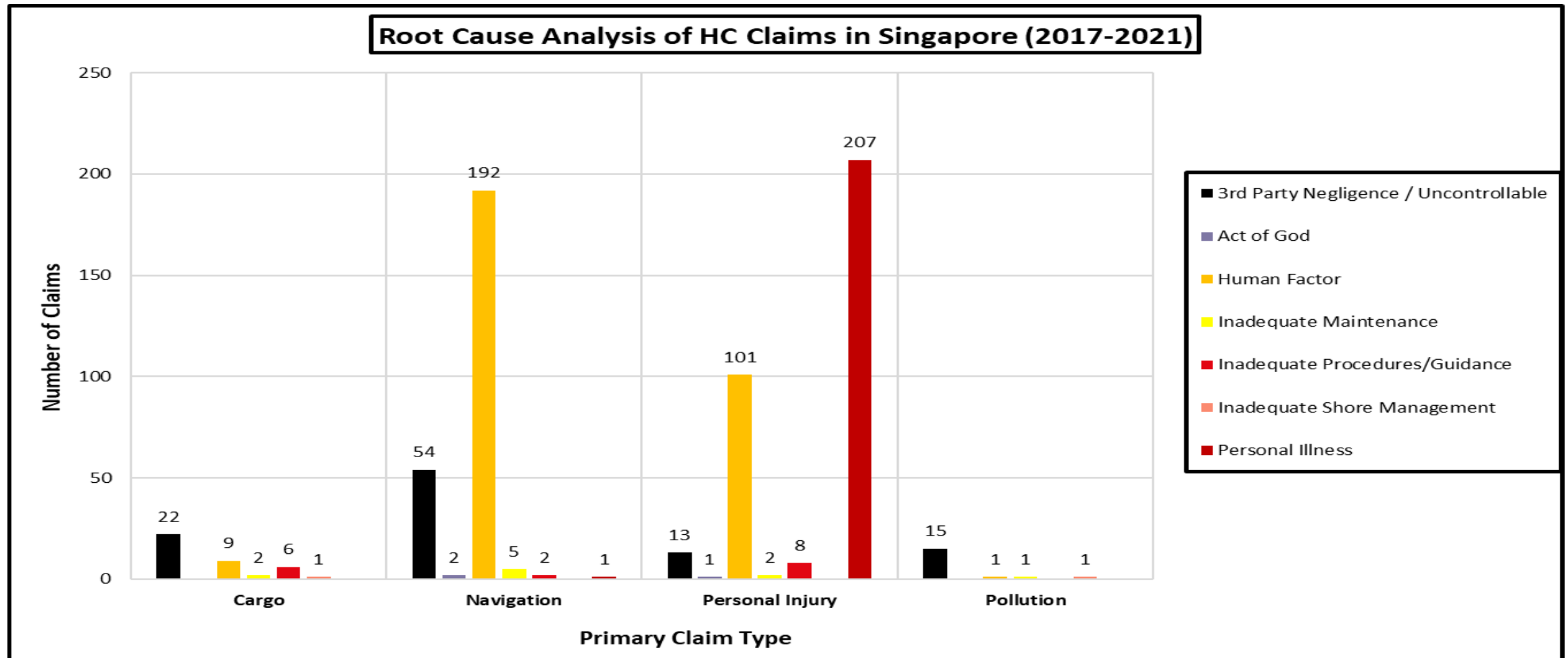
Global Claims on Harbour Crafts (2017-2021)



Analysis of Claims on Harbour Crafts in Singapore- (2017-2021)

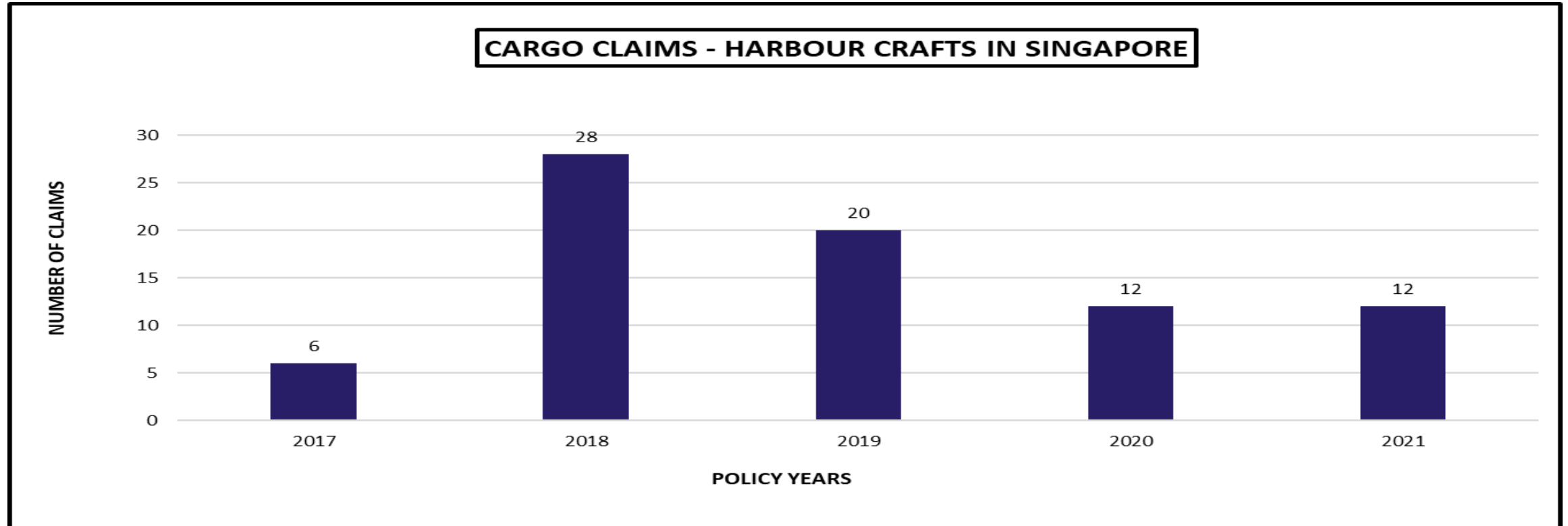


Root Cause Claims Analysis on Singapore Vessels (2017-2021)



Harbour Craft Claims in Singapore 2017-2021

Trend and average cost analysis - CARGO



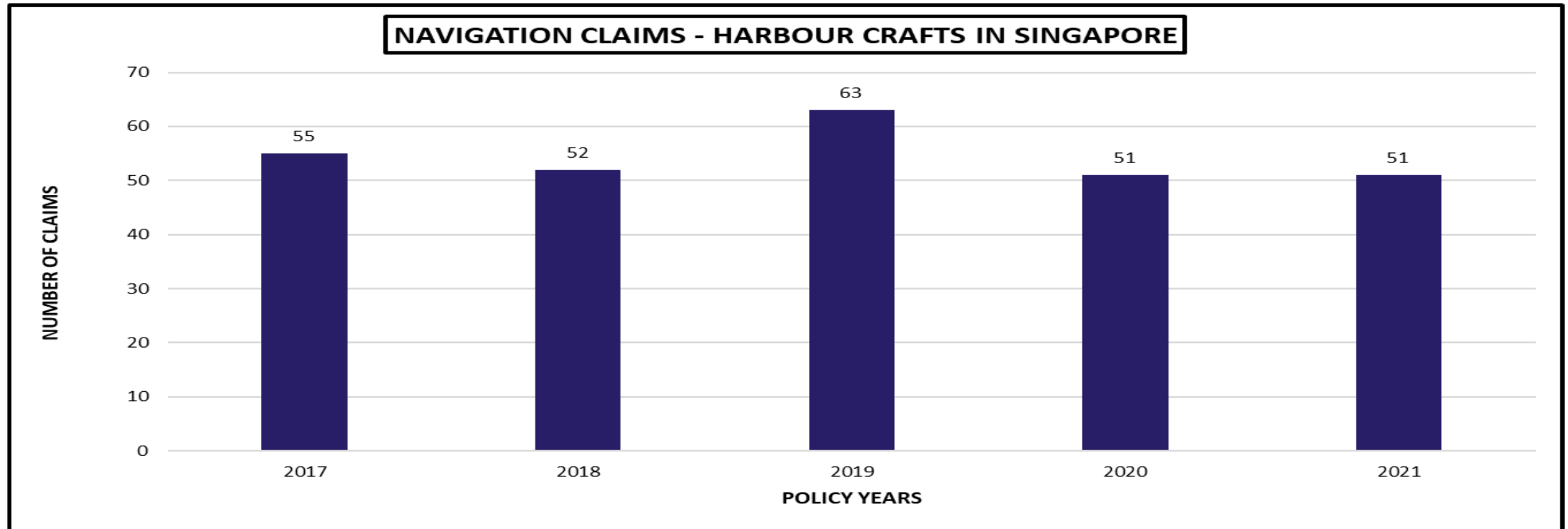
Total Cost of CARGO HC Claims in Singapore 2017-2021 – USD 1.22 Million

Total Number of CARGO HC Claims in Singapore 2017-2021 – 78

Average cost of CARGO claims on HC in Singapore – **USD 16,000** per claim (approx.)

Harbour Craft Claims in Singapore 2017-2021

Trend and average cost analysis - NAVIGATION



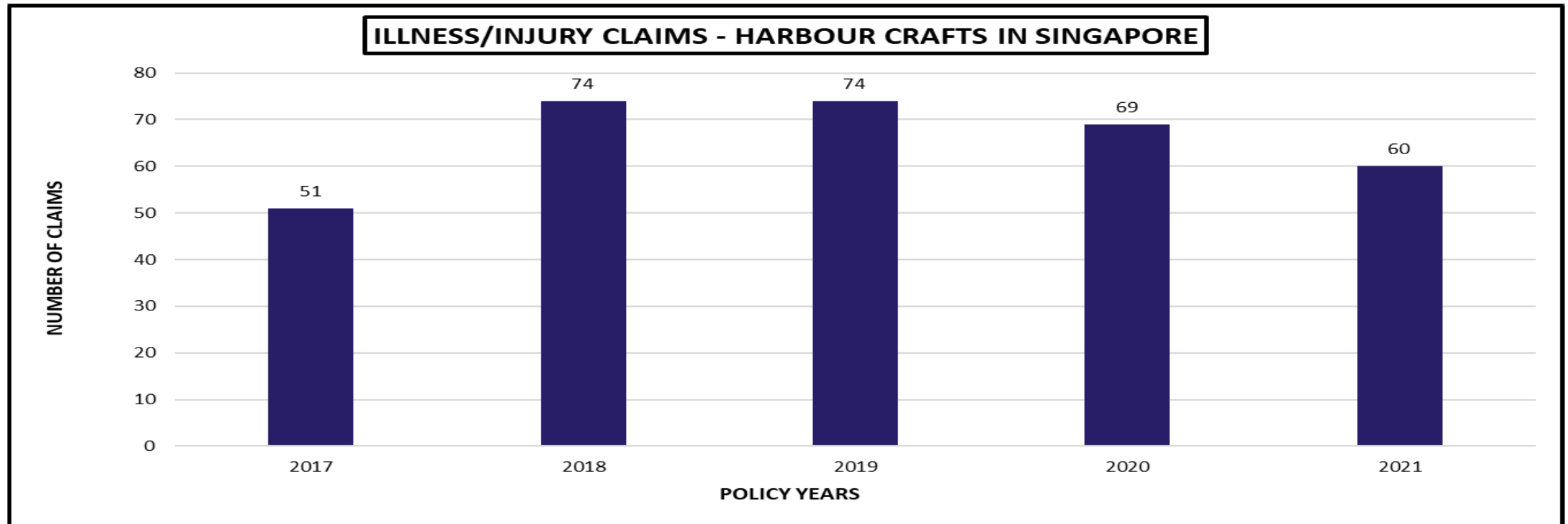
Total Cost of NAVIGATION HC Claims in Singapore 2017-2021 – USD 6.89 Million

Total Number of NAVIGATION HC Claims in Singapore 2017-2021 – 272

Average cost of NAVIGATION HC claims in Singapore – **USD 25,500** per claim (approx.)

Harbour Craft Claims in Singapore 2017-2021

Trend and average cost analysis – ILLNESS AND INJURY

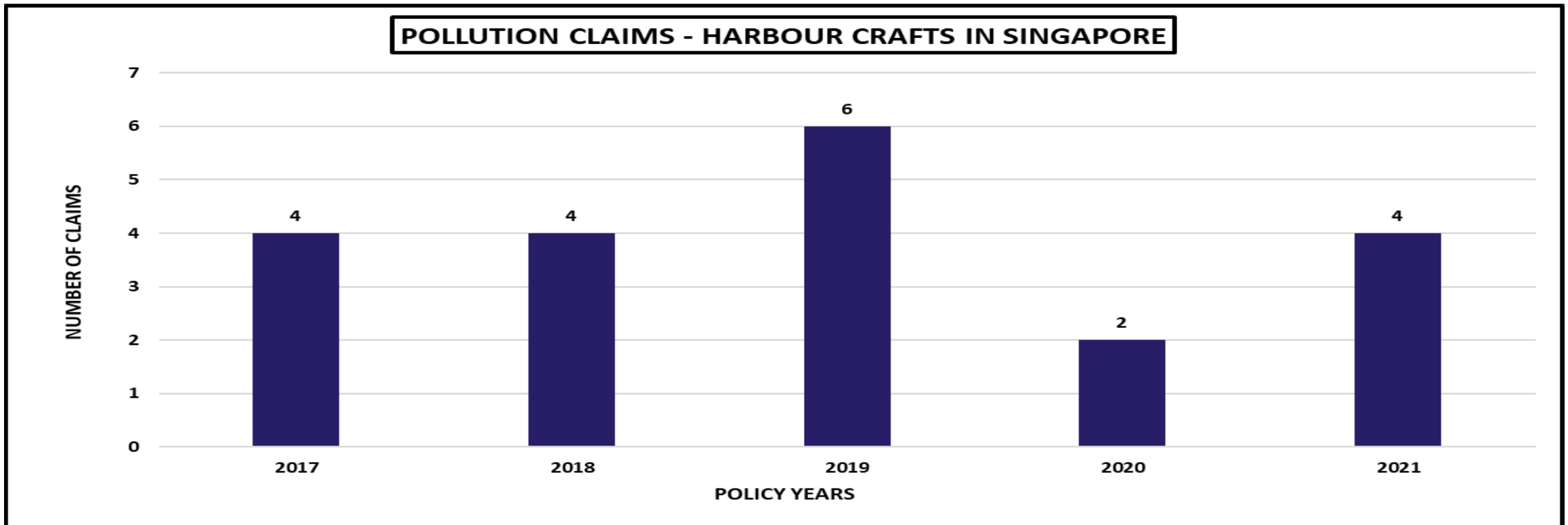


Total Cost of ILL/INJ HC Claims in Singapore 2017-2021 – USD 6.00 Million

Total Number of ILL/INJ HC Claims in Singapore 2017-2021 – 328

Average cost of ILL/INJ HC claims in Singapore – **USD 18,300** per claim (approx.)

Harbour Craft Claims in Singapore 2017-2021 Trend and average cost analysis – POLLUTION



Total Cost of POLLUTION HC Claims in Singapore 2017-2021 – USD 170,000

Total Number of POLLUTION HC Claims in Singapore 2017-2021 – 20

Average cost of POLLUTION HC claims in Singapore – **USD 8,500** per claim (approx.)

Analysis of Crew Injury Claims - 2021

- Total of 312 injury claims were analyzed for causation.
- These were further categorized into critical operations such as cargo operations, enclosed space entry, Engine room related injuries, slips/trips/falls (including those in E/R), mooring operations and General injury claims including those incurred during routine non-critical tasks.
- These were further drilled down to see whether they were caused by the Human element – mainly individual deviation from set procedures, Inadequate procedures of lack of supervision for compliance with existing procedures and lastly a seafarer mental wellbeing element.
- Unsurprisingly, there was a predominant human element to most injury categories except for enclosed space whose procedures are well detailed as well as mooring operations where a lack of supervision was evident.
- These statistics necessitate an improvement in safety cultures on board including task-based training of personnel towards strict adherence to the risk management systems system on board.

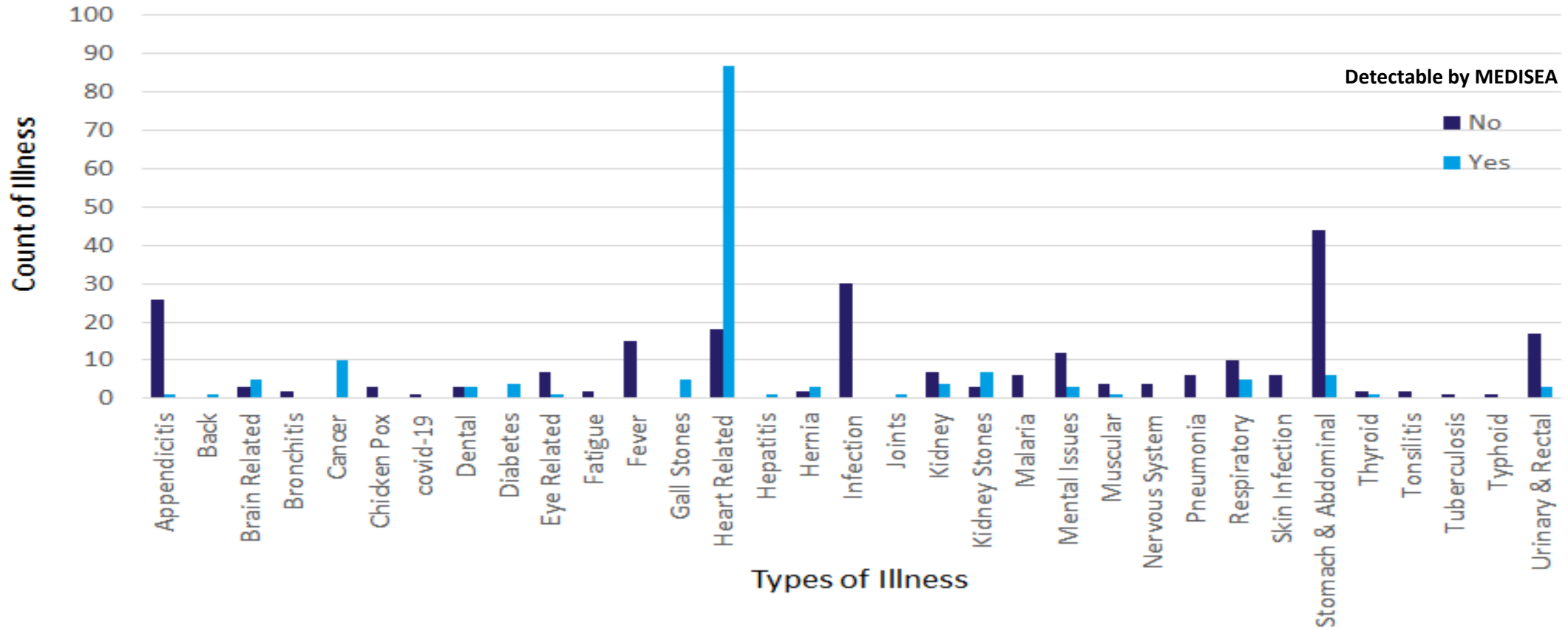
THE SHIPOWNERS' CLUB

Analysis of Crew Illness Claims - 2021



Ensuring peace of mind

Analysis of Crew Illness Claims - 2021



Analysis of Crew Illness Claims

- These were further investigated to see whether these could have been detected at a pre-employment stage by the Club's MEDISEA Programme.
- Heart related illness continue to dominate the crew illness statistics. These mainly include hypertension, strokes, heart attacks, chest pain and other perceived heart related issues. A very high percentage of these can be detected and avoided prior employment on board.
- Similarly, illnesses such as Gall stones, Kidney stones, Cancer, tumors, dental issues and Diabetes and can be detected and prevented at a pre-joining stage on board
- There are certain illnesses that cannot be detected by Medisea and develop during employment on board such as Appendicitis, infections and stomach/rectal/urinary related illnesses.
- Finally, the Club's MEDISEA (Medical Enhancement Scheme for Seafarers) can play a major role in mitigating these avoidable and congenital illnesses on board.

Thoughts To Take Away From Today

- HUMAN ERROR (fault finding culture) VS HUMAN ELEMENT (cause finding culture)
- Abundance of legislation, substantial training and elaborate procedures – not a lack of training/knowledge!
- Lack of concentration/ not focused? – What has changed?
- Fatigue Management – not necessarily equivalent to hours of rest – Social distractions
- Isolation? Too few crew to interact or assist?
- Hygiene on board – Physical health linking into mental wellbeing
- Work procedures – Enough Shore support, encouragement to report on safety culture?
- Morale on board - Food for motivation? CEO required?



Thank you!