

# Proactive and Reliable Loss Prevention

Live webinar

**“What we can do for you:  
The Swedish Club Loss Prevention  
at your service.”**

Wednesday, 30 September 2020, 9.30 a.m. CEST

# Loss Prevention team

Lars A. Malm  
Director  
Strategic Business Development  
& Client Relations



Ellinor Borén  
Claims & Loss Prevention  
Controller



Lorraine M. Hager  
Loss Prevention &  
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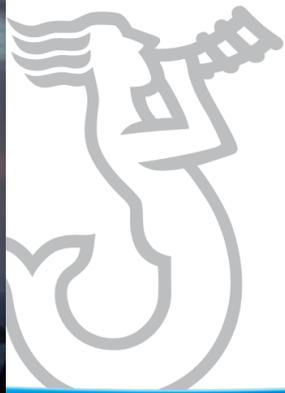
Peter Stålberg  
Senior Technical Advisor



Joakim Enström  
Loss Prevention Officer



# Loss Prevention Webinar



## Loss Prevention - at your service

Areas of focus, training & initiatives

Lars Malm  
Director, Strategic Business Development & Client Relations



## Loss Prevention initiatives

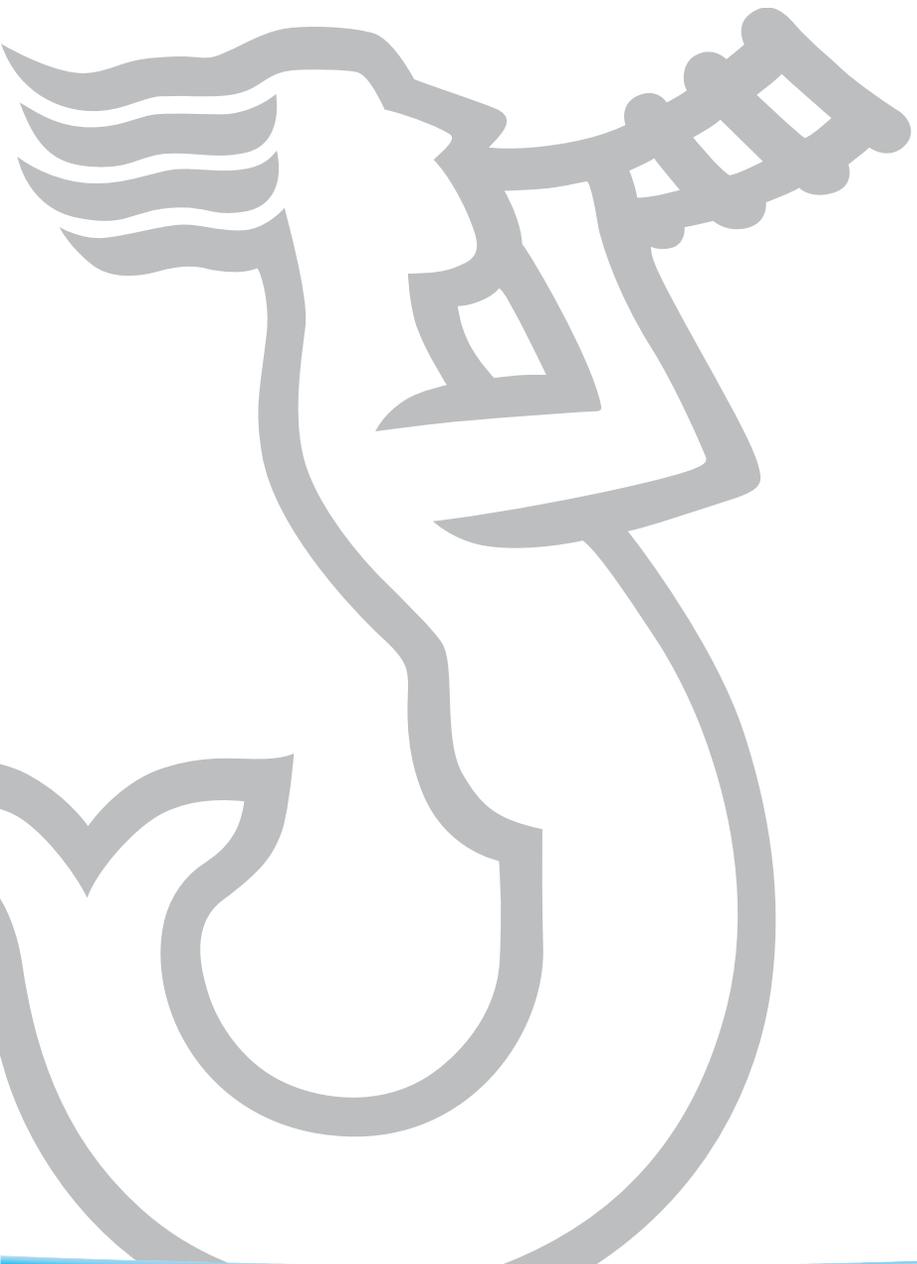
Joakim Enström  
Loss Prevention Officer



## Maritime Resource Management (MRM) in brief

Lorraine M. Hager  
Loss Prevention and Marketing Advisor





# Loss Prevention - at your service

Areas of focus, training & initiatives

Lars Malm

Director, Strategic Business Development & Client Relations





# Practical information



Q & A after the presentations



Send in your questions in the chat



A recording of the webinar together with the questions and answers will be published on our website



Help us improve by answering our survey

# Welcome to The Swedish Club's Loss Prevention webinar



## **Schedule for our series of Webinars**

### **2020:**

- June – Trade Enabling Loss Prevention (TELP)
- September – The Swedish Club's Loss Prevention at your service
- November – Sanctions and their consequences

### **2021:**

- January – How to avoid cargo claims
- March - Engine failures, the causes and advice
- June – Navigational claims and how to avoid major pitfalls



# The All-in-One pioneer





# The Swedish Club – Loss Prevention



Proactive and Reliable Loss Prevention

# Our approach to Loss Prevention



Loss prevention initiatives designed to add value to our members in their efforts to reduce the number of claims



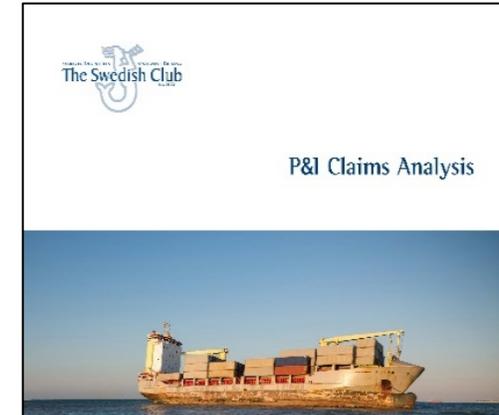
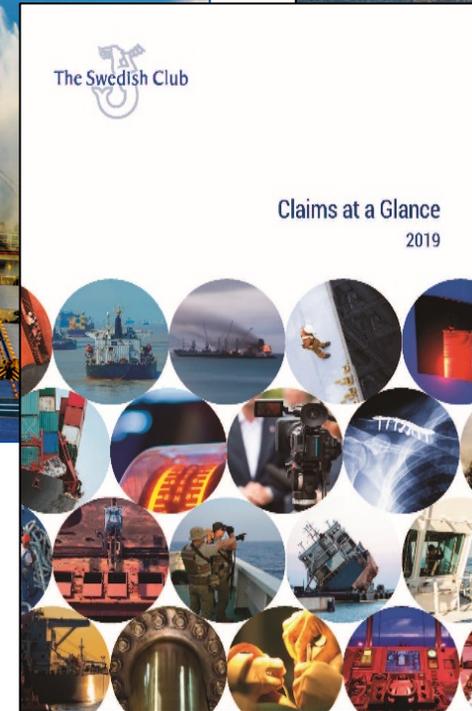
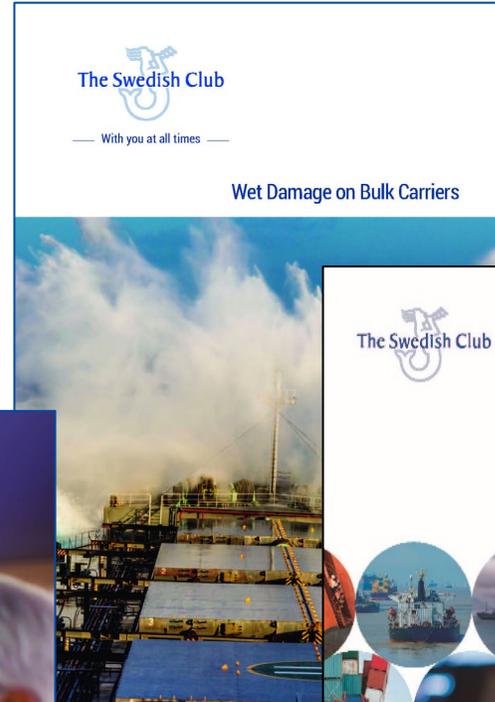
Initiatives are easy to implement in the daily operations of our members



Focus is on providing members with concrete hands on advice

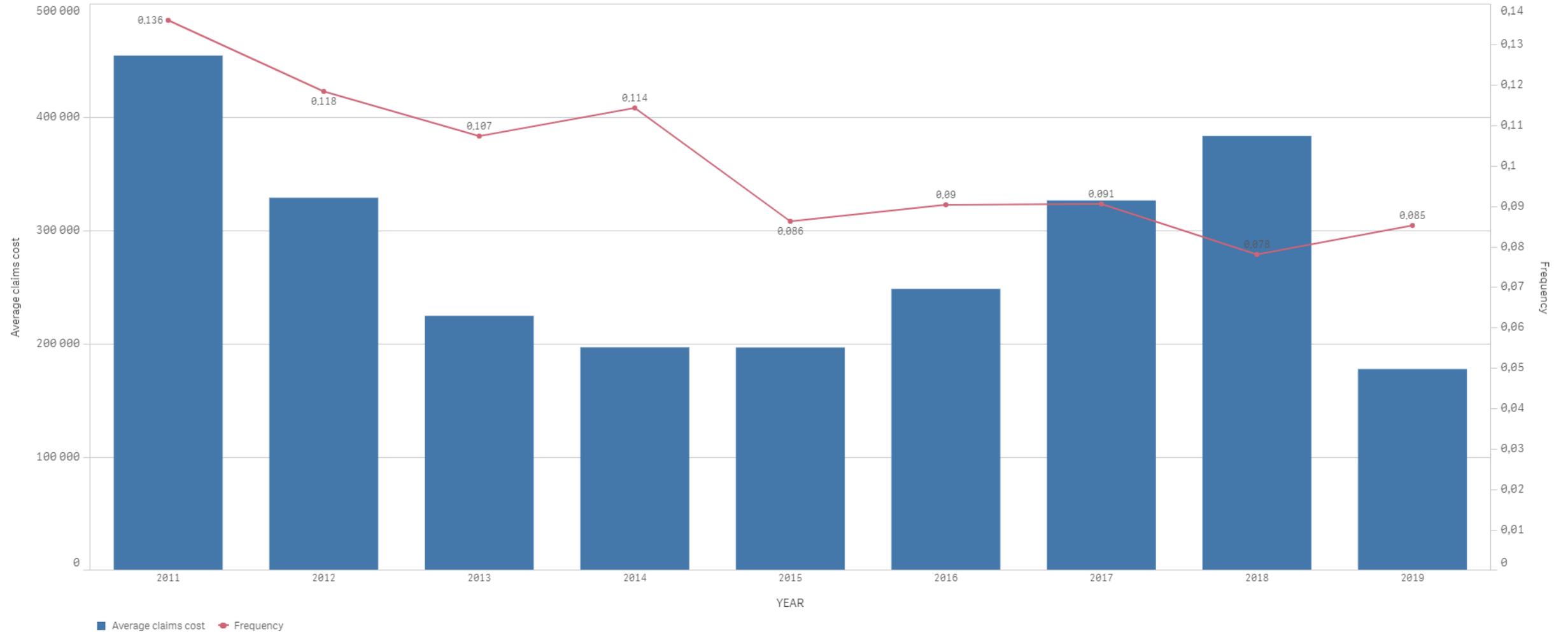
# Loss Prevention areas of focus

- Navigational claims
- Cargo claims
- Peoples claim
- Machinery damage



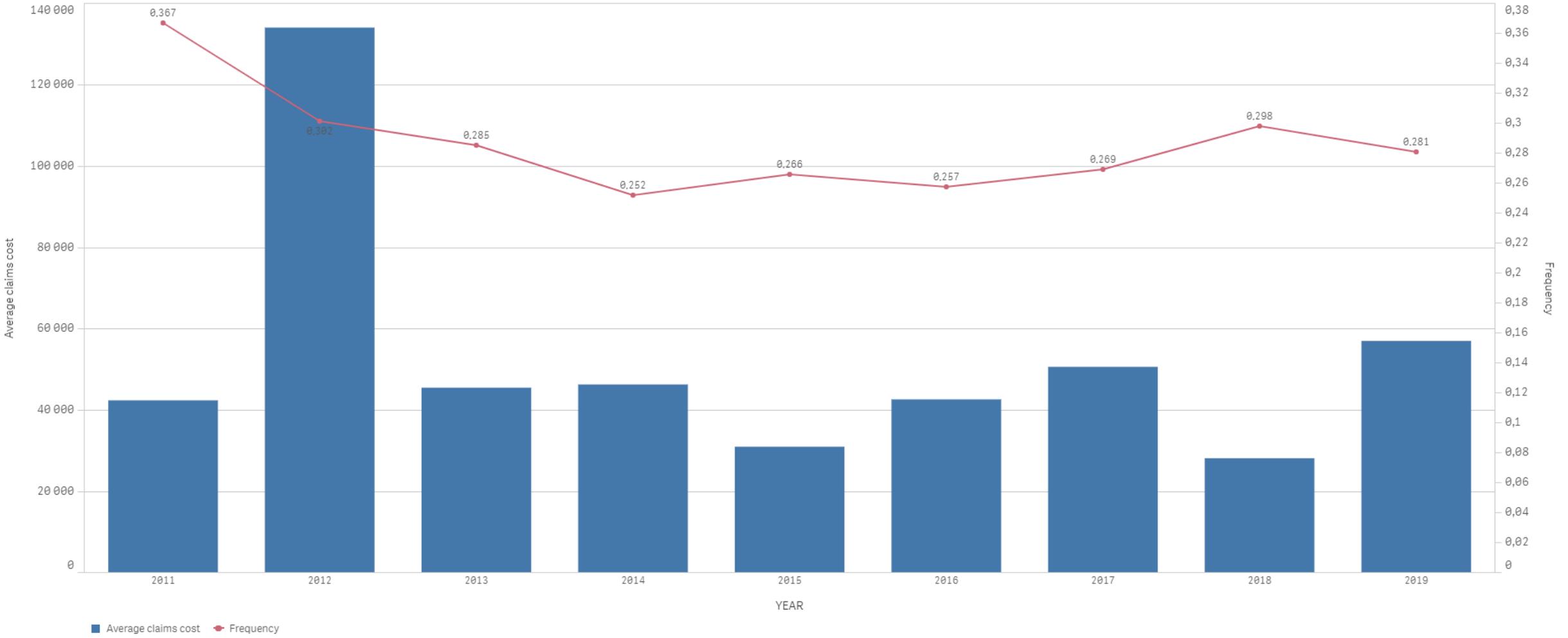


# Navigational claims



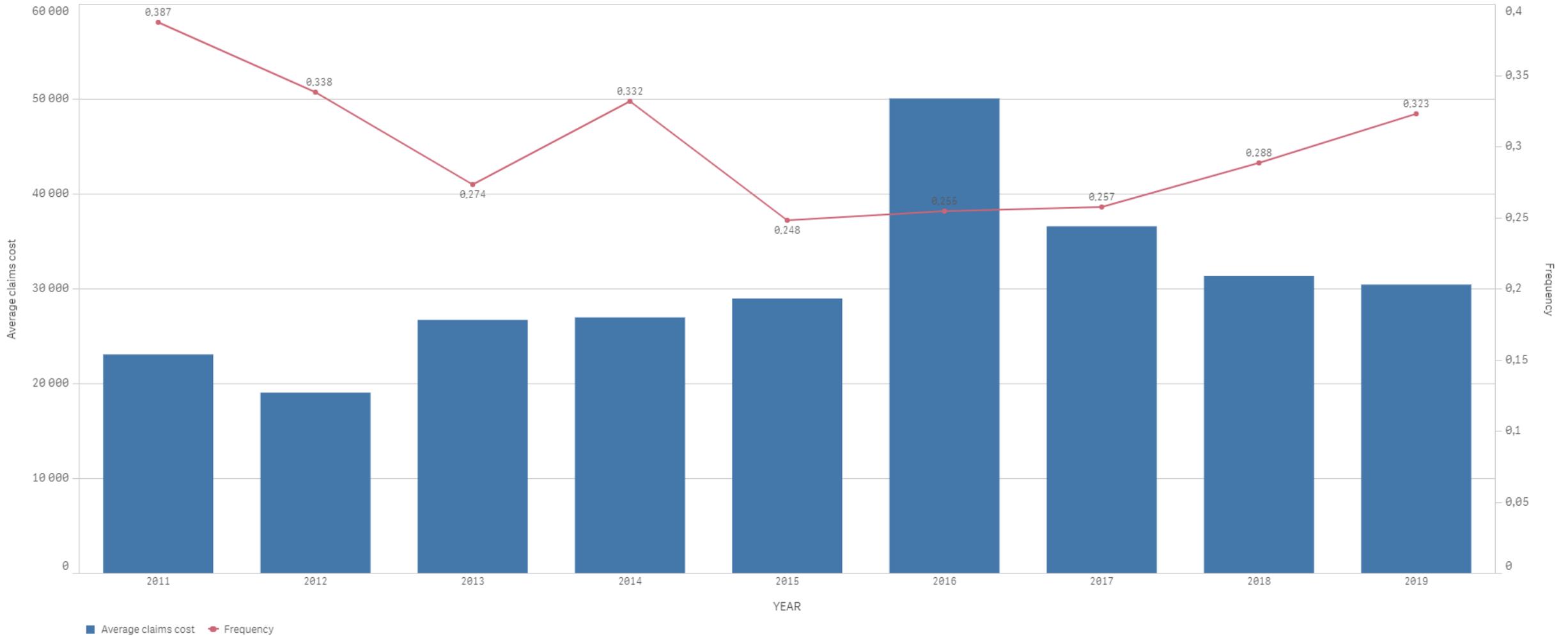


# Cargo claims



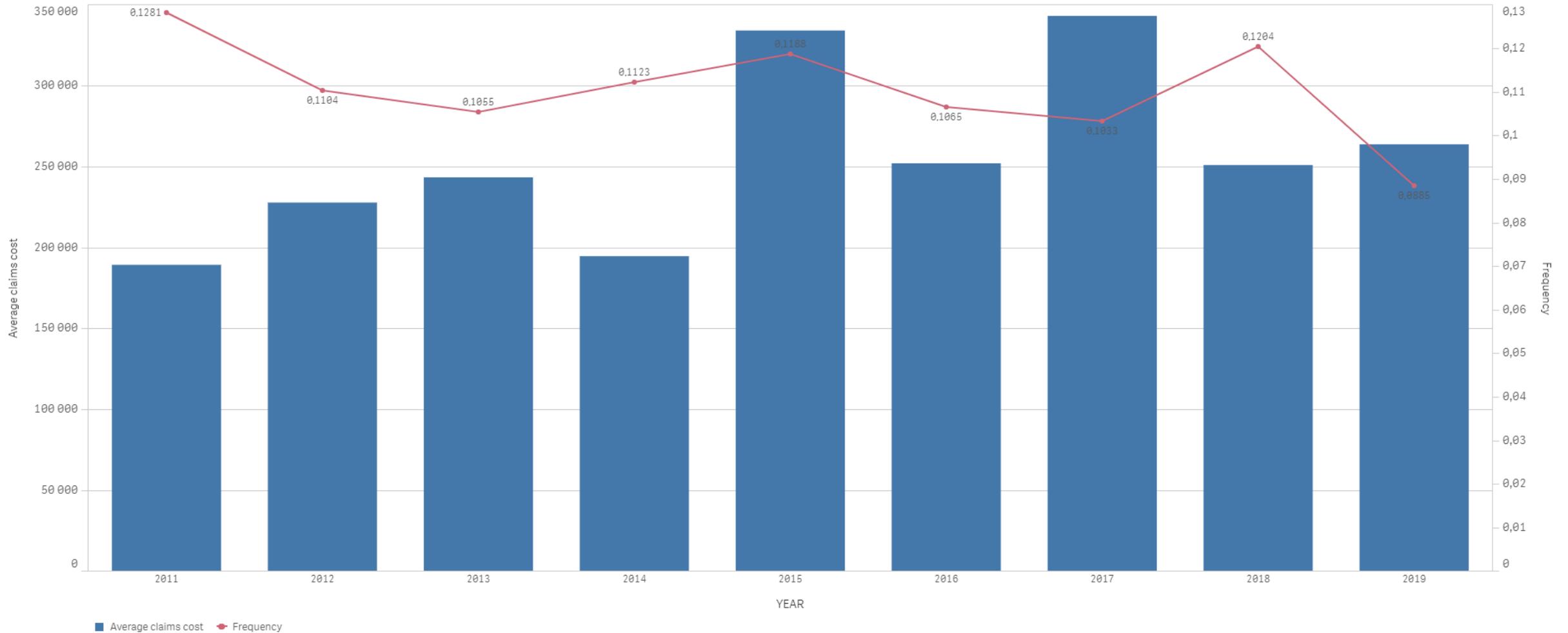


# Injury and illness





# Machinery claims





# The areas of focus are addressed through:

- **Training:**
  - Emergency Response Training (ERT)
  - Maritime Resource Management (MRM)
  - Marine Insurance Course (MIC)
- **Initiatives:**
  - PEME\*, SCORE\*\* and benchmarking
  - Trade Enabling Loss Prevention (TELP)
  - Monthly Safety Scenario (MSS)
- **Proactive information:**
  - Member alerts
  - Publications and guidance



\*The Swedish Club Philippine Pre-Engagement Medical Examination (PEME)

\*\* The Swedish Club Operations Review (SCORE)



# Loss Prevention initiatives

Joakim Enström  
Loss Prevention Officer





The Swedish Club

— With you at all times —

## Emergency Response Training



# Does your emergency response plan really work?

### The Club can create a variety of scenarios:

- Grounding and wreck removal
- Cargo damage
- Salvage and pollution
- Collision
- Tendering and repair
- Forum shopping
- Legal and medical scenarios

**Realistic emergency scenarios that test response and responsibility**



# Monthly Safety Scenario (MSS)

 Monthly Safety Scenario August 2020

**Maintenance job lead to injuries**

The left fork on the vessel's forklift truck was stuck. Two ABs and an engineer inspected the forklift to try and find the problem. They were all wearing the correct PPE: hard hats, boiler suits, high visibility vests and boots with steel caps. After consulting a blueprint and the locking pin arrangement for the fork, it was decided that the first attempt would be to free the pin by trying to lift the fork, allowing a screwdriver to be placed in the pinhole and lifting it clear of the locked position. The plan was to slide the fork clear of the carriage on the outer side and then repair the pin once the fork had been removed. This plan required a safety stop to be removed to allow the fork to be slid off. This safety stop was subsequently removed.



After this there was a discussion on how to approach the job. After some failed attempts it was decided that the forks should be rotated so there would be better access to the locking pin. This was done by having the weight of the fork hanging upside down to provide a gap big enough for a screwdriver to be placed in the pinhole.

The engineer left for the workshop to get some tools. The two remaining ABs continued to try to find a solution. AB1 started the forklift and rotated the forks with instructions from AB2. The plan was to get the forks in a level position. This was to prevent them from sliding off when the pin had been freed. The engine was switched off after the forks had been rotated and AB1 joined AB2 by the forks. AB1 realised that the good fork was in a position which was preventing easy access to the broken pin, so they started to release the securing pin for the working fork to pull it out of the way. At this point AB2 held the fork in position with one hand as there were no other securing arrangements. With the other hand he tried to pull the pin out. While he was doing this, he slipped and fell onto the deck. This caused the fork to come loose and hit his hard hat and his hand, it also hit AB1's foot just above the steel cap on his boot. AB1 called for help on the UHF.

The vessel was in port, so an ambulance came quickly and took the injured ABs to hospital. AB1's foot was severely injured, and he could not return to work.

When AB2 was moving the fork, it slid past the groove. This caused the fork to come off the carriage. The manual for the forklift was never reviewed and no risk assessment was completed for the job.

Monthly Safety Scenario - August 2020

**Discussion**

Go to the "File" menu and select "Save as..." to save the pdf file on your computer.

You can place the marker below each question to write the answer directly into the file.



When discussing this case please consider that the actions taken at the time made sense for all involved. Do not only judge but also ask why you think these actions were taken and could this happen on your vessel?

1. What were the immediate causes of this accident?

2. Is there a risk that this kind of accident could happen on our vessel?

3. What would you have done to prevent this accident?

Monthly Safety Scenario - August 2020  
www.swedishclub.com

The Swedish Club

# MONTHLY SAFETY SCENARIO

Calendar 2020

The Swedish Club has published a series of Monthly Safety Scenarios (MSS) to help you comply with international safety regulations and to make your workplace as safe as it can possibly be.

These tear-off worksheets have been designed to assist you with your monthly safety meetings and are based on real life incidents that have occurred on board other vessels. You can use the discussion points on the reverse of each worksheet to help you during the meetings, and to send feedback to your shore based colleagues, if required.

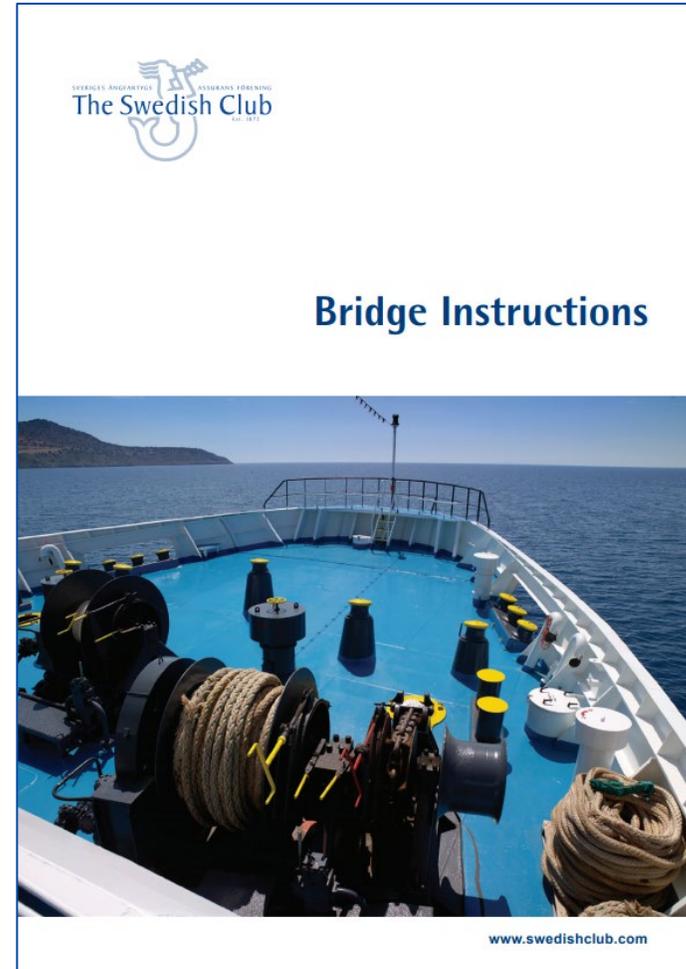
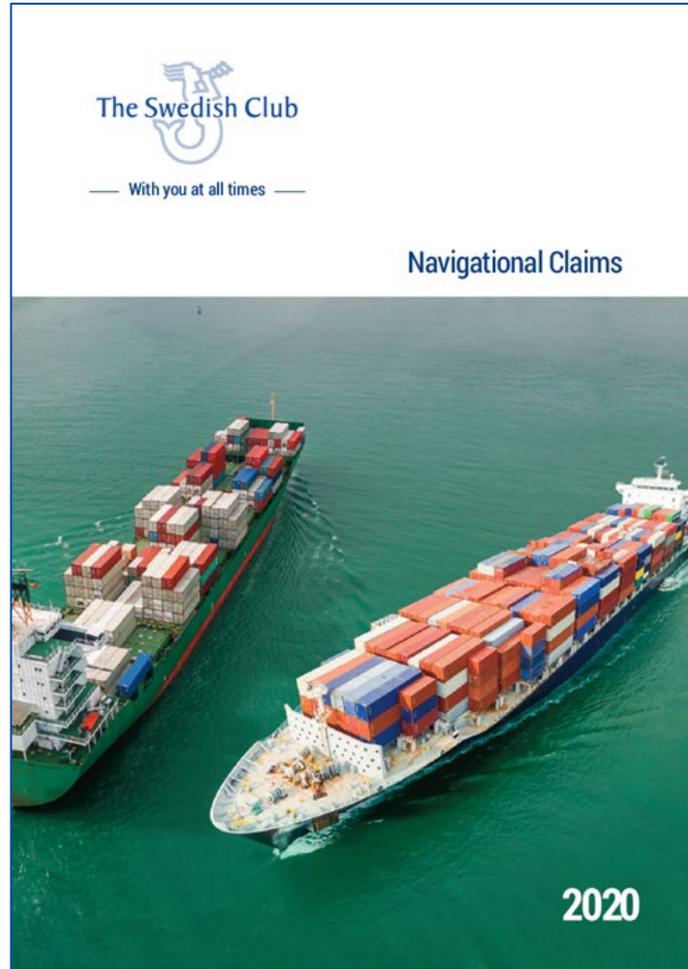
# Upcoming publications

- Container focus
  - Preventing the loss of containers at sea
- Cargo Claims Analysis





# Navigation claims analysis





# The Swedish Club Online Loss Prevention Seminars

- Movies
- Case studies
- Handout materials
- Easy-to-use presentation material





# Maritime Resource Management (MRM) in brief

Lorraine M. Hager

Loss Prevention and Marketing Advisor







# Decision making



# What is Maritime Resource Management (MRM)?

- A human factors training programme aimed at the maritime industry
- Aims at preventing accidents at sea caused by human error



# Maritime Resource Management (MRM)

**The MRM programme fosters:**

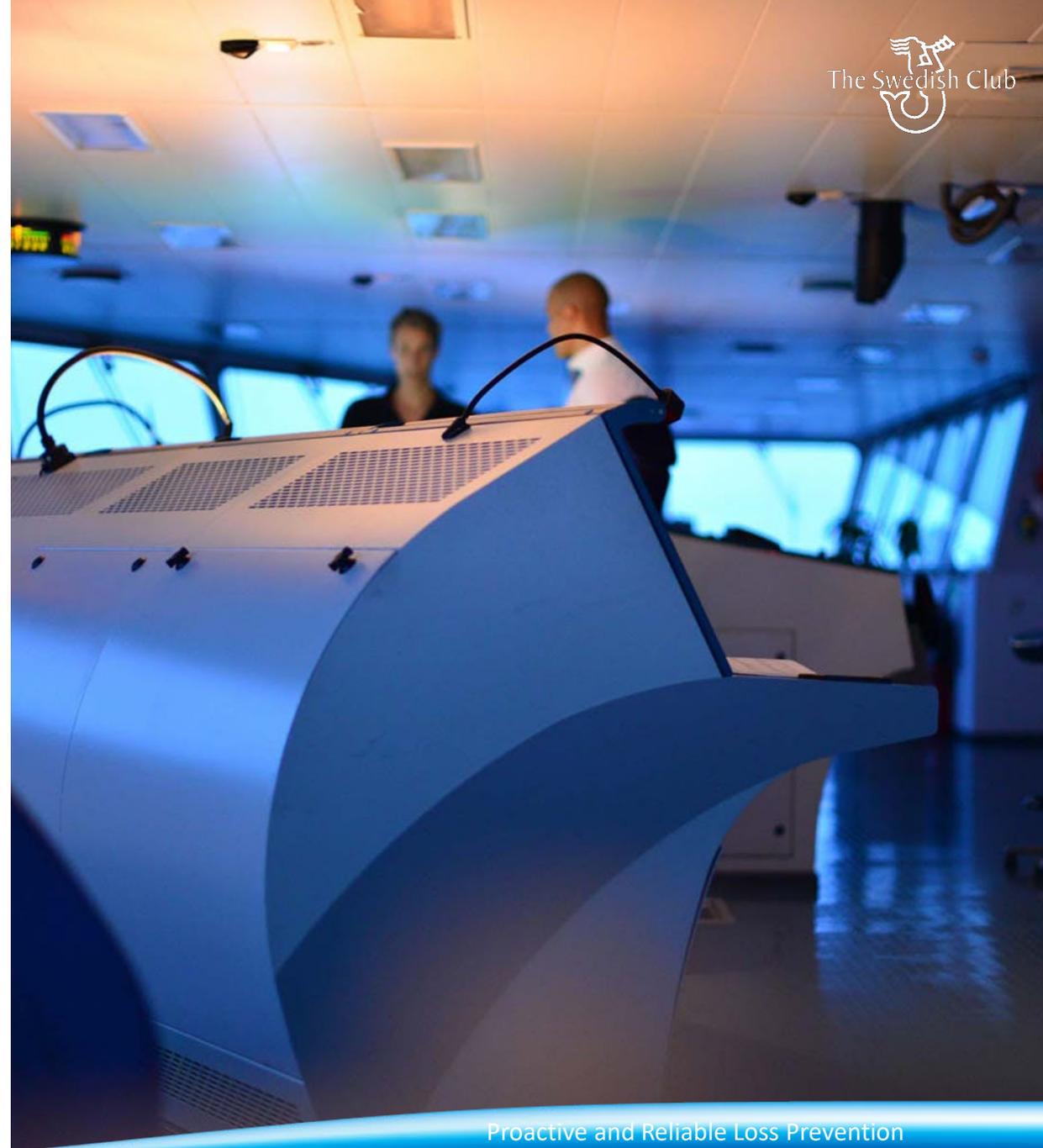
- Positive and constructive attitudes
- Good personal communication
- Leadership excellence
- Compliance with operating procedures





## And leads to:

- Reduced accidents and incidents
- Increased situation awareness
- Effective management of available resources
- Improved onboard communication
- Less complacency
- Effective implementation of standard operating procedures





# MRM focus areas

- Situation Awareness

- Communication

- Authority and Assertiveness

- Attitudes and Behaviour

- Leadership and Management

- Human Performance and Limitations

- Teamwork

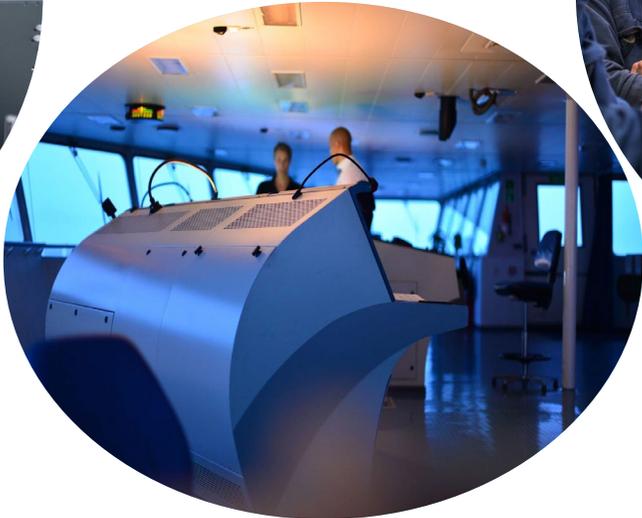
- Culture

- Challenge and Response



# Training method

Computer-Based Training (CBT)

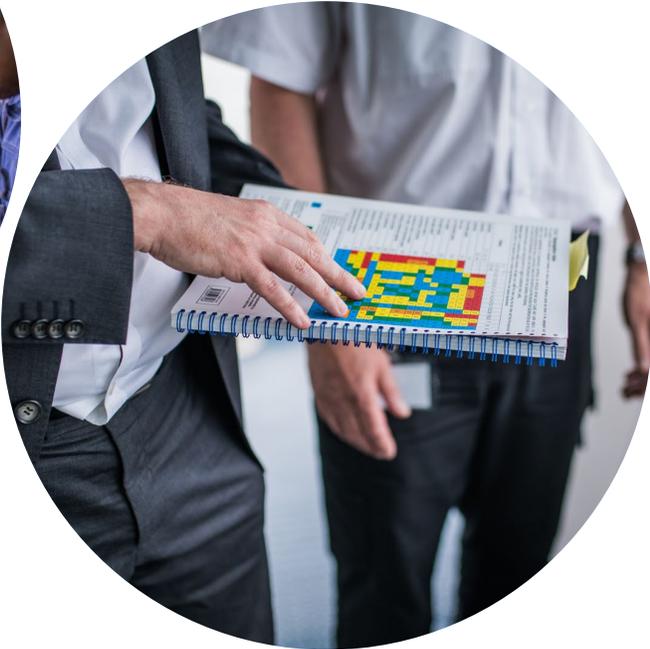


Application (bridge/engine 'mock-up')

Workshops



Case studies





# MRM



The MRM course is designed to minimise the risk of accidents and incidents by ...



...encouraging safe and responsible behaviour



# How do we apply the MRM concepts?





# Feedback from our members

## **“Safety in our DNA” states**

Mr. Rob Grool, CEO Zeaborn Ship Mgmt.

- “The strength of MRM is that it puts constant emphasis in making the best use of all available skills on board and on challenging unsafe acts before they become disasters.
- And ‘all available skills’ also means awareness of unsafe practices about to happen or taking ownership of a quality/safety issue until it has been resolved. “

## **“It’s a ‘value for time’ course” says**

Mrs. Amalia Marcou  
Crew/HR Manager, Enesel Ltd.

- “It gives new impulses to the team and takes a totally different approach about how to deal with and manage human error.”



# telip

TRADE ENABLING  
LOSS PREVENTION



# Questions and Answers



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# The Swedish Club

