

2025 Mediterranean Port & Logistics Conf.

Barcelona

Presented by

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TT CLUB
IS MANAGED
BY **THOMAS
MILLER**



Agenda

- **TT Club**
- **Port risks**
- **Situational analysis**
- **Innovation in safety culture**

TT Club overview



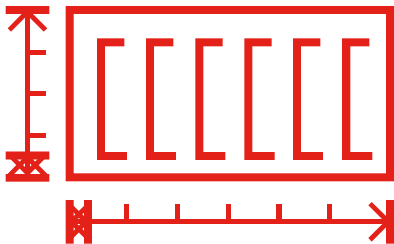
TT stands for
'through transport'



Club denotes
our mutual status



Most
comprehensive cover



Tailored to your needs

TT Club overview

1968

The year TT Club was established and containers revolutionised freight transport.

80%

Percentage of the world's maritime containers insured by TT Club.

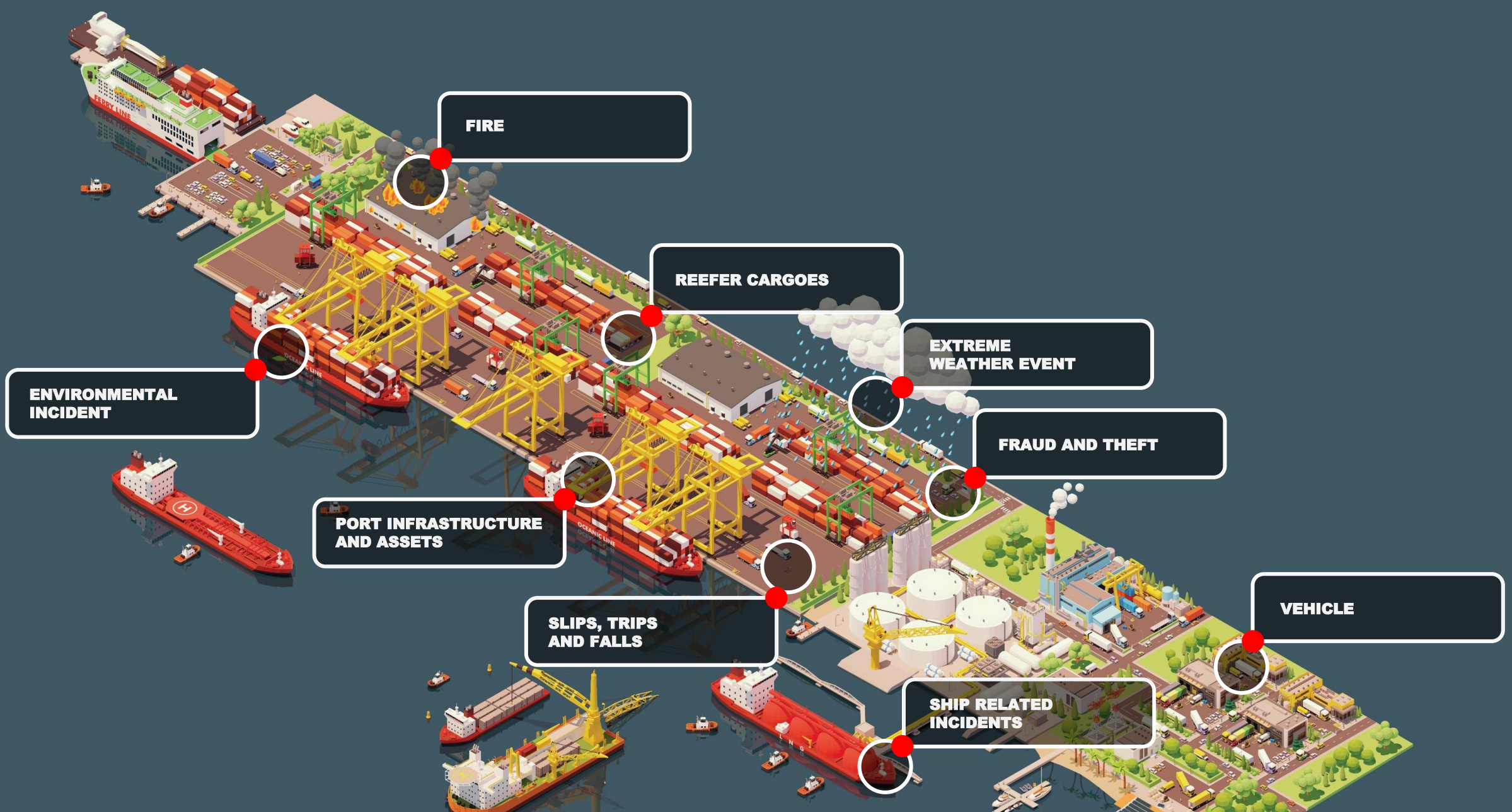
65%

We have an insurable interest in 2/3 of the top 100 ports worldwide.

20+

The number of dedicated countries in which TT Club has dedicated offices.

Terminal Risks





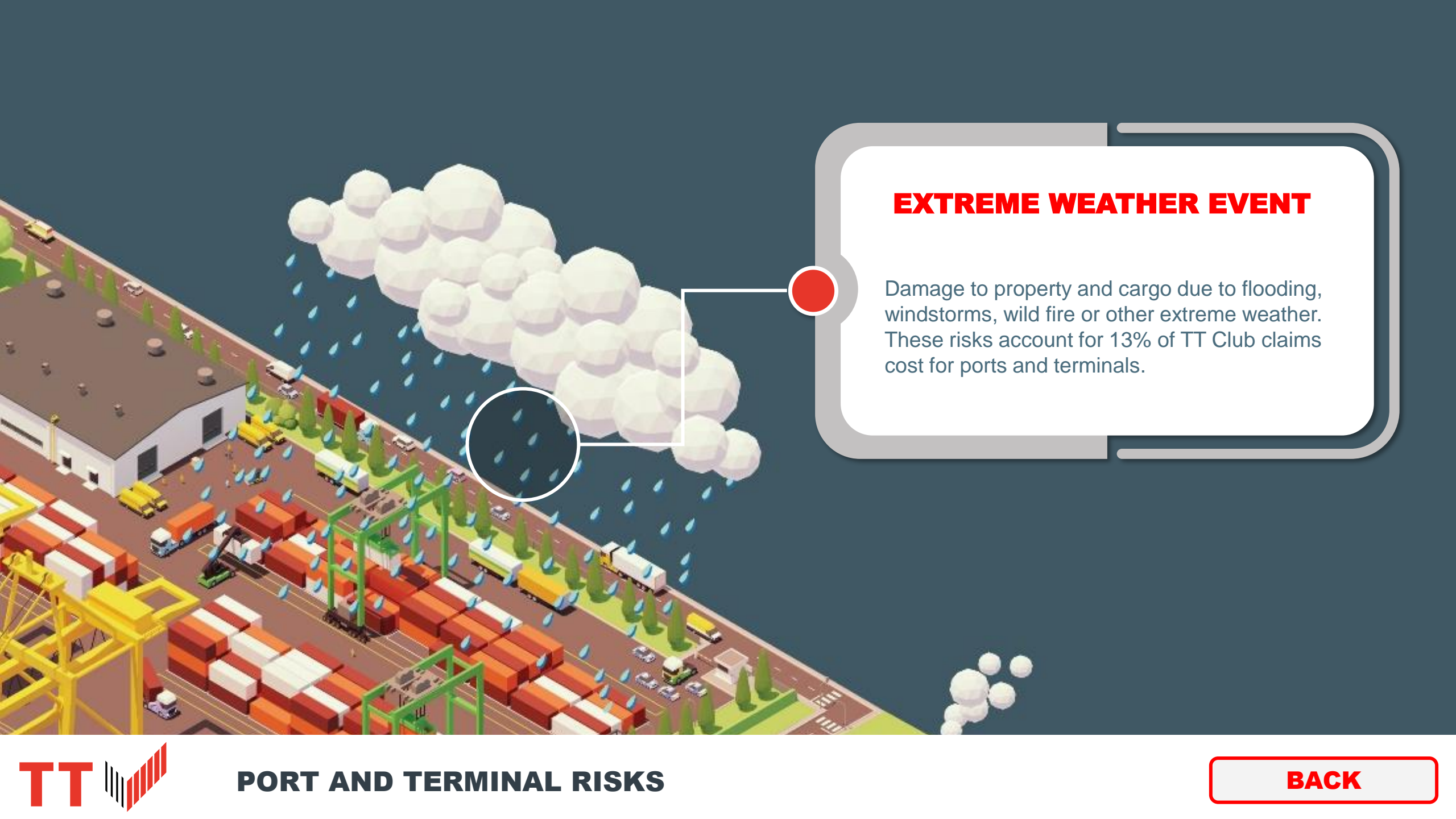
FIRE

Damage to property and cargo caused by fire from dangerous or flammable goods. These risks account for 11% of TT Club claims cost for ports and terminals.



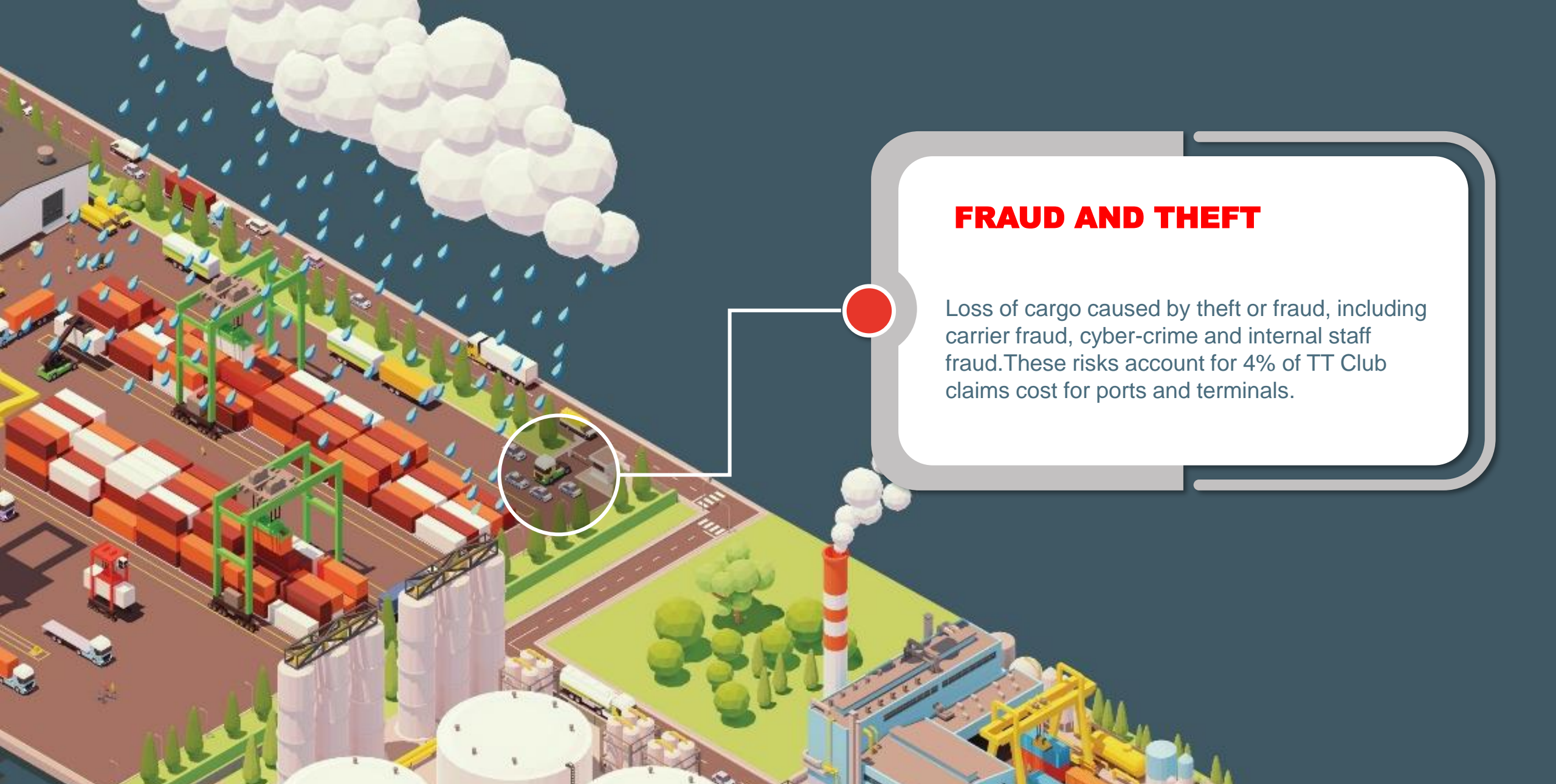
REEFER CARGOES

Spoiled cargo due to temperature deviation, commonly caused by inaccurate communication, operational errors or equipment failure. These risks account for 4% of TT Club claims cost for ports and terminals.



EXTREME WEATHER EVENT

Damage to property and cargo due to flooding, windstorms, wild fire or other extreme weather. These risks account for 13% of TT Club claims cost for ports and terminals.



FRAUD AND THEFT

Loss of cargo caused by theft or fraud, including carrier fraud, cyber-crime and internal staff fraud. These risks account for 4% of TT Club claims cost for ports and terminals.

An isometric illustration of a port and terminal facility. In the foreground, there are large white storage tanks, yellow cranes, and a body of water. In the background, there are industrial buildings, a road with trucks, and a smokestack emitting smoke. A white callout box with a red dot is positioned in the upper left, containing the title 'VEHICLE' and a paragraph of text. A red circle is also visible on the road in the middle ground.

VEHICLE

Vehicle operating errors, often resulting in serious bodily injuries, as well as damage to vehicles and other assets. These risks account for 10% of TT Club claims cost for ports and terminals.



SHIP RELATED INCIDENTS

Damage to cranes or quay (and the ship), caused by ships during berthing and cargo loading/unloading. These risks account for 4% of TT Club claims cost for ports and terminals.



SLIPS, TRIPS AND FALLS

Single-person accidents leading to injuries, sometimes life-changing. These risks account for 7% of TT Club claims cost for ports and terminals.



PORT INFRASTRUCTURE AND ASSETS

Damage to cargo, infrastructure or assets such as cranes, plant/equipment, internal rail shunts, quays, buildings & port structures and quayside furniture. These risks account for 33% of TT Club claims cost for ports and terminals.



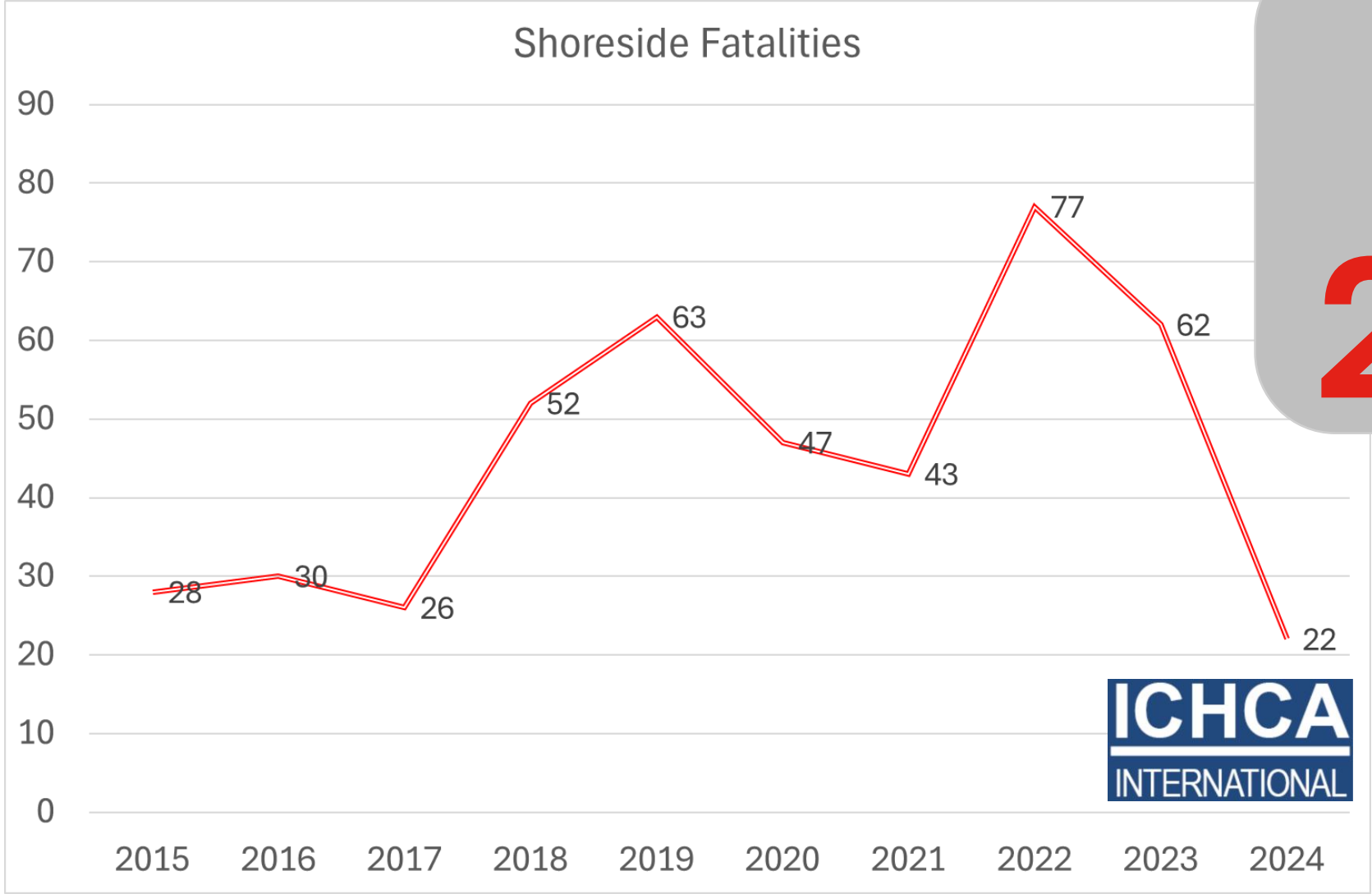
ENVIRONMENTAL INCIDENT

Spills or release of contaminants into the environment from damaged cargo or equipment/process failure. These risks account for 3% of TT Club claims cost for ports and terminals.

Situational analysis

Situational analysis

Shoreside Fatalities



45

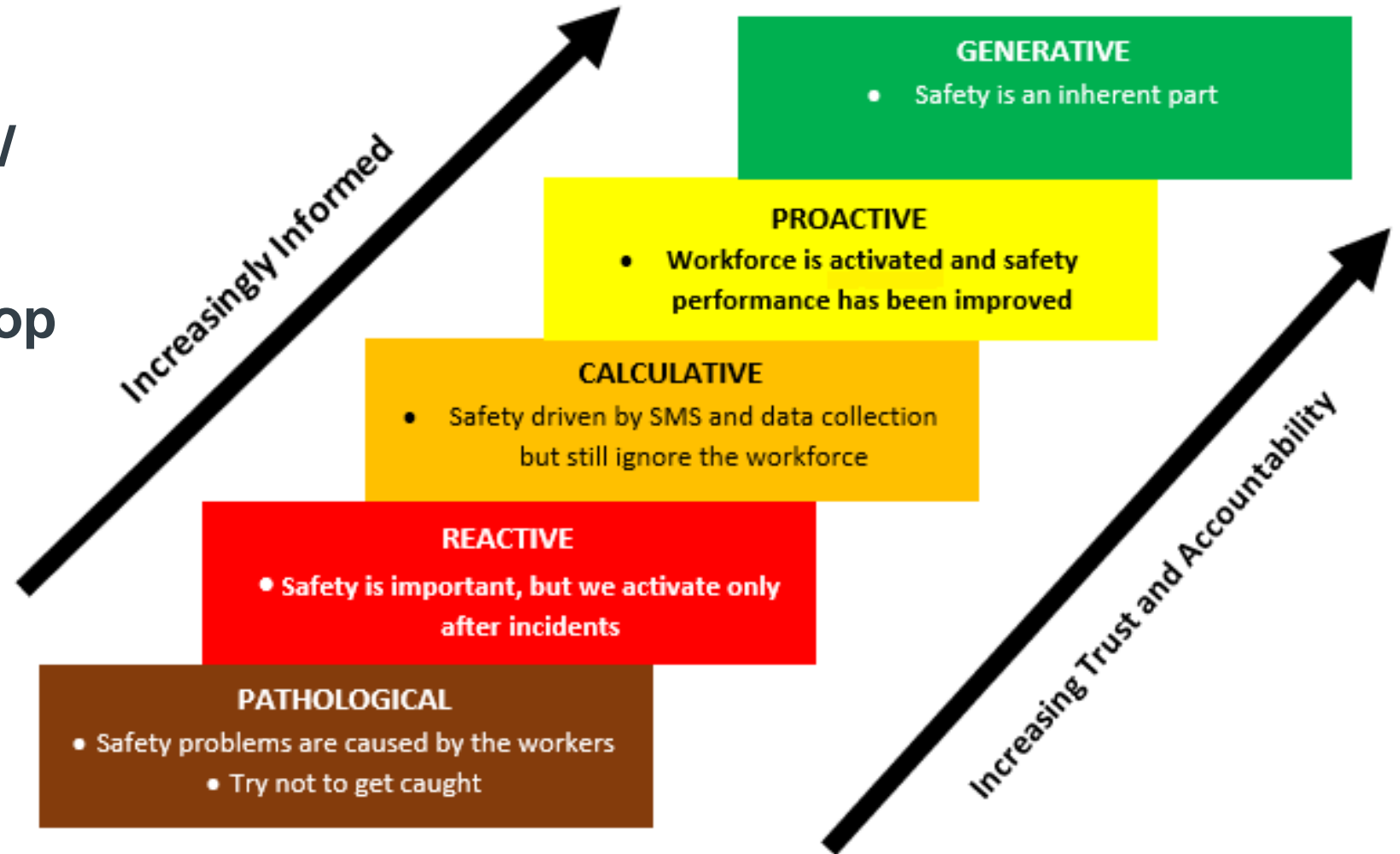
Average number of port worker fatalities per year, over the last 9 years.

251

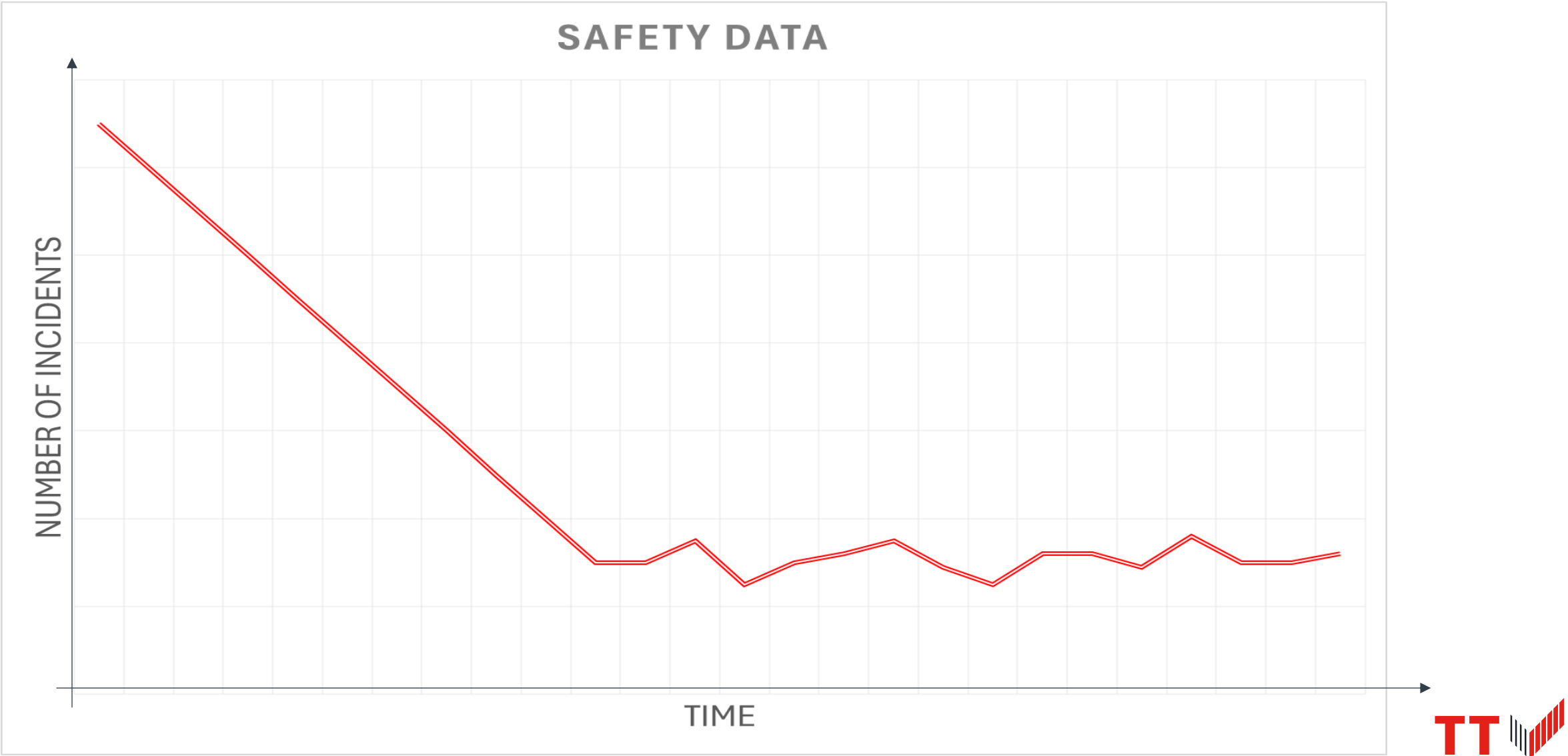
Port worker fatalities over the last 5 years

Situational analysis

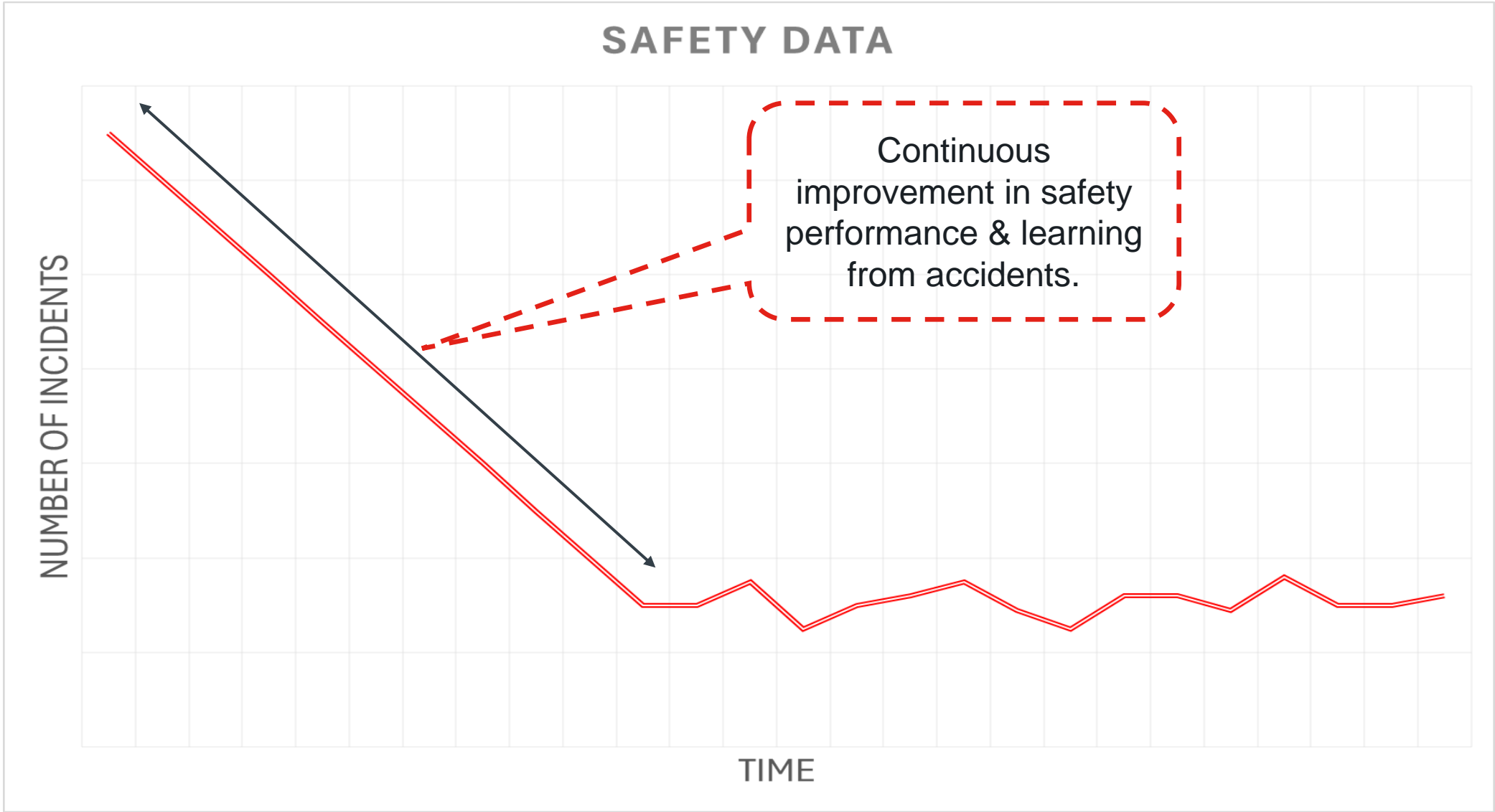
- Safety culture of ports / terminal maturing.
- Trending towards the top right.
- Less accidents?
- Removal of the risk of accidents?



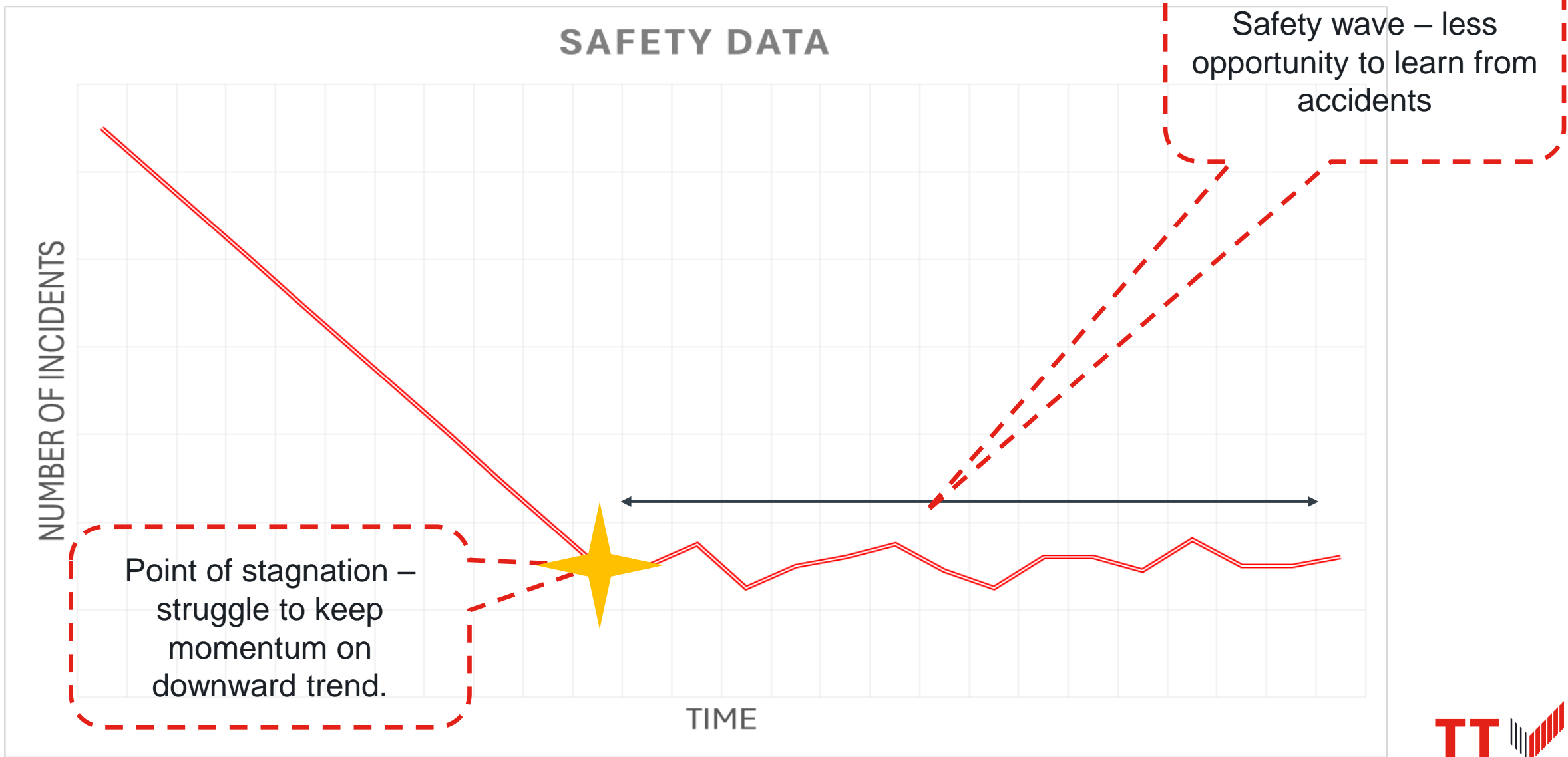
Situational analysis - safety wave



Situational analysis - safety wave



Situational analysis - safety wave



Safety culture

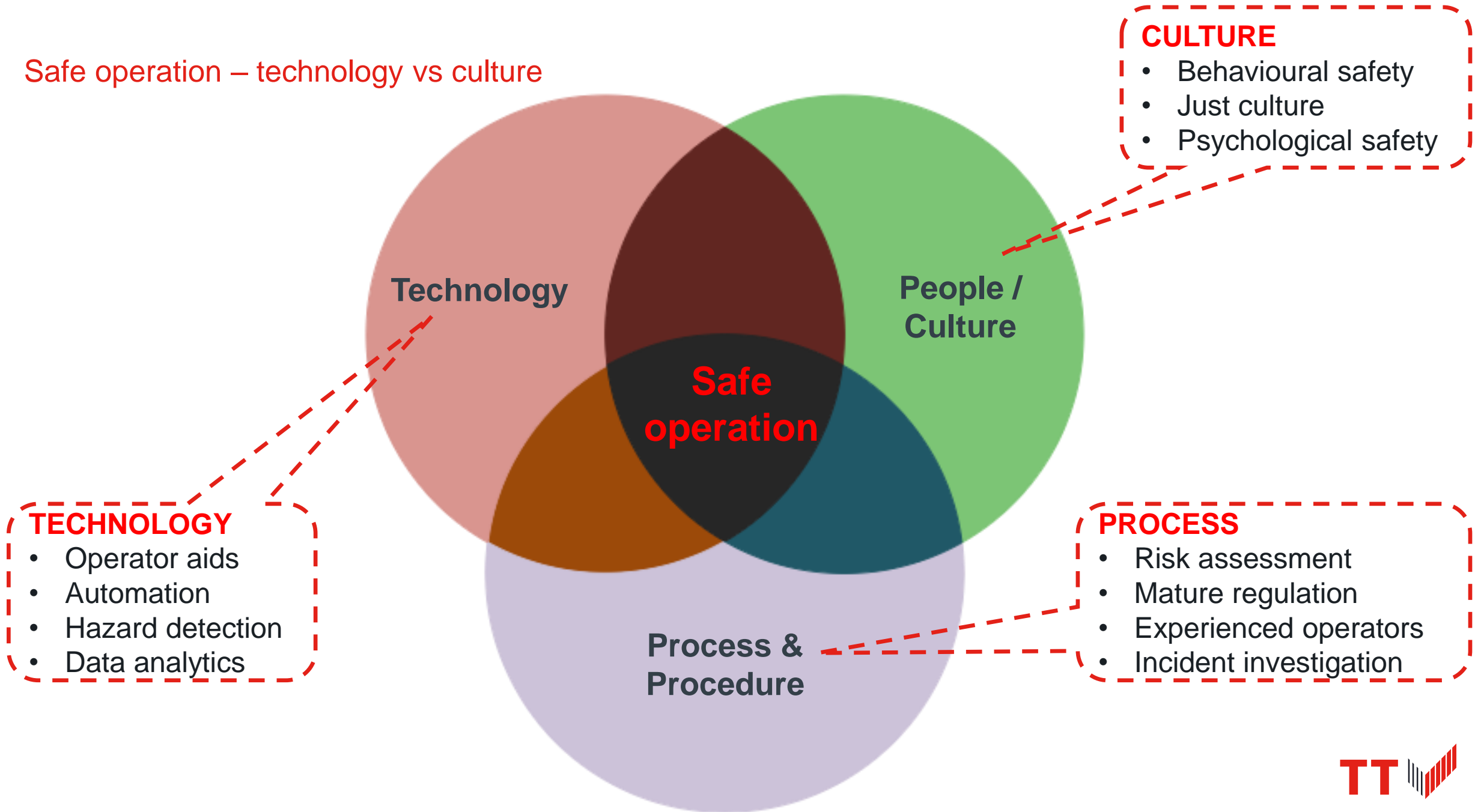
“

**Culture eats strategy for
breakfast**

”

Peter Drucker

Safe operation – technology vs culture



Innovation

Reinforced behaviour - Scenario

Operational team leader walks into the manager's office at end of shift.

“We had real issues with the equipment to load that cargo – but don't worry we managed to get the job done!”

Manager's response.....?



Reinforced behaviour - Scenario

Possible response 01	Possible response 02
“Fantastic result – well done to you and the team, Please keep up the great work”	“Thanks for the update – please tell me more on what went wrong and what we did to get around the issue”

Outcomes

- No incident / accident, so would not typically trigger further investigation
- Error traps present without incident
- Reinforcement of potentially unwanted behaviours

Learning from normal work

- Less incidents to learn from – traditional source of learning
- Error traps still present in everyday activities
- They don't always result in an incident
- Reframe the way we engage with the workforce

Ref:- <https://learningfromnormalwork.com/>



Looking to the future

- **Breaking the plateau**
- **What are we doing now that the next generation.....**
- **A changing world**
- **Importance of leveraging emerging technologies.**



Thank you

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