



LOSS PREVENTION COMMITTEE

Take Away's
Alessandro Morelli

Loss Prevention and Piracy (GoA/Somalia)

- Encourage shipowners to manage piracy risks and to adopt prevention measures:
 - Check-list to assess the risk on basis of preventions adopted
 - Use of Self Protection Measures (non lethal devices) (www.mschoa.org “Ship Protection Measures”)
 - Not to endorse use of armed guards
 - Focus on technological evolutions (early detection systems - small targets): how to assess effectiveness?
 - Differentiate rating on basis of information
- Recommend to Insureds adoption of Best Management Practices (shared practices)

Underwriters to inquire Insured about following elements:

- Vessel's speed and freeboard
- Technological Self Protection Measures (razor wire, barrier wire, electric fence, fire hose, water monitor, water curtain, LRAD, surveillance systems with STDR)
- Crew vigilance and training, citadel, secure access points
- Vessel registered to MSCHOA (GoA / Indian Ocean)
- Reporting to UKMTO and MARLO
- Navigation within Transit Corridor (IRTC) in the GoA
- Consultation with MSCHOA or UKMTO for navigation off east coasts of Somalia

Underwriters to recommend the following:

- Register with MSCHOA (4-5 days in advance of transit) and notify UKMTO Dubai and MARLO
- Use the International Recommended Transit Corridor and Group Transit system (Gulf of Aden)
- Consult with MSCHOA or UKMTO for navigation off east coasts of Somalia
- Apply Best Management Practices (version 2 / august 2009) with particular focus to the following:

BMP's Main Recommendations



- On board risk assessment
- On board security briefing and training
- Increase bridge look-outs
- Maintain speed close to maximum
- In case of attack:
 - Alert UKMTO Dubai
 - Consider evasive manouvres, maintaining high speed
 - Activate Self Protection Measures

- Roland Fieberg - Siemens (Project Cargo)
 - For any high valuable goods or important goods with a long replacing time a good detailed pre-planning of the shipment is essential
 - The best QA (Quality Assurance) is reachable by means of a Method Statement
 - Monitoring with qualified surveyors is important, because the practice is sometime completely different as in theory

- Mark Schwarz - Eurowatch (Theft Prevention)
 - Heavy burden of freight crime in Europe (>€8bn/year)
 - Insurers need to follow evolutions of prevention measures
 - Insist on technology-led risk management

- Uwe-Peter Schieder - GDV (Container Transportation)
 - Goods transported in container are subject to various stresses which can be controlled by way of fit-for-purpose packaging, appropriate load securing and correct humidity management.
 - Only good training and a commitment to quality can lead to secure transportation.

- Guy Morel - InterManager (Crew issues)
 - Shipmanagers play a crucial role in the control over crew recruiting and training (InterManager programs)
 - Underwriters to establish relationship with shipmanagers to better understand their program of training and skill enhancement of crews

- Peter Verstuyft - RBSA (Belgian Shipping Policy)
 - EU State Aid Guidelines: to preserve maritime know-how in Europe and so keep safety and environmental awareness on high level
 - Belgium successfully created a social and fiscal framework on basis of requirements set forward by private sector with ensuing massive reflagging

Workshop Presentations (4)



- Andrew Higgs - IUMI (IUMI at IMO)
 - To develop and improve relationship between IUMI and other NGO's and with Flag State Administrations at IMO
 - To monitor developments and issues of special interest to marine insurers at IMO and report them to IUMI
 - To represent and lobby for the interests of IUMI at IMO



THANK YOU

Loss Prevention Committee