



# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)

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Loss Prevention Commission IVR



Inland shipping | Insurance | Ship's survey | Related sectors

# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)



- European fleet
- Claims figures developments
- Collision claims investigation
- What has changed
- Conclusions

# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)

## Total Western European Fleet IVR vessel database

	Belgium	France	Germany	Luxembourg	Netherlands	Switzerland	Total
Dry Cargo	936	1.389	1.585	14	4.386	15	8.325
Tank Cargo	146	79	503	46	1.134	59	1.967
Push/Tug	78	142	416	13	1.205	10	1.864
Passenger	88	485	1.000	6	1.203	161	2.943
Other	376	7	721	6	2.084	13	3.207
<b>Total</b>	<b>1.624</b>	<b>2.102</b>	<b>4.225</b>	<b>85</b>	<b>10.012</b>	<b>258</b>	<b>18.306</b>

(1) Source ITB 31.12.2017

(2) Source VNF 2015

(3) Source ZBBD 31.12.2016

IVR is not responsible for errors and/or inadequacies

# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)



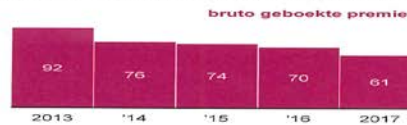
CVS statistiek Financiële jaarcijfers Schade – Transport

## 4.3 Binnenvaart Casco

### Omzet

Bij de productgroep Binnenvaart Casco is het premievolume met 13% gedaald tot € 61 miljoen. Sterke concurrentie zorgt ervoor dat het totale premievolume daalt, ondanks dat er in 2017 weer meer goederen over het water vervoerd zijn.

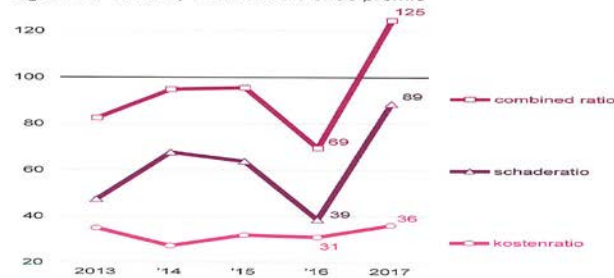
Figuur 20 Ontwikkeling premievolume, € mln



### Resultaat

De betaalde schade bij Binnenvaartcasco stijgt in 2017 licht, maar na een verhoging van de schadevoorziening (waar in 2016 nog sprake was van een grote vrijval) stijgt de schadelast sterk. Ook de bedrijfskosten zijn hoger dan in het voorgaande jaar. Dit samen zorgt voor een sterk verslechterde BCR, de BCR stijgt van 69 naar 125.

Figuur 21 Ratio's, % bruto verdiende premie



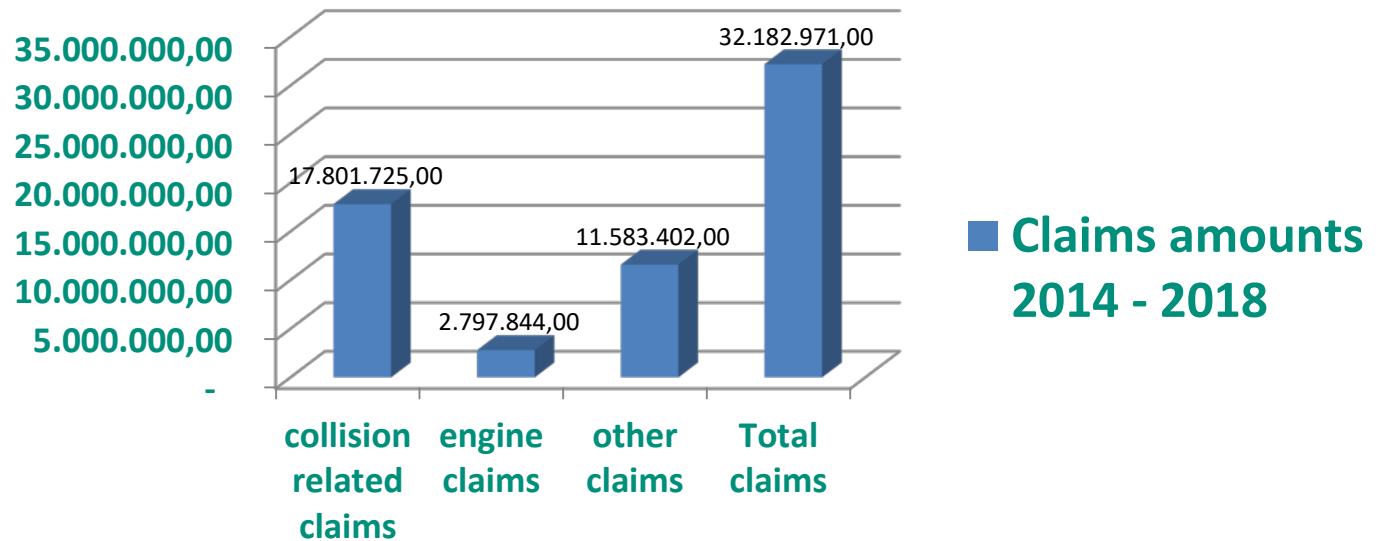
Vertrouwelijk

14

Alleen voor intern gebruik

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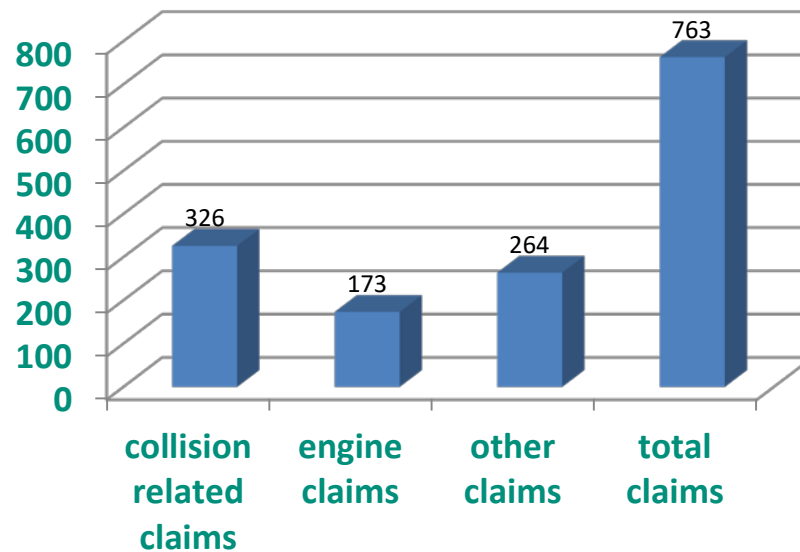
## Claims amounts 2014 - 2018



Source: IVR

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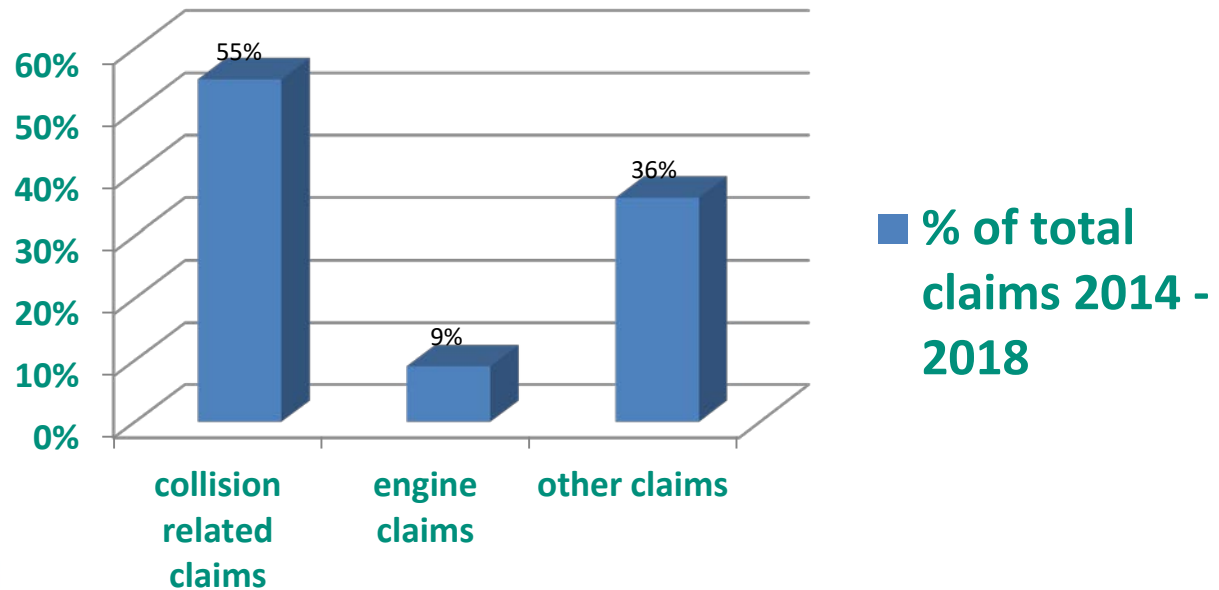
## Number of claims 2014 - 2018



■ Number of claims 2014 - 2018

# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)

**% of total claims 2014 - 2018**





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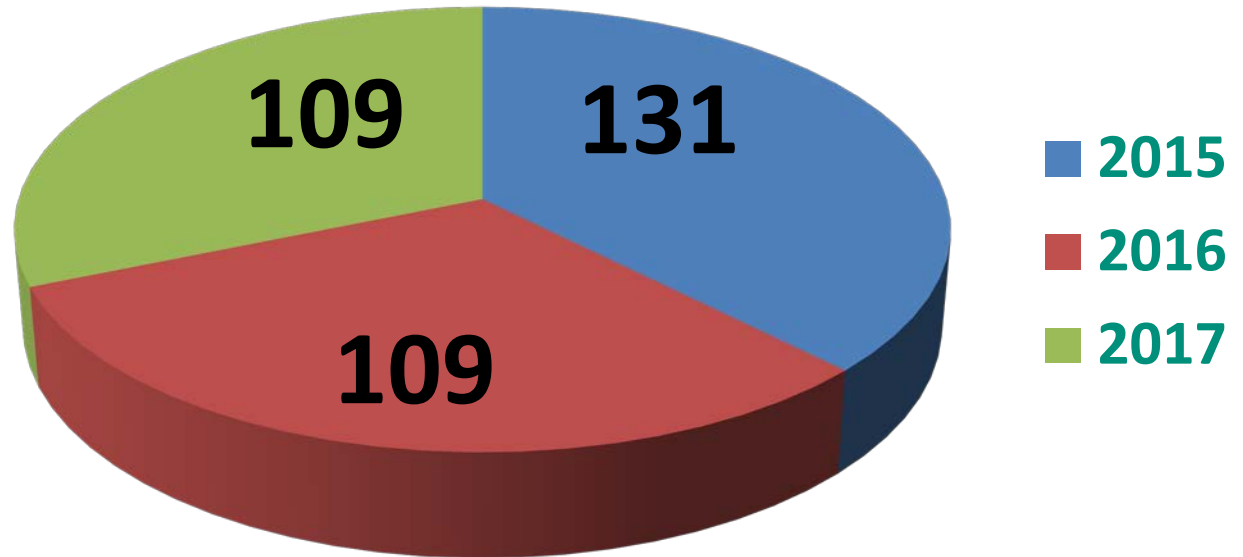
## Collision claims investigation:

- 3 major inland hull insurers involved
- 50 biggest collision claims per annum
- Underwriting years 2015, 2016 and 2017
- Fixed parameters



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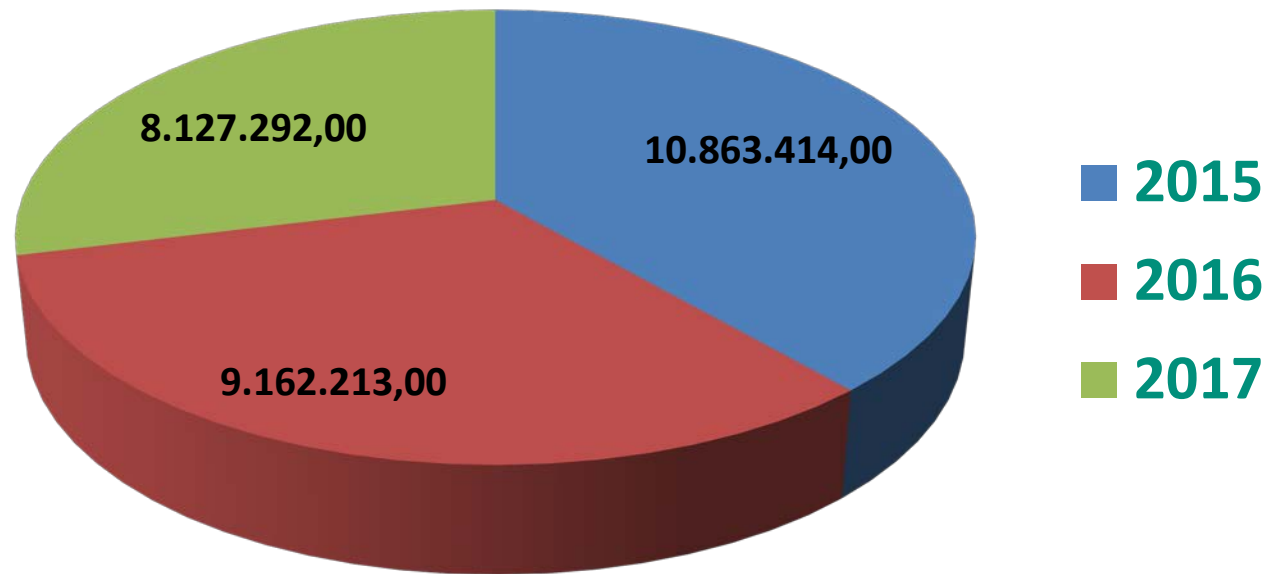
Number of collision related claims investigated by 3 major insurers per underwriting year



Source: IVR

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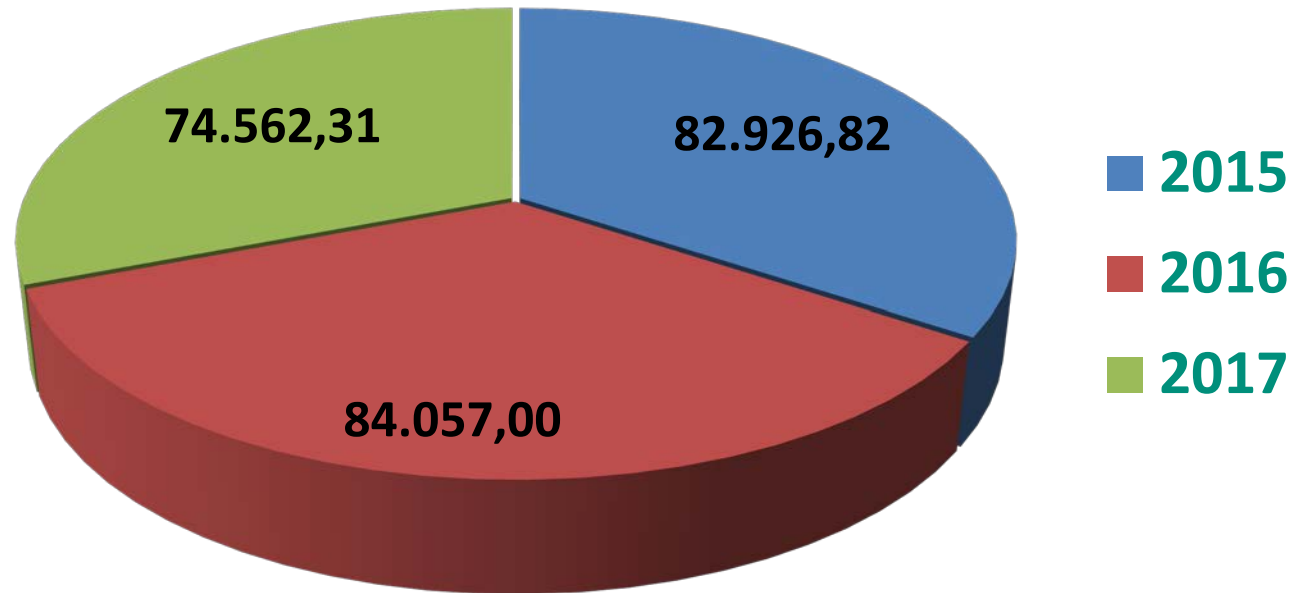
Total amount for collision related claims investigated by 3 major insurers per underwriting year



Source: IVR

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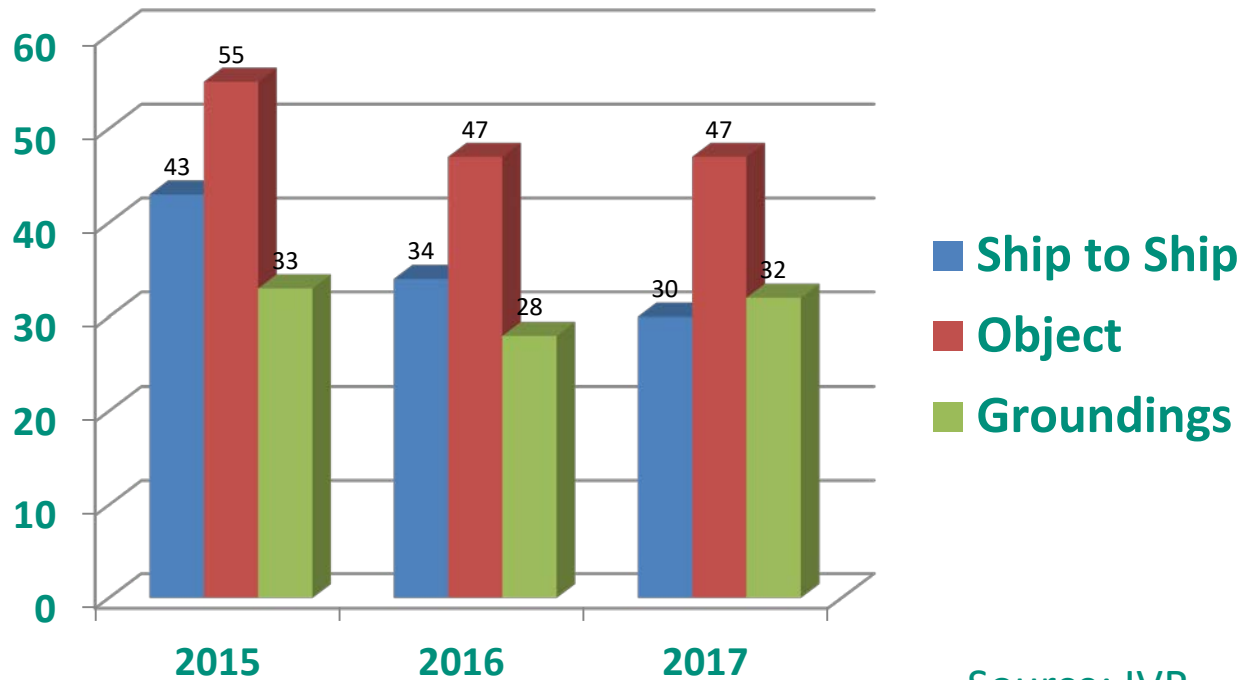
Average amount for collision related claims investigated by 3 major insurers per underwriting year



Source: IVR

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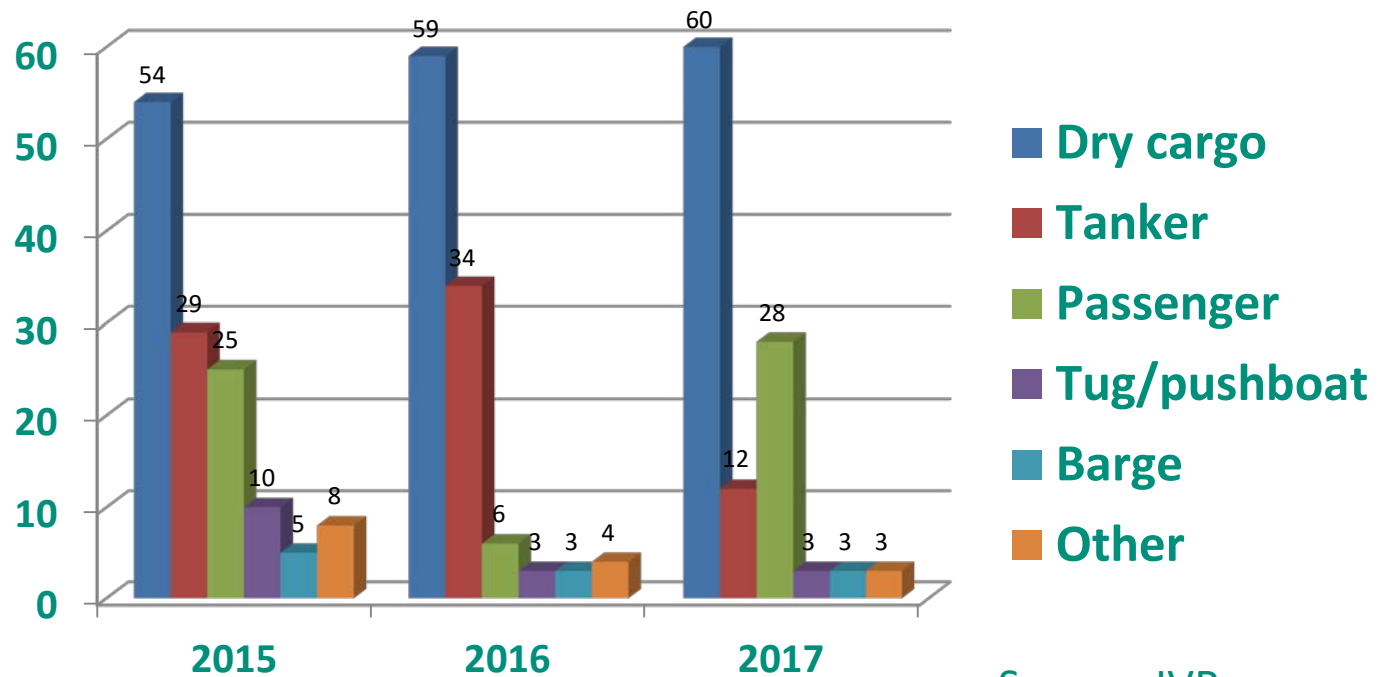
## Claims by collision type



Source: IVR

# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)

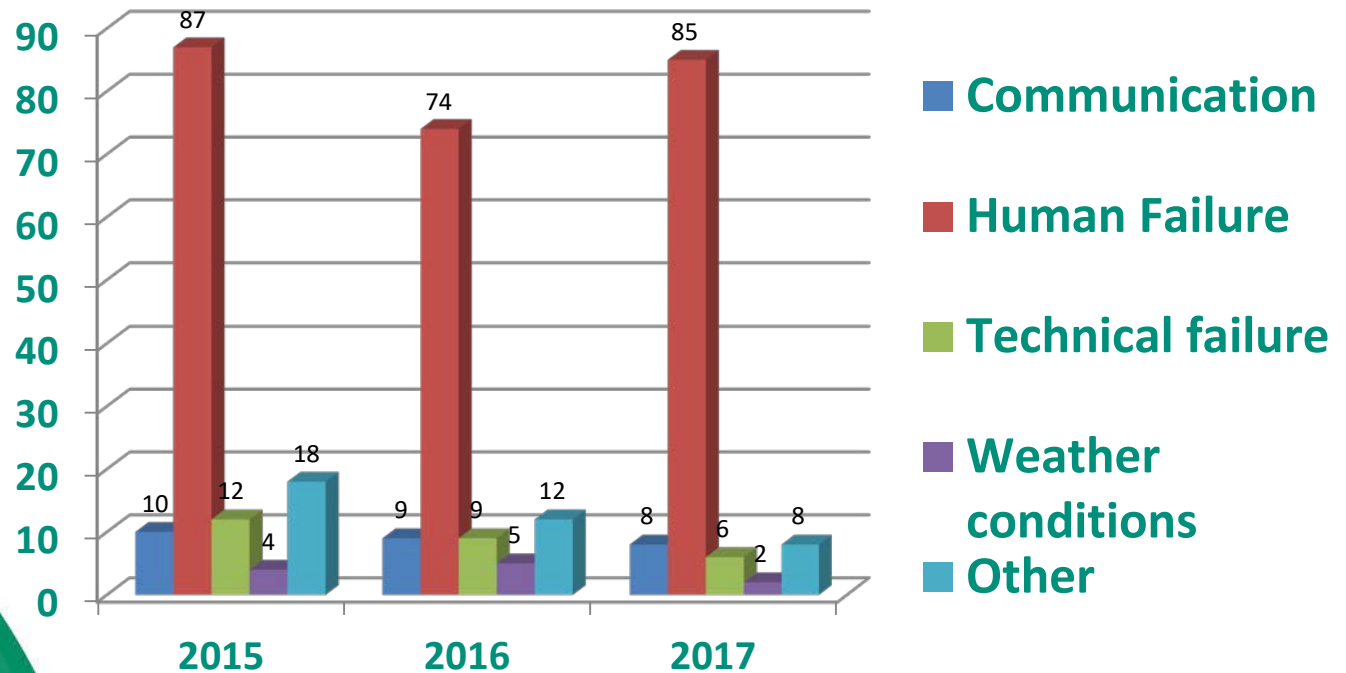
## Claims by vessel type



Source: IVR

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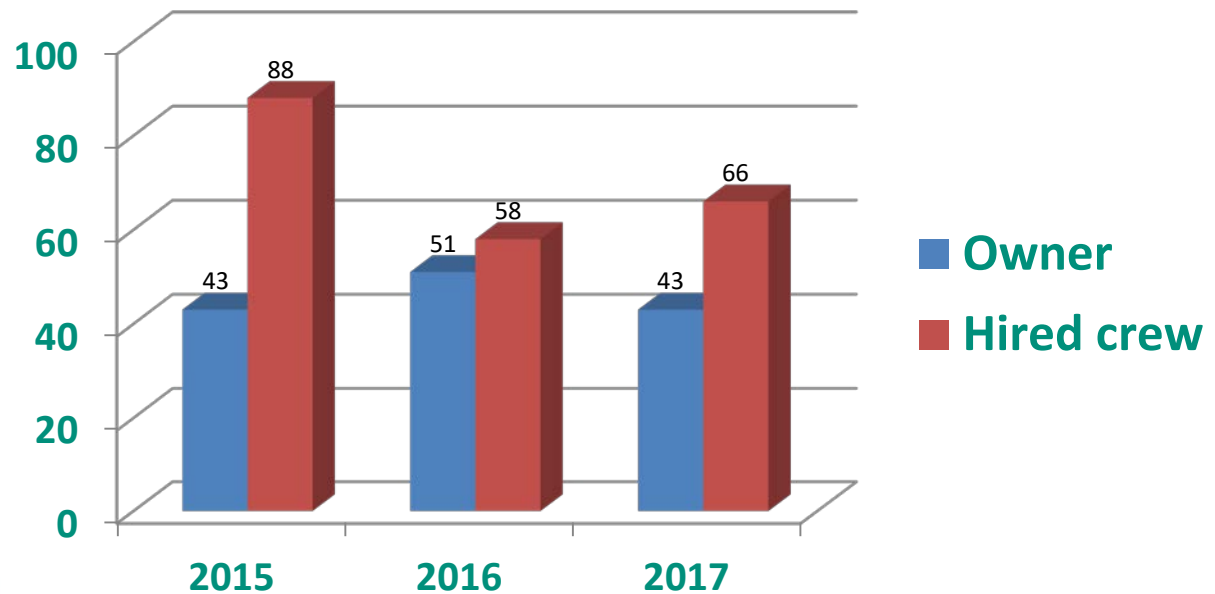
## Claims by cause



Source: IVR

# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)

## Claims by crew type



Source: IVR



# ACCIDENTS IN INLAND HULL NAVIGATION (INSURERS VIEW)



## What has changed:

- Increased number of large vessels (110m and 135M)
- More Shipowners versus captain/owners
- Technological developments (nautical equipment, communication, social media, autonomous sailing vessels)

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## Conclusions:

- Results for Inland hull insurers under pressure
- Human error is the dominant cause
- The industry needs to create more awareness
- Reflection on education, training, legislation and technical developments



# Questions?



Inland shipping | Insurance | Ship's survey | Related sectors