

THE SHIOWNERS' CLUB

'The Future of Inland Navigation' A P&I Perspective

02/06/2022

Ensuring peace of mind



Agenda

About Shipowners Club

Autonomous

- Opportunities
- Potential incidents
- Insurance

Industry Developments

- Computerisation, data and cyber
- Alternative fuels
- The workforce of the future



You're in Safe Hands



The Shipowners' Club



- 165-year-old P&I insurer
- 1 of the 13 Clubs in the International Group of P&I Clubs
- 8,263 Members
- 34,167 vessels
- Approximately 2,000 European inland vessels

EURO P&I Partnership

- Partners since 2013
- One of the leading P&I insurance providers to inland craft owners and charterers



Autonomous Vessels – The Future of Inland Shipping?



Autonomous Vessel Opportunities

- Reduces the scope for human error in day-to-day operations (38% of claims)
- Reduces the cost of on board personal injury claims (42% of claims)
- Reduces the possibility of navigation claims, with improved collision avoidance



Autonomous Vessel Opportunities

- A more dynamic operation at a lower cost
- Global reach
- Environmentally friendly and assists with the green transition
- An opportunity to retrain



A Boston company will control a tugboat from 3,600 miles away

Startup Sea Machines is testing technology that it says could help to automate shipping worldwide.

By [Hiawatha Bray](#) Globe Staff, Updated September 28, 2021, 2:19 p.m.



The Nellie Bly will sail around the coast of Denmark guided by on-board computers and human navigators in Cambridge. SEA MACHINES

Autonomous Vessel Potential Incidents

- Will no on-board supervision lead to otherwise avoidable incidents?
- Will watertight integrity be compromised?
- Will the current lack of regulations be a cause for concern?



Autonomous Vessel Insurance

- Autonomous vessels present a unique risk, in terms of third-party liability insurance
- P&I Club Rules do not always cater for this risk
- The Shipowners' Club has developed an “all risks”, plain language policy, specifically tailored for owners of autonomous vessels
- Currently have 59 autonomous vessels entered with the Club on this policy
- An experienced claims team who can deal with the claims that could arise from the operation of autonomous vessels



Industry Developments

Computerisation, Data and Cyber Risk

Benefit	Risk
Computerisation through paperless online systems can streamline bureaucracy, improving efficiencies	There is a possibility that online documents could be subject to fraudulent activity
Advancements in technology may lead to improved reliability of equipment and systems	New IT and OT system malfunctions may occur that are unforeseen and not yet guarded against
Smart systems that free up workload from people and allow them to focus on other things	System complexity may lead to an increase in the cost of repairs and hence claims
Smart systems protect against a number of 'human elements' that exist	Crew are not properly trained and do not understand new, smart systems
Fleet and industry wide trend analysis that give insight and lead to effective change	Good quality data is needed to ensure that adverse trends are correctly addressed
Data collection allowing for better vessel monitoring by owners and other stakeholders	With more information stored and used online, there is a greater chance of data being manipulated

Alternative Fuels

Operational safety and the environment

- Hazards to personnel
- Hazards to the environment
- Hazards to the vessel
- Regulatory framework
- Training requirements

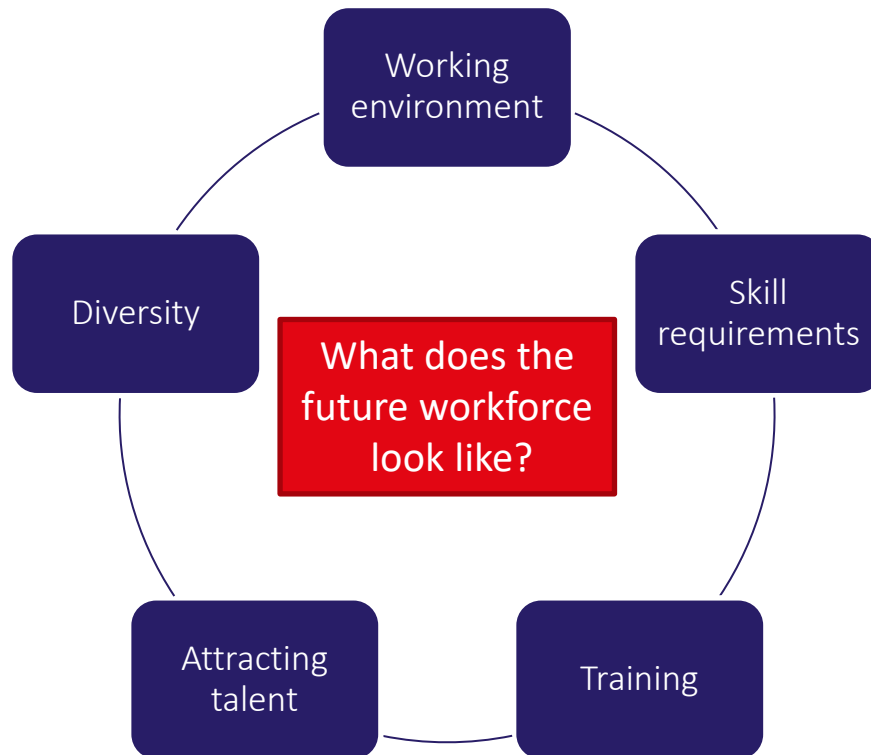
Characteristics for operational use

- Fuel characteristics
- Methods of production
- Carriage states (including transfer/storage on board)
- Possible interchangeability

Characteristics of fuel production

- Sustainability issues
- Fuel availability
- Adoption trends

The Workforce of the Future



22,902

Estimated number of employed persons working on/for European Inland Waterways in 2018*



Closing Thoughts

Collaboration is key and requires involvement from the shippers, ports, operators, insurers and regulators.

It is our mandate to continuously engage with industry stakeholders to enable us to provide the best products that meet industry demands and ensure peace of mind to vessel operators.

Interesting links

[Maxlimer being shipped to Tonga](#)

Sources

Slide 15, Eurostat via CCNR Market Observation - Annual report 2021
https://www.ccr-zkr.org/files/documents/om/om21_II_en.pdf



Thank You!

Find out more about our Autonomous Vessel Product at our website

<https://www.shipownersclub.com/insurance/autonomous>

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