



# Trade Enabling Loss Prevention



# With you at all times

**The Swedish Club is a pioneer in providing comprehensive 'All-in-One' insurance solutions and in proactive loss prevention. Our most important mission, in a world of increasing complexity in global trade, is to assist our members and clients in managing current and future risks.**

We are a leading marine insurer providing cover to some of the largest ship owning companies in the world. Through the Club's comprehensive approach and diversified offering we have developed the highest levels of competence in risk management, claims handling, underwriting, technical services and loss prevention.

Our expertise is reflected not only in the way The Swedish Club handles and resolves existing claims, but also in how the Club monitors industry developments in order to prevent future claims and provide insurance solutions for new risks.



# Tailor-made loss prevention

**Our mission is to enable you to trade – we are here to help you. The Swedish Club's Trade Enabling Loss Prevention programme, TELP, combines technology with years of claims experience, helping your vessels safely chart their way through high-risk areas around the globe.**

With many thousands of ports and waterways to navigate, often varying from voyage to voyage, it is not easy for a Master to be aware of all potential high-risk areas. A port known for difficulties with pilotage or towage; a centre for unfounded claims or dubious charges; an approach channel with navigational challenges; or a location known for an unusual high number of groundings or collisions – any of these 'hotspots' could be encountered during what should be an uneventful journey.

Through TELP, The Swedish Club now has the capacity to provide loss prevention advice proactively, for your vessel type and your destination.

We can track every vessel we insure, match this information with our own statistics and records, and provide members and their vessels with timely, tailored advice when they are approaching high-risk areas.

**Whatever type of insurance cover you have with us, as an all-in-one insurance provider, we offer Trade Enabling Loss Prevention to all our members free of charge.**

## How does it work?

Going beyond generic Loss Prevention, TELP uses AIS information to track members' vessels and provide highly targeted alerts to those moving towards an area of particular risk.

### Experience

The Club's loss prevention statistics are core to the operation of TELP. For many years, The Swedish Club has been carefully recording loss codes for each and every casualty. For every cargo claim, we know what type of cargo was involved, where and why the incident occurred, where the cargo was loaded and where it was discharged. For every collision or grounding, we know where, how and why it happened.

That has given us risk profiles and frequency and claims cost information for ports and sea areas around the world, based on our own statistics.

### Technology

The Club uses AIS to track a member's vessel. As soon as the TELP programme flags that one of our vessels is sailing for a destination identified as a high risk area, we send out specific loss prevention advice based on their destination and the type of vessel they are operating. This information is also loaded into the member's own personal area on SCOL.

## How does it work?

### **Local knowledge**

Additional layers of information and timely updates are provided by correspondents – anything from the latest COVID-19 situation to issues around strikes or port closures. The Club's correspondents constantly provide us with information and updates on local conditions, be it a missing buoy or a shifting sandbank.

In addition, The Swedish Club has partnered with industry leaders, VPS, the largest bunker fuel testing company for ship operators in the world, to provide members with targeted Bunker Alerts, warning vessels headed for port of any fuel quality issues that have been reported in the area.

TELP enables us to automatically share this essential information with you, helping to make shipping safer.

**“ Once again The Swedish Club is at the forefront in converging modern technology to meet the needs of the shipping fraternity. ”**

**Neelakantan Vasudevan**  
Precious Shipping

# Types of advice

## Characteristics of high risk areas:



## 1. CLAIM ALERTS

### Covering:

- Navigational claims - grounding, collision and contact.
- Cargo claims - for bulkers and tankers.
- Stowaway claims - strongly connected to the geographical area.
- Third-Party Injury claims and claims for fines.

### Providing:

- Relevant statistics.
- Advice from the Club's experts based on our experience dealing with claims in the area.
- Information on local risk from our correspondent.

## Types of advice

### 2. CORRESPONDENTS ADVICE

#### Covering:

- Any local matter directly relevant to the daily operation of the vessel e.g. strike at port, new reporting procedures, current COVID status.

#### Providing:

- Information relevant for the daily operation of the vessel.
- Correspondent's contact details.

### 3. PIRACY ALERT

#### Covering:

- The previous week's incidents of terms of piracy, and armed robbery at sea and at ports in the area.

#### Providing:

- Weekly report issued by the International Maritime Bureau Piracy Reporting Centre.

### 4. BUNKER ALERT

#### Covering:

- Issues of poor fuel quality, such as cat fines, chemical contamination (for example polymers or corrosive chemicals), high sodium levels, water contamination and fuel that is of too high a density.

#### Providing:

- Advance warning of potential issues with fuel quality at port through alerts from VPS, the largest bunker fuel testing company for ship operators in the world.

“ A useful and interesting tool and a worthy initiative. ”

Nektarios Katikas Ionic Shipping (Mgt) Inc.

# Direct to you - Alerts and Advice

**BUNKER ALERT**

**BELGIUM  
ANTWERPEN**

16 MAR 2022

Dear Chief Engineer,

Recall that bunker oil of acceptable quality and within the ISO 8217 criteria, we do receive a number of bad bunker deliveries every year. With a view of supporting a possible bad bunker claim, it is essential that bunker sampling is carried out in strict accordance to onboard procedures.

**BEST PRACTICE**

Before the start of bunkering, inspect sampling equipment to ensure cleanliness. Seal the drip catching container and record the seal number in the Tank Change Form (TCF).  
Execute the sampling tasks chronologically with the bunkering operation. Seal dated in seal when applicable the sample valve. Record seal numbers in the TCF.  
Check for seal tampering at completion of the operation.  
To ensure sample consistency - cut and make the sampling container before distributing it into multiple bottles. If bottles require several passes.  
Seal the bottles with uniquely numbered security seals and record seal numbers on the sample labels.  
In the presence of the bunker supplier, guide the sample labels onto the sample bottles, sign the container, and record seal numbers on the Bunker Delivery Note (BDN).  
Do not sign any sampling labels before bunkering is completed. Never sign more than the required number of sampling labels.  
**Do not ask to consume the bunker until an specification test result are received from the laboratory.**  
Avoid onboard consumption in bunker tanks. Carry out any consumption tests as required.  
Remove bunker tank levels quickly and digital onboard fuel management in accordance with any relevant requirements.

The enclosed Bunker alert is supplied in permission from **Veritas Petroleum Services (VPS)**.



**CLAIM ALERT**

**INDONESIA  
GROUNDING CLAIMS**

The risk of losing a grounding claim in Indonesia is 2 times higher than the world average

The average grounding claim in Indonesia is USD 980,000

The Swedish Club has identified Indonesia in a claim database area. This Loss Prevention advice aims to assist the crew prior to arrival.

**Loss Prevention advice**

- Indonesia is a high risk area.
- Ensure the passage plan is updated and followed. It is important to do a pre-arrival check for critical details such as a grounding claim.
- All the start of every watch, check the parameters of the AIS, radar and outboard.
- Use all the available equipment to determine the vessel's position by multiple systems e.g. AIS, LRIT, radar, video, GPS, etc.
- Be alert for vessels with AIS OFF and/or no identifying codes onboard. This can be done by using radar, monitoring AIS and longitudinal lines are when they are equipped to the leading position with the radar. Verify the GPS position with the respective compass. This is important as GPS jamming is something that can occur.



**CORRESPONDENT'S ADVICE**

**INDIA**

09 MAR 2022

**COVID-19 - Crew Changes**

The following information was received from our correspondent on 09 March 2022:

**COVID-19**

Please find following notifications:

1. India will resume scheduled international flights from March 27 - 28 days after they were suspended.  
\*Hanging in view the decision of Covid cases, increased vaccination coverage across the globe and coordination with neighbouring countries, the Government of India has decided to resume scheduled international passenger services and flights from March 27, 2022, i.e. 28th of January schedule 2022. Ministry of Civil Aviation (MCA) has said.

Scheduled international flight services have remained suspended in India since 23 March, 2020 due to the Covid-19 pandemic.

2. Crew changes - Circular issued by GSA, IND - Chennai

**UNSAFE**

**Correspondent's contact details**

Basim Al-Bakir, General Manager, 8, 10th & 11th Floor, 100 Convent Road, GRC, Chennai, India.  
Phone: Chennai 044 266 204 62 (P.F. 1), Maharashtra Street (Bharathi Chattram 201) Bunkers - 400  
0001, Tel: +91 22 650 7800 (Tel: +91 22 650 7800) Fax: +91 22 650 7800 (Tel: +91 22 650 7800)



**PIRACY ALERT**

02 APR 2022

The enclosed alert has been issued by **IMB Piracy Reporting Centre**.

**GUIDANCE TO MASTERS**

IMB Piracy Alerts are issued where there is a risk of piracy attacks and are strongly recommended to adhere to the below applicable guidance requirements:

**IMB Piracy Alert Management Practices to Deter Piracy and Enhance Maritime Security in the Coast of West Africa Including the Gulf of Guinea**

**IMB - Best Management Practices to Deter Piracy and Enhance Maritime Security in the Gulf of Aden, Indian Ocean and Arabian Sea**

**Regional Guide to Counter Piracy and Armed Robbery Against Ships in Asia**

**Global Counter Piracy Guidance for Containers, Masters and Seafarers**

These guidance documents and other useful information can be downloaded from <https://www.imb.org>

**REPORT**

All incidents and suspicious sightings should be reported to local Authorities, flag state and to the IMB Piracy Reporting Centre on the IMB Call Centre 1224.

**Piracy Reporting Centre, 24/7 anti-piracy helpline**  
Tel: +852 3533 3333 (toll-free) or 1224  
Fax: +852 2758 5339  
Email: [piracy@imb.org](mailto:piracy@imb.org)



“ The new TELP section works very well, wonderful feature! ”

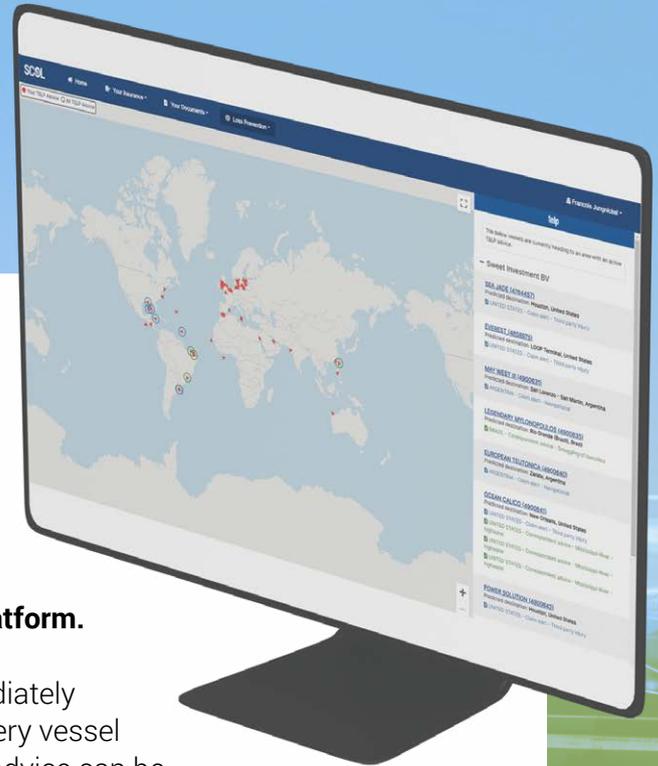
Sanne Hauschildt  
Managing Director,  
NSB Claim Solutions GmbH

## TELP in SCOL

**In addition to receiving alerts automatically generated by the passage of the vessel, members can now access TELP directly through the Club's new improved SCOL online platform.**

Once in their own company area, users can immediately see an interactive map showing the location of every vessel registered with the Club. Tailored loss prevention advice can be obtained by simply clicking on the ship to receive all relevant information and alerts for the area, colour-coded depending on type.

In addition, users can now log in to SCOL and themselves identify specific vessels or individuals to whom automated, tailored TELP messages should be sent.



“ Getting information on board that is specific to the trading area will sharpen the eyes of the crew. TELP is a very good idea that we are sure will reduce claims. ”

Sebastian Völchner NSC Shipping GmbH & Cie. KG

## Grounding of the MV Changa in Tarakan, Indonesia

The Panamax bulk carrier, MV Changa, was approaching the inner anchorage at Tarakan island in Indonesia. During the pilot briefing the Master asked the pilot about the holding ground for the designated anchor position, which the pilot said was good. He was a little worried that his vessel was too large for the anchorage area, however the pilot assured him that it was common for large vessels to anchor there.

During the night the OOW noticed that the vessel was dragging. The Master was called to the bridge and ordered the anchor to be heaved up and for the vessel to be anchored at another position. The following night the vessel again started to drag, and calls to the other vessels on the VHF confirmed that they too were dragging.

The Master considered departing for the outer anchorage, but chose not to as he was worried that he did not have the required authorisation from the Port Authority. Instead, he re-anchored in the original anchor position. When he was able to speak to the Port Authority he informed them that the vessel was dragging anchor. They responded that it was not their concern, but the pilot's business, and unfortunately he was uncontactable.

A couple of days later the vessel started to drag for a third time. The Master could not use any more shackles because of the proximity to the other vessels and concerns over the vessel's swinging radius. As the tide changed, he started to drift closer to the other vessels. The wind then increased to 30 knots with heavy rain and so the Master ordered the anchor to be heaved up. He was once again concerned that he was not allowed to leave the anchorage by the Port Authority.

He returned to his original anchor position but the two other vessels called him on the VHF and said that they were also dragging and that he could not anchor in his original position. Before the Master had time to make any decisions, the wind caught the stern and pushed the vessel aground.

There was no pollution or serious damage to the vessel. However, it had to dry dock to repair dents in the hull.



## This incident could have been prevented using TELP :

### The Claim Alert warned that:

**The risk of a grounding claim in Indonesia is five times higher than the world average**

**The average grounding claim cost is USD 980,000**

- Tarakan island inner anchorage is a high risk area.
- There has been silting up at some areas of Tarakan's territorial waters with mud which has caused vessels to ground.
- There are two loading points at Tarakan: at Tanjung Pasir (inner anchorage) and at Tanjung Batu (outer anchorage). Vessels loading at Tanjung Pasir are more exposed to the risk of grounding. Loading at Tanjung Batu poses less risk of grounding.
- The Master must be extremely careful, get an experienced pilot, minimise the draft of the vessel and update the charts.

### The Claim Alert advised that:

- The passage plan should be updated and followed - this is a two-person job.
- At the start of every watch, check the parameters of the ECDIS, radar and autopilot.
- Use all the navigation equipment to determine the vessel's position e.g. ECDIS, radar, index lines and visually.
- Verify that the ECDIS and GPS are displaying correct information.
- Any concerns must be voiced in the bridge team immediately.
- If pilot is on board, a pilot briefing should be held - include the pilot in the bridge team.
- The responsibility of the vessel always lies with the Master. The pilot is there to assist.
- Instructions in the local language spoken by the pilot should be explained in English.



#### **Head Office Gothenburg**

Visiting address:  
Gullbergs Strandgata 6,  
411 04 Gothenburg

Postal address:  
P.O. Box 171  
401 22 Gothenburg, Sweden  
Tel: +46 31 638 400  
E-mail: [swedish.club@swedishclub.com](mailto:swedish.club@swedishclub.com)

**Emergency: +46 31 151 328**

For more information on The Swedish Club's Trade Enabling Loss Prevention programme please sign up through SCOL or email the loss prevention team [\*\*lossprevention@swedishclub.com\*\*](mailto:lossprevention@swedishclub.com).

[www.swedishclub.com/loss-prevention](http://www.swedishclub.com/loss-prevention)

**TELP**  
Trade Enabling Loss Prevention