The Swedish Club

Trade Enabling Loss Prevention

TELP
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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.

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:

Pilotage issues

Challenging jurisdictions

Navigational challenges

Frequent issues handling certain cargoes

Unpredictable weather

Frequent groundings or collisions

Bad bunkers

Piracy and robbery

Fines

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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.

2. CORRESPONDENTS ADVICE

Covering:
- Any local matter directly relevant to the daily operation fo 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

> **"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.
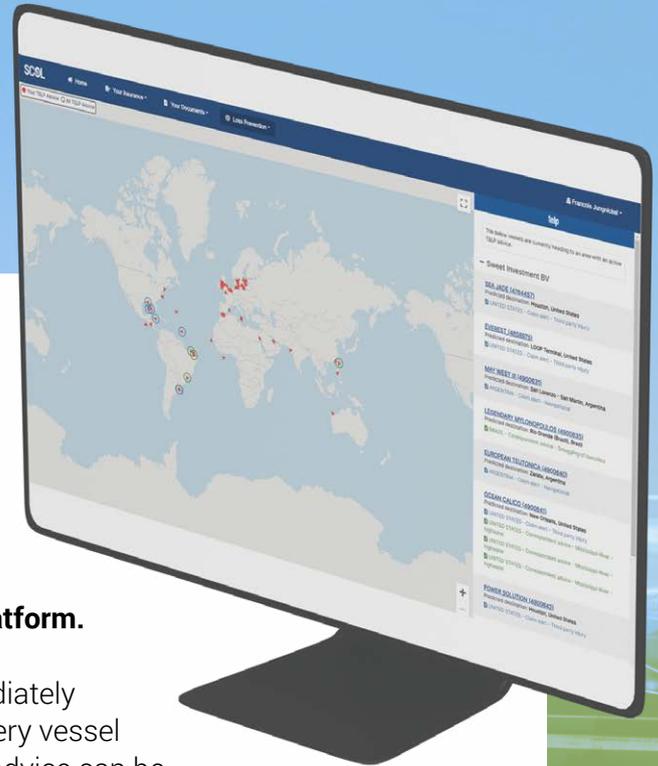
Grounding of the MV Changa in Tarakan, Indonesia

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.

The Swedish Club

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**.

www.swedishclub.com/loss-prevention

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