European Harbour Masters' Committee EHMC

(GRANDS) PORTE-CONTENEUR
DANS LES PORTS DE L'EUROPE ET DE L'AFRIQUE DU NORD

Marseille Fos
Port authority

Les P&I doivent ils faire face à une augmentation des avaries du fait de l'augmentation des navires et de la pression des horaires ?

Bigger Container Vessels means more P&I claims ?

FRANCE P&I

European Harbour Masters' Committee EHMC

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Bigger vessels means Bigger Claims

The interest for the P&I Clubs about this issue

The replies which can be brought

From the Ship's side

1. Analysing accident reports related to some significant casualties of the containers' trade.
Analyse de certains accidents impliquant des portes-conteneurs

2. Referring to statistics
Les Statistiques

3. Lessons already learned from these important casualties
Les leçons apprises

4. Turning to Port Installations
Du Côte des dommages aux installations portuaires

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P&I CLUBS

WHO ARE THEY? / QUI SONT ILS ?

WHAT TYPES OF COVER ?/QUELLES GARANTIES ?

FRANCE P&I

From the Ship's side

1. Analysing accident reports related to some significant casualties of the containers' trade.
Analyse de certains accidents impliquant des portes-conteneurs

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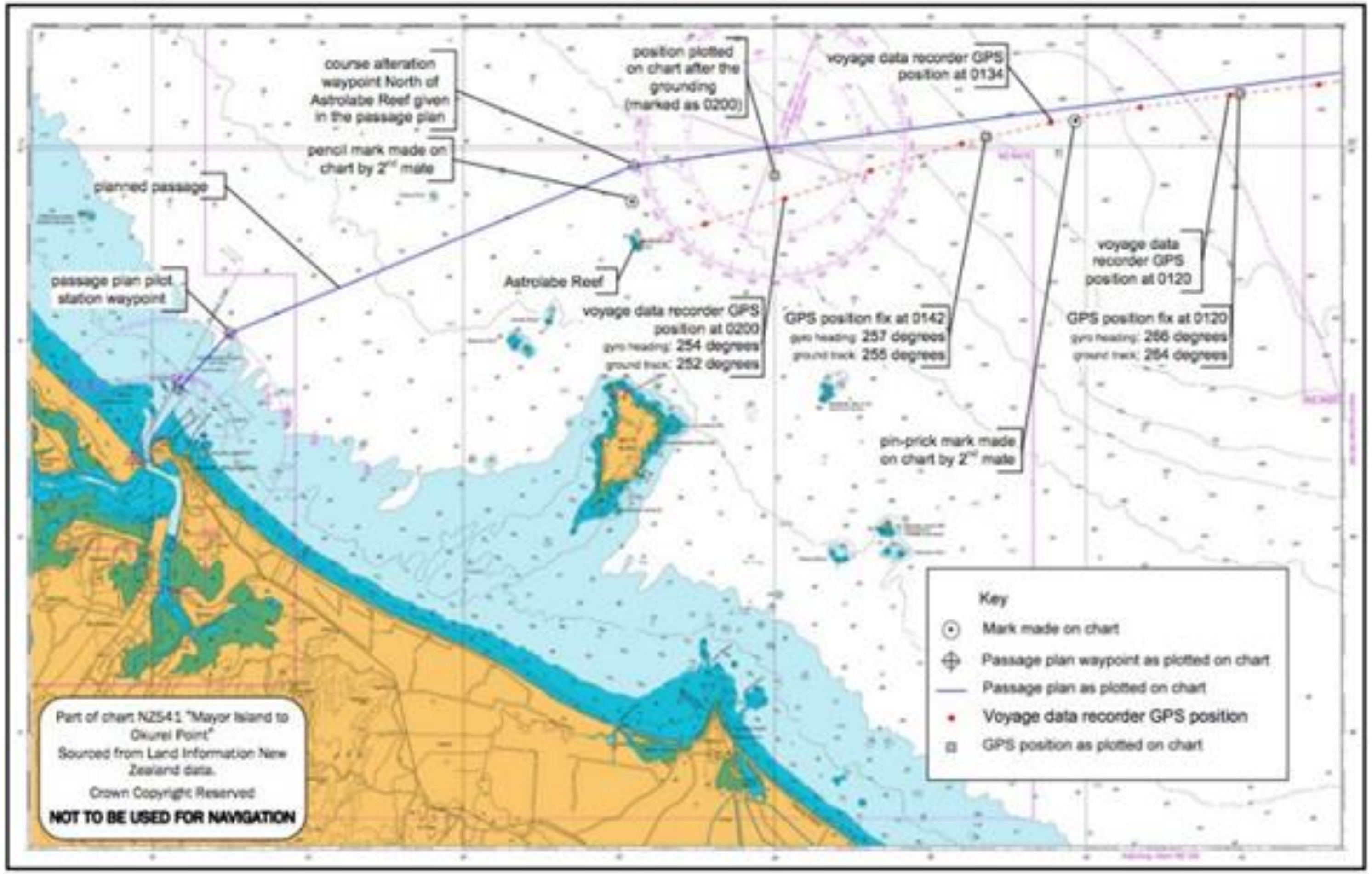
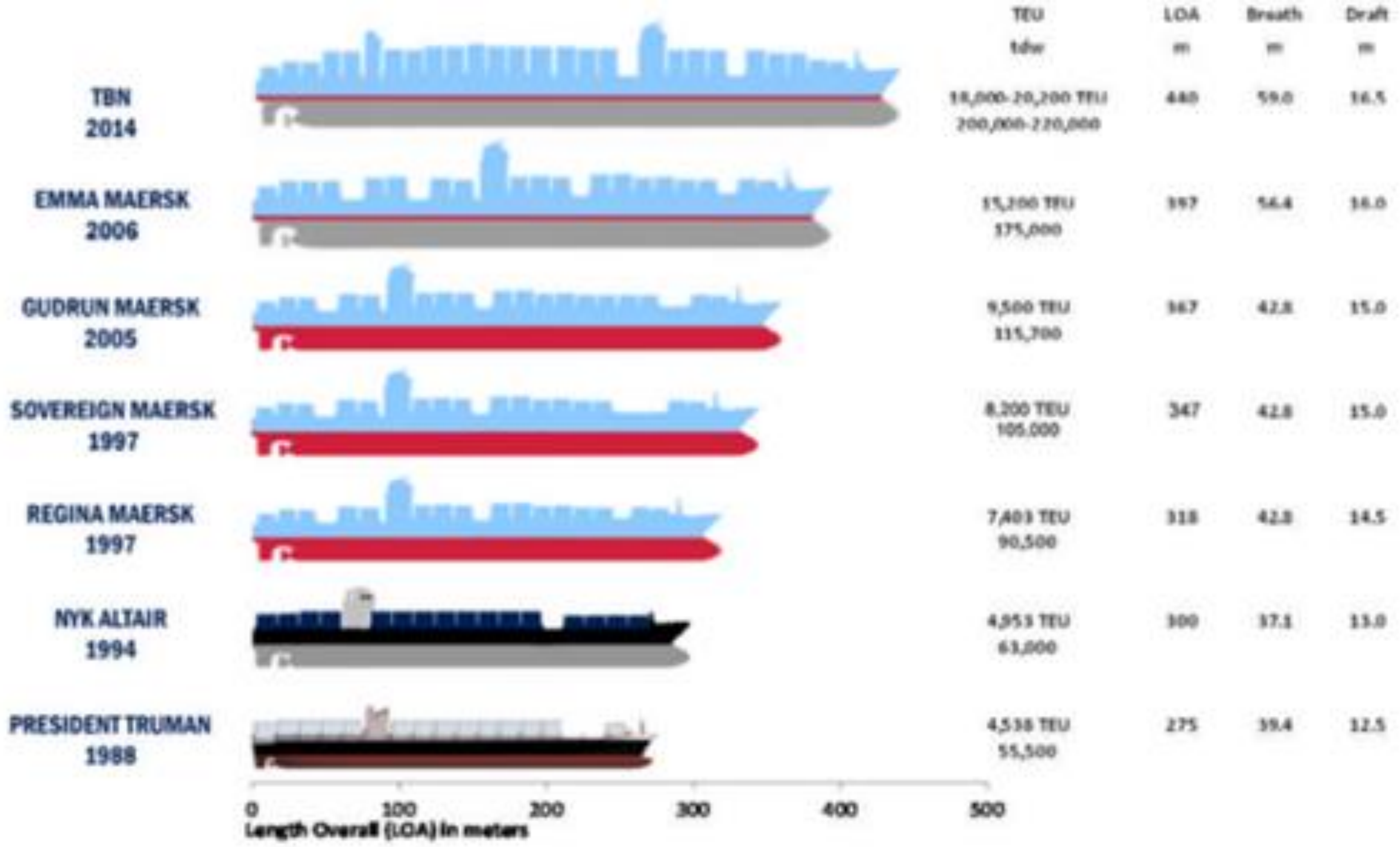
THE RENA



The MSC FLAMINIA

Cedre Source

Statistics /Les Statistiques



Alpha Liner Source

Period	Barge	Bulk	Cargo	Chemical / Product	Container	Dredger	Fishery	LPG/LNG	Other	Passenger	Ro-ro	Supply / Offshore	Tanker	Tug	Unknown	
2005	5	6	61	6	2	4	34	1	3	12	7	3		5		149
2006	6	8	61	11	4	3	23		3	12	10	3	2	7	1	154
2007	6	12	70	6	3	2	33		7	8	5	5	1	11	1	170
2008	3	8	58	7	2	5	36	1	5	4	8	1	3	7	1	149
2009		10	51	8	4		29		5	5	6	3	2	5		128
2010	1	11	60	5	5	2	21		3	3	1	2	3	7		124
2011		13	36	2	3	2	14	1	5	7	3	1	2	2		91
2012		8	61	8	5	2	12	1	3	6	5	3	1	6		121
2013	3	15	40	10	4		13		6	8	2	2		7		110
2014	1	3	25	2	4	1	14		3	7	5	2	1	7		75
Total	25	94	523	65	36	21	229	4	43	72	52	25	15	64	3	1,271

Allianz Marine Report 2015 Source

The lessons already learned/Les leçons déjà apprises

Damage to Port Installations/ Dommage aux installations portuaires

FROM THE CARGO SIDE/ DE L ANGLE DE LA MARCHANDISE

CONTENTS & WEIGHT OF CONTAINER/CONTENU ET POIDS DU CONTENEUR

THE REACTIONS TO TACKLE THE PROBLEMS/ LES REACTIONS RELATIVES AU CONTENU ET POIDS DES CONTENEURS

IMO INTERNATIONAL MARITIME ORGANIZATION

COMITE MARITIME INTERNATIONAL CMI

ROTTERDAM RULES

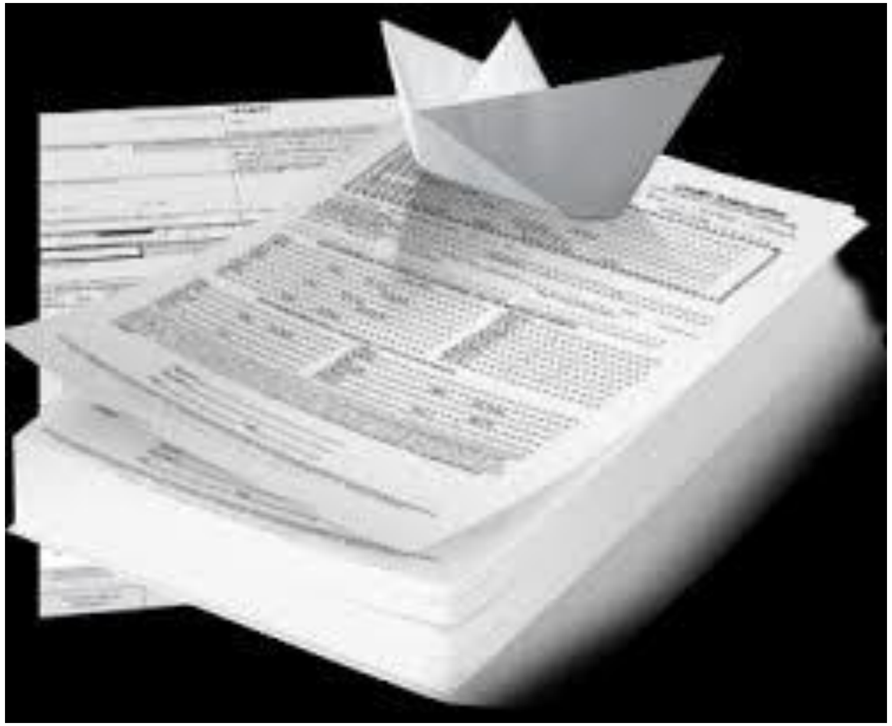
C. The general evolution and the shipping/ L'Évolution du Monde et le Secteur du Maritime

1. Evolution of the technology or Enavigation /Evolution Technologique et E Navigation?
2. Time is more and more Money?/ Le temps vaut-il toujours plus d'argent?
3. Less Crew or more work ? /Moins de Marins ou plus de taches?

1. Evolution of the technology or E-navigation

2. Time is more and more Money?

Less Crew or more work ?



Conclusion:

In conclusion I will repeat that P&I clubs feel effectively directly concerned by the on-going development of the container carriage sector. P&I insurance, like Hull Insurance, is fully aware that any large container carrier casualty may occur and that its overall cost may easily exceed 1 billion of USD if no more when you add the various values concerned by this type of vessels.

However, the issue should not be left to the shipowners' community alone. Cargo interests and national (Maritime) Authorities also need to be involved thus permitting that we all adopt less of a blind approach and a global proactive and dynamic approach to reduce accidents and keep on increasing safety.

It may be hoped that forums like the present one will help demonstrating to all concerned parties that shipping remains an adventure where none of us can claim to be just a passenger.

Thanks for your attention.

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Jean – François REBORA

www.francepandi.com