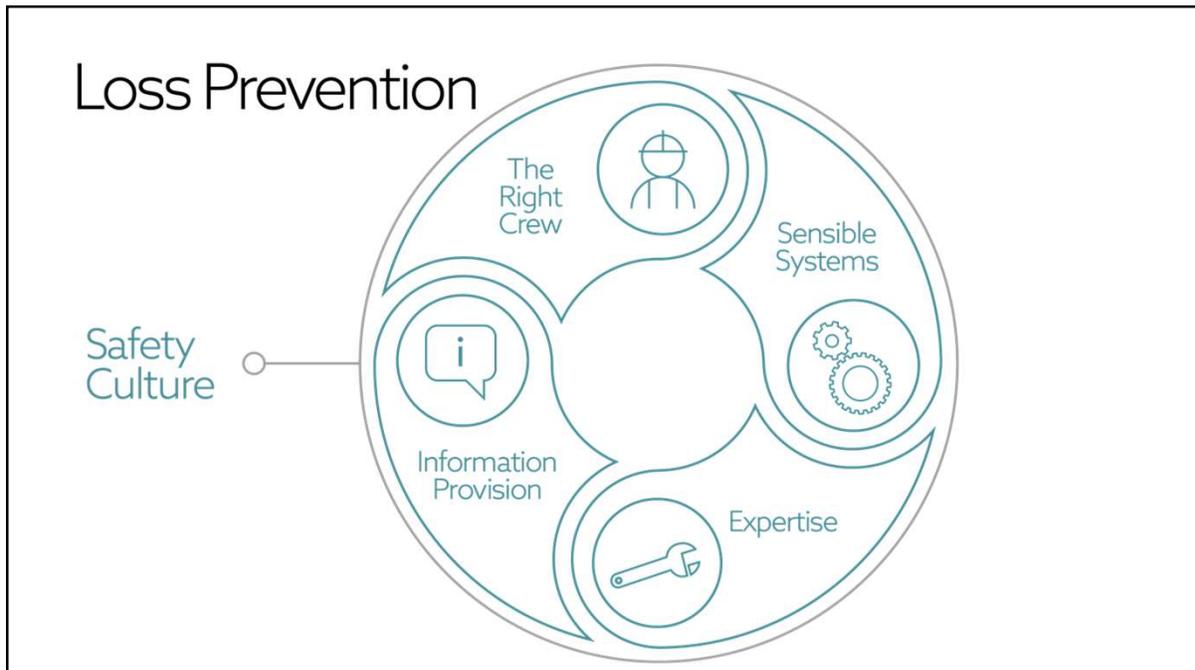




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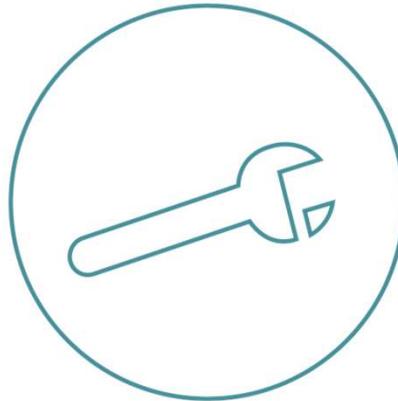


2

Loss Prevention

Expertise

- Team of highly qualified mariners and engineers
- Over 250 years of industry experience
- Seagoing experience in all major sectors



3



Andy

Combined experience
35 years at sea + 30 years ashore

12 UK based staff
Largest, most experienced & most
effective Loss Prevention Department
within all the 13 IG Clubs



Andy

<http://www.nepia.com/about-us/our-people/>

4

Experience Counts

OVERVIEW & KEY FACTS

Provides Members with information, publications, training and direct support upon which they can base their own loss prevention and safety programmes. Our dedicated and experienced team receive and answer over 2,500 enquiries every year on subjects ranging from cargo information, trading area risks and providing a mariner's expert perspective.

Dedicated Team

9 AN INDUSTRY LEADING TEAM INCLUDING **7 MASTER MARINERS AND 2 MARINE ENGINEERS**

Experience



OVER 200 YEARS COMBINED MARITIME EXPERIENCE

Publications & Guidance

- LOSS PREVENTION GUIDE BOOKS
- LOSS PREVENTION BRIEFINGS
- POSTERS & FACT SHEETS
- SIGNALS NEWSLETTER

Enquiries

2,500+ ENQUIRIES HANDLED EVERY YEAR

Professional Institutes

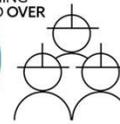
MEMBERS OF THE NAUTICAL INSTITUTE (NI), INSTITUTE OF MARINE ENGINEERING, SCIENCE AND TECHNOLOGY (IMAREST), CHARTERED INSURANCE INSTITUTE (CII), ROYAL INSTITUTE OF NAVIGATION, INSTITUTE OF CHARTERED SHIPBROKERS, HONOURABLE COMPANY OF MASTER MARINERS.

Education & Training

OUR RESIDENTIAL TRAINING COURSES HAVE TRAINED OVER

1,000

DELEGATES OVER 26 YEAR HISTORY



Regional Offices

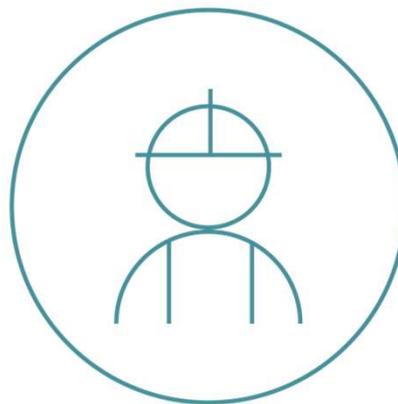
LOSS PREVENTION BASED IN THE UK AND SINGAPORE

5

Loss Prevention

The Right Crew

- Attract, Recruit & Retain
- Safety
- Health & Wellbeing
- Crew Seminars



6

Right Crew

- Right crew advice
- Health and wellbeing initiatives



7

Right Crew

- Crew seminars and training
- Specialist seminars

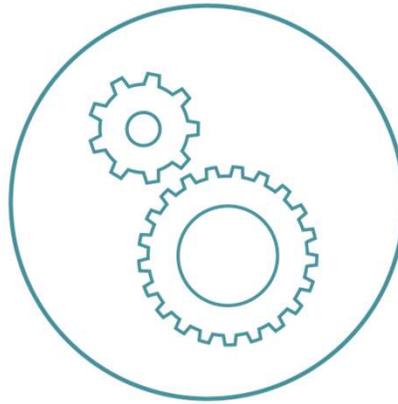


8

Loss Prevention

Sensible Systems

- A wide range of information provision: potential problems and good practice
- Member Reviews – assessing risk and assisting members with systems



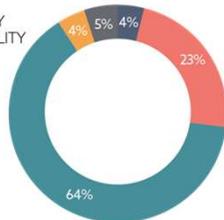
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Sensible Systems

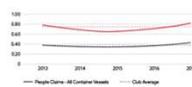
- Member reviews
- Large Claims Review

CREW INJURY BY NATIONALITY

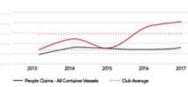
- Bulgaria
- Greece
- Philippines
- Romania
- Ukraine



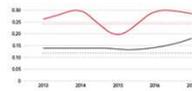
NUMBER OF PEOPLE CLAIMS PER SHIP YEAR



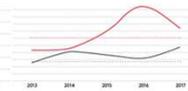
VALUE OF PEOPLE CLAIMS PER SHIP YEAR



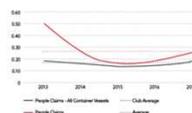
NUMBER OF CREW INJURY CLAIMS PER SHIP YEAR



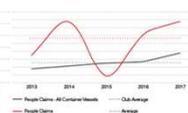
VALUE OF CREW INJURY CLAIMS PER SHIP YEAR



NUMBER OF CREW ILLNESS CLAIMS PER SHIP YEAR

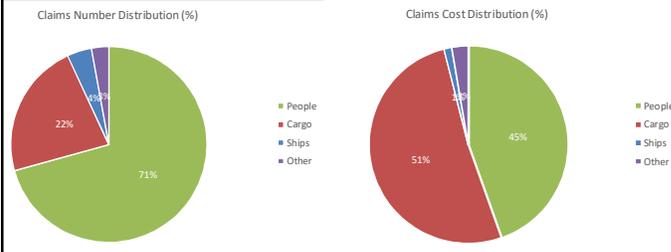
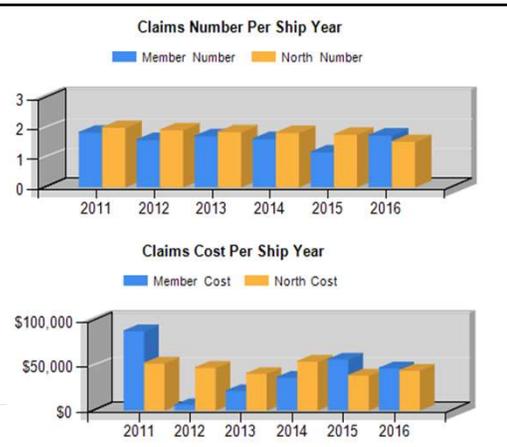


VALUE OF CREW ILLNESS CLAIMS PER SHIP YEAR

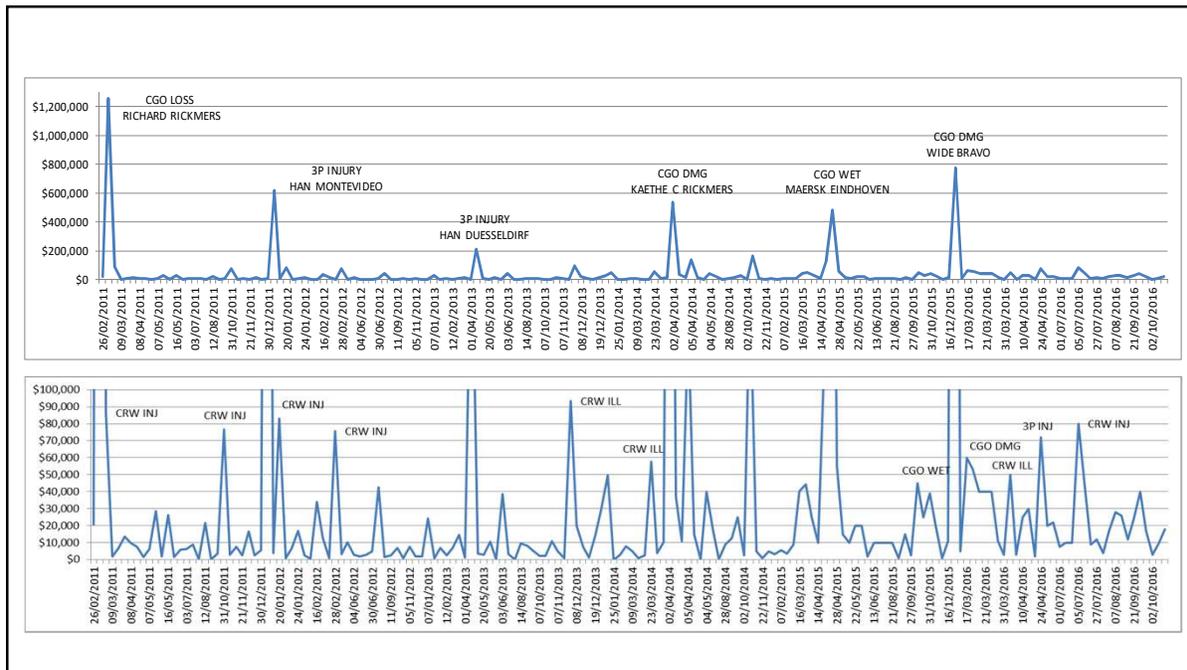


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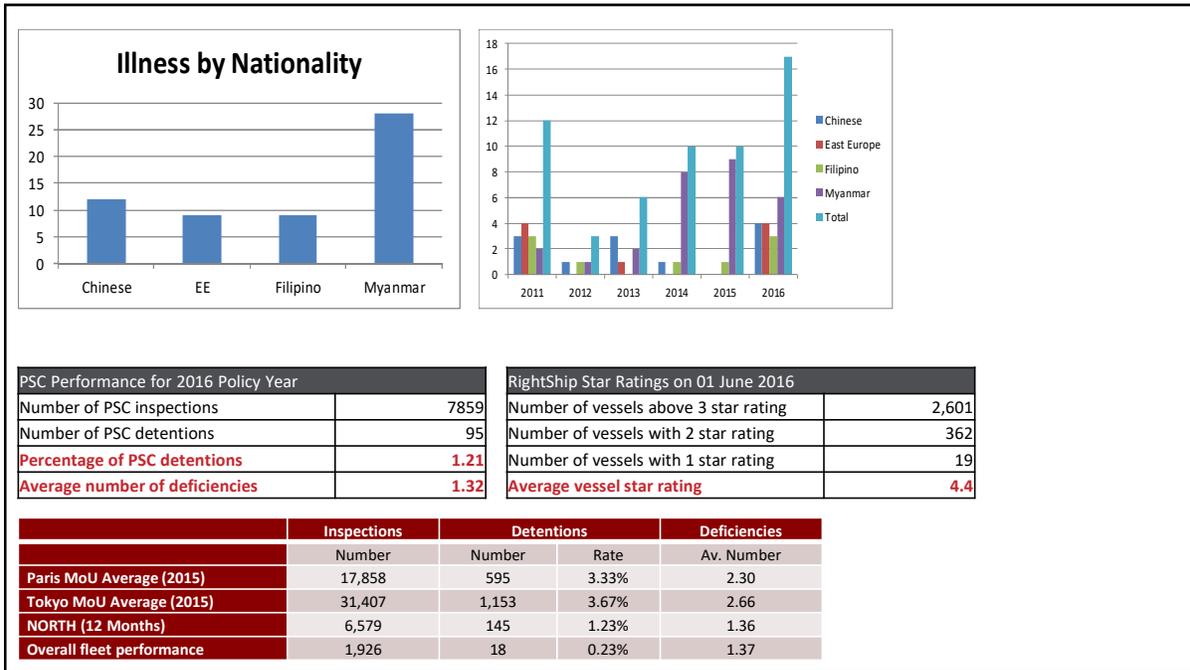
PEOPLE CLAIMS	Number	Number %	Benchmark	Value	Value %	Benchmark	Average	Benchmark
People - Crew - injury	44	25.30%	9.90%	\$3,097,129	44.60%	24.70%	\$25,100	\$41,729
People - Crew - illness	58	33.30%	13.80%	\$1,091,050	15.70%	8.50%	\$18,811	\$29,802
People - Third party	17	9.80%	2.10%	\$1,127,446	16.20%	2.90%	\$66,320	\$67,190
People - Stowaway	4	2.30%	1.30%	\$54,807	0.80%	0.60%	\$13,702	\$21,938
CARGO CLAIMS	39	22.40%	45.00%	\$3,576,999	51.90%	37.10%	\$91,718	\$39,923
Cargo - Damage	30	17.20%	26.00%	\$1,724,431	24.80%	20.20%	\$57,481	\$37,541
Cargo - Loss	2	1.10%	2.70%	\$1,268,986	18.30%	3.20%	\$634,493	\$55,656
Cargo - Wet damage	5	2.90%	4.60%	\$578,665	8.30%	3.80%	\$115,733	\$40,597
Cargo - Contamination	1	0.60%	3.50%	\$2,907	0.00%	3.40%	\$2,907	\$47,848
Cargo - Bills of lading	1	0.60%	0.70%	\$2,010	0.00%	0.30%	\$2,010	\$21,212
Cargo - Miscellaneous								
SHIP CLAIMS	7	4.00%	10.40%	\$88,629	1.30%	29.80%	\$12,661	\$139,362
Ships - Collision	1	0.60%	2.00%	-\$55	0.00%	8.10%	-\$55	\$200,898
Ships - Non contact damage	1	0.60%	0.40%	\$49,565	0.70%	1.20%	\$49,565	\$165,086
Ships - Damage to property (FFO)	2	1.10%	5.40%	\$19,277	0.30%	10.60%	\$9,638	\$34,984
Ships - Pollution	3	1.70%	1.80%	\$19,841	0.30%	5.10%	\$6,614	\$138,864
OTHER P&I CLAIMS	5	2.90%	4.80%	\$185,697	2.70%	7.30%	\$37,139	\$73,572
Other - Fine	5	2.90%	2.10%	\$185,697	2.70%	1.30%	\$37,139	\$29,224



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Sensible Systems

● Simplifying SMS Project

Simplicity is Key
65% = 70%
 REDUCTION IN WORD COUNT IMPROVEMENT IN PERCEIVED USABILITY

— Simple Route 80NM
 — Complex Route 376NM

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Sensible Systems

● SCORA project

Safety Culture Organisation Risk Assessment



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Safety Management 2.0



16

Safety Management 2.0

DON'T JUST TAKE OUR WORD FOR IT

"A rare opportunity for all levels and all functions of a ship managing company! Unique in accepting that some facets of Safety Management are not so efficiently implemented, honest in examining the whys and practical in discussing improvements. Highly recommended!"

HSSQE MANAGER / DPA - MARAN DRY MANAGEMENT

"...Last but not least I really enjoyed the hospitality and the facilities of North of England. I would strongly suggest all those involved in the implementation of the ISM/TMSA/BMSA to attend this workshop."

HSSQE MANAGER / DPA - SEA TRADERS S.A.

"The combination of Lovoy the first day with Green Jakobsen the second, was ideal. Would highly encourage attendance. Not another boring workshop."

HSSQE MANAGER / DPA - SEAVEN TANKER MANAGEMENT INC.

17

Loss Prevention

Information Provision

- Over 2500 Loss Prevention Enquiries per annum
- News & Views
- Industry leading range of publications
- CSO Alliance



Marine / Technical input on a range of claims to P&I claims handlers and FD&D lawyers

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Information Provision



Live Enquiries



CSO Alliance



For more information, please visit www.nepia.com

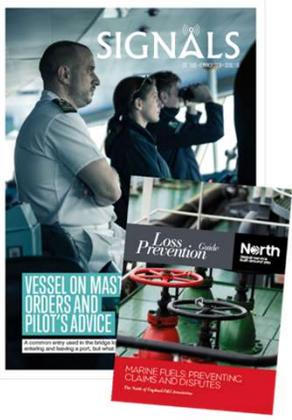




Access to personalised and tailored content



Online resources and printed publications such as Industry News, Signals, Loss Prevention Guides, Briefings, Posters and Fact Sheets.



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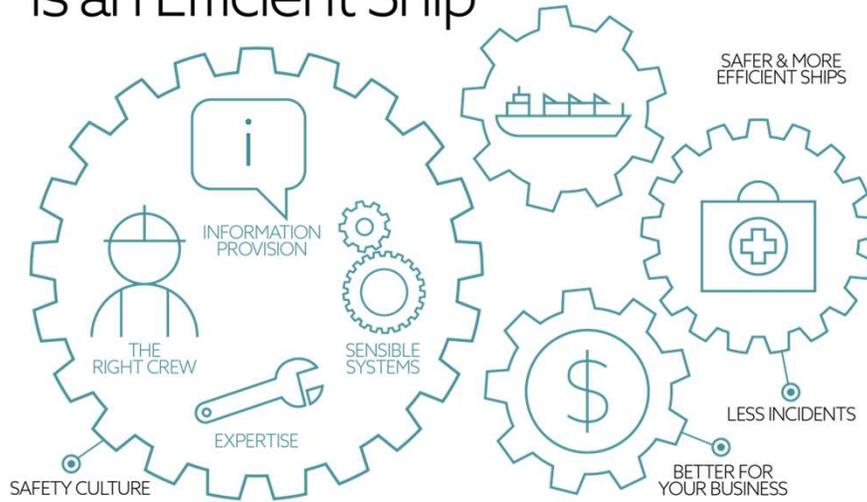
← Back to **North**  

🔍



20

We Believe that a Safer Ship is an Efficient Ship



21

CONDITION SURVEYS

North
Global service
built around you



22

OBLIGATIONS OF THE MEMBER

Members are obliged to exercise due diligence to make the ship seaworthy at the commencement of the voyage

Article III of the Hague Visby Rules

The carrier shall be bound before and at the beginning of the voyage to exercise due diligence to: (a) Make the ship seaworthy; (b) Properly man, equip and supply the ship; (c) Make the holds, refrigerating and cool chambers, and all other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

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RESPONSIBILITY

Responsibility for the condition of a ship?

- Owners and managers (DOC holder)

Responsibility for monitoring condition?

- Flag State

- Recognised Organisation (usually Classification society)

- Port State Control (PSC)

24

24

RESPONSIBILITY

Role of the P&I Club?

- Third party liability insurer

- Assess the risk posed by the ships condition for insurance purposes

25

25

WHY SURVEYS ARE CARRIED OUT

In April 2002 the OECD released a policy statement on action needed to combat sub-standard ships.

The OECD statement required the marine insurance industry to co-operate and to be in a position to identify deficiencies on insured ships that rendered those ships unsafe.

As a result the IG P&I clubs set up a ship condition survey programme.

The screenshot shows the OECD website page for the Directorate for Science, Technology and Industry. The main heading is "OECD Countries Agree on Policy Action Needed to Combat Sub-standard Ships". The text on the page states that on 11/04/2002, OECD countries reached an agreement on measures to eradicate sub-standard shipping. The statement focuses on strengthening Flag State effectiveness, supporting Port State controls, evaluating Classification Society performance, reducing unintended effects of insurance policies, improving seafarer training, developing incentives for responsible shipowners, and simplifying information disclosure. It also mentions that the policies build on extensive work by the OECD, including the 1999 Action Plan to Combat Sub-standard Shipping.

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CONDITION SURVEYS

Routine	Non Routine
Entry Surveys	Defect surveys
HFO tankers	PSC surveys
	Follow up surveys

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CONDITION SURVEYS – ROUTINE

Entry Survey

- On entry, all vessels aged 12 years and older will require a condition survey
- Within 30 days of entry / prior loading first cargo, whichever is first

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CONDITION SURVEYS – ROUTINE

HFO Tankers

- Tankers 10 years old or over that have carried heavy fuel oil as cargo in the previous policy year
 - Subject to certain exceptions
-

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CONDITION SURVEYS – NON ROUTINE

Defects

Claim may indicate problem with a ship's condition



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CONDITION SURVEYS – NON ROUTINE

Port State Control

PSC detention
indicates
problem with a
ship's condition



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PORT STATE CONTROL

International Maritime Organization (IMO) – Key conventions

SOLAS (safety of Life at Sea)

- ISM Code

- ISPS Code

Load Line

MARPOL

STCW (Standards of Training, Certification and Watchkeeping)

Maritime Labour Convention (MLC) 2006

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PORT STATE CONTROL

If the certificates are valid and the PSCO's general impression and visual observations on board confirm a good standard of maintenance, the PSCO should generally confine the inspection to reported or observed deficiencies, if any.

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PORT STATE CONTROL

Clear grounds

Evidence that the ship, its equipment, or its crew does not correspond substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution

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PORT STATE CONTROL

Clear grounds

"Clear grounds" to conduct a more detailed inspection include:

Absence of principal equipment or arrangements required by the conventions;

Evidence from a review of the ship's certificates that a certificate or certificates are clearly invalid;

Evidence that the ship's logs, manuals or other required documentation are not on board, are not maintained, or are falsely maintained;

Evidence from the PSCO's general impressions and observations that serious hull or structural deterioration or deficiencies exist that may place at risk the structural, watertight or weathertight integrity of the ship;

Evidence from the PSCO's general impressions or observations that serious deficiencies exist in the safety, pollution prevention, or navigational equipment;

Information or evidence that the master or crew is not familiar with essential shipboard operations relating to the safety of ships or the prevention of pollution, or that such operations have not been carried out;

Indications that key crew members may not be able to communicate with each other or with other persons on board;

Absence of an up-to-date muster list, fire control plan, and for passenger ships, a damage control plan;

The emission of false distress alerts not followed by proper cancellation procedures;

Receipt of a report or complaint containing information that a ship appears to be substandard.

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CONDITION SURVEYS

Managers Discretion – The Managers may at any time require a member to submit his ship to be surveyed, by a surveyor nominated by the Managers but at the expense of the Member, within such period as may be specified by the Managers.

Rule 30 – Obligations of the Member in respect of surveys

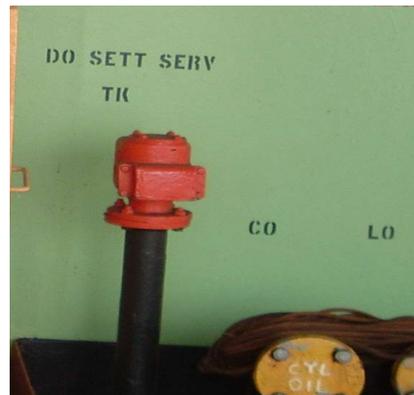
36

SOME EXAMPLES

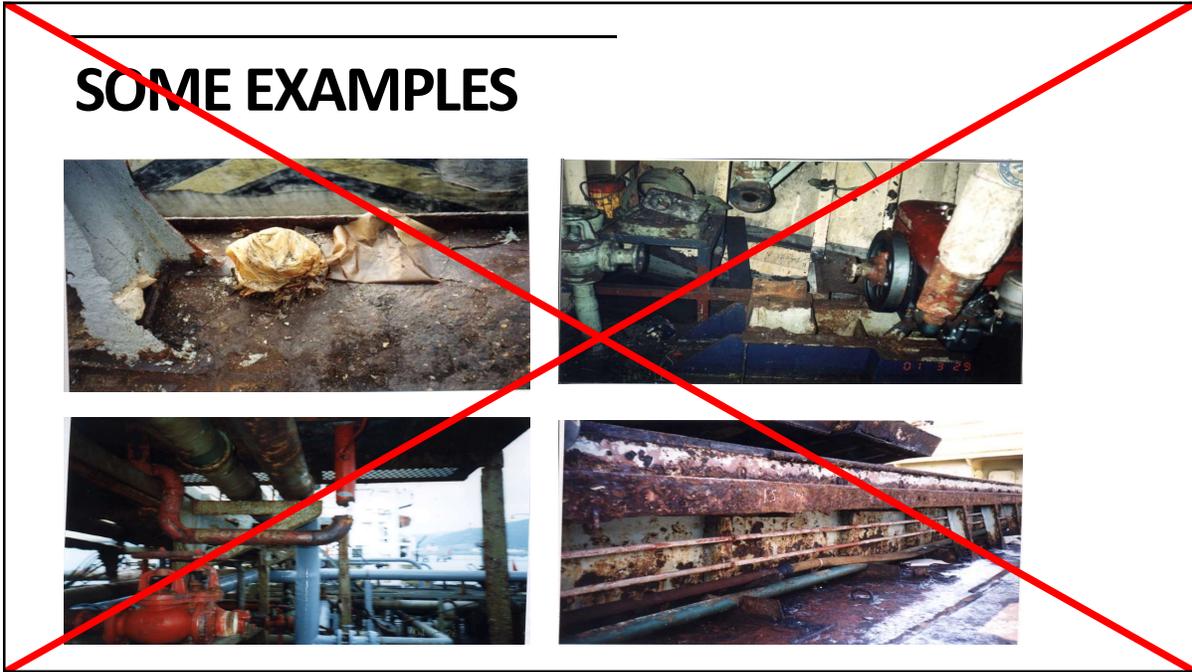


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SOME EXAMPLES



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39



40

SOME EXAMPLES



41

SOME EXAMPLES



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SOME EXAMPLES



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REPORT FORMAT

Part A – Condition Survey Report Form (All ship types)

Part B – Survey questionnaire (All ship types)

Part C – Survey questionnaire (Ship specific)

Part D – Defect list

Photo Album

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REPORT FORMAT

Part A – Condition Survey Report Form (All ship types)

Vessel particulars & Crew Matrix

Circumstances of survey

Executive summary – Survey score 1 😊 to 5 ☹️

Shipboard management, Safety, Fire Safety, LSA, Pollution & environmental awareness, Navigation, Apparent structural condition, Machinery, Cargo Worthiness, Maintenance and housekeeping

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REPORT FORMAT

3. Executive Summary

3.1 Survey summary

Following the completion of the survey, and based on the surveyor's overall impression of the vessel, the surveyor is requested to rate the following areas (1=excellent 2=good 3=fair 4=poor 5=very poor)

	Rating
Shipboard management*:	3
Safety*:	3
Fire safety*:	3
Life saving appliances*:	3
Pollution and environmental awareness*:	3
Navigation*:	3
Apparent structural condition (inc hatch covers if survey required):	3
Machinery*:	3
Cargo worthiness (inc hatch covers if survey required):	4
Maintenance and housekeeping (inc hatch covers if survey required):	3



Number of deficiencies / defects

* If performing a hatch cover only survey please do not complete

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