

The Standard Club enhanced PEME scheme – three years of operation

The club's pre-employment medical examination scheme has conducted thousands of PEME examinations since its establishment in 2015. But what were the drivers which led to the creation of the scheme and what have we learned after nearly three years of the scheme's operation?



Richard Bell
Loss Prevention Executive
T +44 20 7680 5635
M +44 7919 492 718
E richard.bell@ctplc.com

Drivers of the scheme

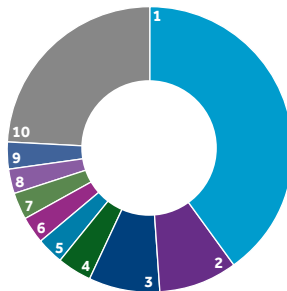
In 2014, The Standard Club's loss prevention department analysed the club's personal illness claims for the prior five policy years, in order to establish how these could be reduced. This provided valuable insight into the club's personal illness trends.

Unsurprisingly, because of the composition of seafarer supply worldwide, Filipino seafarers had the highest number of personal illness claims.



The club's enhanced PEME scheme is designed to give members the confidence that they are aware of all of the risks associated with employing a particular crewmember.

Number of crew claims 2010–2015



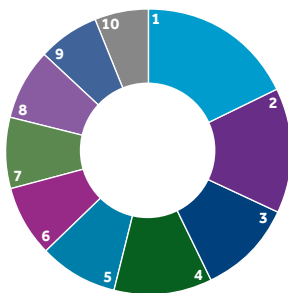
1	Filipino	40%
2	Italian	9%
3	Indian	8%
4	Chinese	4%
5	Ukrainian	3%
6	Turkish	3%
7	German	3%
8	American	3%
9	Indonesian	3%
10	Others	24%

Every P&I club's personal illness statistics will comprise a mixture of illnesses that could not be predicted or prevented and manifestations of chronic treatable illnesses. Claims analysis was undertaken to identify how many Filipino claims were the result of the chronic, detectable, treatable illnesses.

Approximately 50% of the most commonly recorded conditions may have been detected by an enhanced PEME scheme, provided the condition was present at the time of the PEME, particularly in the case of claims involving:

- cardiac-related problems
- heart attacks
- hypertension
- kidney stones.

Filipino crew claims causation 2010–2015



1	Appendicitis	18%
2	Abdominal pain	14%
3	Back pain	11%
4	Cardiac related	11%
5	Hernia	9%
6	Hemorrhoids	8%
7	Heart attack	8%
8	Kidney stones	8%
9	Hypertension	7%
10	Muscular/skeletal	6%

These four conditions alone represented 34% of claims amongst the top ten most commonly recorded conditions for Filipino seafarers.

Based on this claims evidence, The Standard Club engaged with Medical Rescue International (MRI) to create an enhanced PEME scheme comprising 11 clinics in the Philippines. The main objectives of the scheme were to:

1. ensure that seafarers with detectable and treatable conditions were identified at the PEME stage so that they could seek medical treatment before suffering irreversible damage to their health.
2. ensure that members could make an informed decision on the employment of their seafaring staff.
3. achieve an accumulative improvement in the health of participating members' seafarers over time.



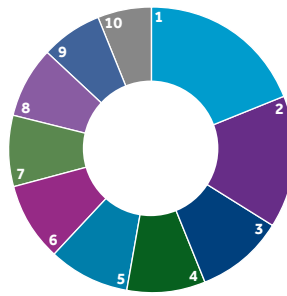
What have we learned?

Since the scheme's inception, around 5% of seafarers have failed the enhanced PEME test. Many more seafarers were identified as having pre-existing conditions that required treatment but that were not severe enough to prevent their continued sea service. The detection of their conditions made treatment and management possible prior to joining a ship, where it would have been much more difficult.

Anonymised data gathered by MRI reveals an interesting picture of who is failing to obtain an enhanced PEME certificate:

- Seafarers over the age of 45 dominate nearly all the condition groups, outnumbering the younger seafarers.
- The majority of the top ten conditions can be directly linked to lifestyle. A healthy lifestyle is key to preventing conditions that may cause disruption to members' activities. Diet and levels of exercise are decisive factors – this is especially true for older seafarers.
- Several ranks are overrepresented within the statistics, including chief cook, bosun and chief engineer. Many job roles on board ships are more sedentary, exposing those staff to greater risk of lifestyle-related medical conditions.

Unfit group, job role: years 1 to 3



1	Able Seaman	19%
2	Chief Cook	15%
3	Oiler	10%
4	Chief Engineer	9%
5	Engine Fitter	9%
6	Bosun	9%
7	Ordinary Seaman	8%
8	Messman	8%
9	Second Officer	7%
10	Third Engineer	6%

This data provides the basis for ship managers to create health and lifestyle programmes which can be tailored to high-risk groups on board their ships.

The top ten reasons for failing the enhanced PEME include a large number of medical conditions that were observed in the claims data research. This is the best indication of the positive impact an enhanced PEME scheme can have on personal illness claims.

Conclusion

Data collection and analysis is a crucial tool in the fight against preventable personal illness claims. Claims data analysis indicated that many personal illness claims could have been prevented by enhanced pre-employment examinations.

Data drawn from the club's enhanced PEME scheme has shown that many of those who fail to obtain a certificate within the club's enhanced PEME scheme are suffering from very similar conditions as those observed in the club's personal illness claims. This correlation is crucial to understanding why the club's enhanced PEME scheme is such an important initiative and how it delivers value for money for club members.

The data is also useful for members who can use it to develop their own policies and initiatives designed to reduce the likelihood of their seafarers presenting a personal illness claim.

Unfit group, medical conditions by age group: years 1 to 3

