

Questions and Answers

Proactive and Reliable Loss Prevention Webinar

30 September 2020

Q. We would appreciate if you could give us more information about PEME. Thank you!

A. Absolutely. Kindly send us an e-mail at lossprevention@swedishclub.com and we will revert with more information on the PEME programme.

Q. What kind of scenarios will the training package include?

A. For the videos, we will have scenarios on stowaways, piracy, injury, collision and container fire.

Q. Will The Swedish Club MRM training result in an MRM Certificate?

A. Everyone who undergoes the MRM training will receive an MRM Certificate. There is also an MRM Train the Trainer course where all trained facilitators receive a facilitator certificate after the training.

Q. Is it possible to sign up to TELP already today?

A. Yes, if you are a member of The Swedish Club, then you can sign up already today, and we will arrange everything.

Q. Is it possible to order 30 publications to distribute to our vessels?

A. Yes it is possible, please send us an e-mail at lossprevention@swedishclub.com and we will arrange it for you.

Q. How can we sign up for MRM?

A. Send your e-mail to martin.hernqvist@swedishclub.com if you are interested in signing up for the MRM programme.

Q. Will the training package (Swedish Club online loss prevention seminars) be available for all members?

A. Yes, all members of The Swedish Club will be able to take part in the training package.

Q. Has The Swedish Club made any preliminary analysis on how the pandemic has affected the claims frequency?

A. It's a bit early days to draw any firm conclusions on how the pandemic has affected the Club. We have seen very little cases that involve issues connected to the pandemic. One of the reasons, we believe, is that The Swedish Club predominantly engages in large tankers, containers and bulkers as far as our business is concerned. We do virtually no cruise line business. And that could be one of the explanations why we have seen very little impact so far. But that said, it's a bit too early to draw any firm conclusions. It's a very valid question and thank you for that.

Q. The carriage of soya beans from Brazil to China exposed the sea carriers to substantial cargo claims, due to deterioration of cargo on a very long sea passage. However, the shippers had decreased the cargo moisture content every harvest until an apparent safety level. Have you seen any decrease in cargo claims in China?

A. We have not seen any decrease in cargo claims containing soya beans in China. More information related to this issue will be discussed in our publication on Cargo claims which will be out next year.

Q. TELP is a major undertaking and a pioneering idea. How does one balance between "not enough information and too much information" - as someone has to read and digest the advice. And it is the trademark of The Swedish Club to provide friendly, dependable and reliable info - no doubt.

A. Very valid question. This is surely something we consider carefully. As the cornerstone of TELP is to provide practical advice to masters and crew onboard, we have them in mind when evaluating what information to include. We aim to include hands-on and up-to-date information, which can have an direct effect on the vessel's operation. This can for example be information on port distributions, restrictions due to corona or how to avoid certain types of fines. We do not include very legally focused information as we know that the people onboard will not be able to apply this in their daily work.

Q. Is it possible to access the MRM CBT(s) through The Swedish Club website?

A. The MRM CBTs are not accessible through The Swedish Club website. These can be accessed through another portal dedicated to the programme.

Q. Are these MRM courses recognized by any international bodies?

A. The MRM course is certified by the Maritime Department of the Swedish Transport Agency as meeting the non-technical skills requirements of the STCW Manila Amendments. The Maritime Resource Management course meets the requirements laid down in the IMO International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended by the Manila amendments, in the following areas: • Reg. A-II/1 for Bridge Resource Management • Reg. A-III/1 for Engine-room Resource Management • Reg. A-II/2 and A-III/2 for Use Leadership and Managerial Skills • Reg. A-II/1, A-III/1 and A-III/6 for Application of Leadership and Teamworking Skills.