



Standard  
Club

By your side

Strike & Delay Insurance

# Are you covered for the cost of delays?







**Standard  
Club**

The Strike & Delay class became part of the Standard Club group of companies in February 2019. Standard Club is a specialist marine and energy insurer known for its diverse membership, pioneering loss prevention expertise and attractive pricing. Through the Standard Club, Strike & Delay have access to further resources, expertise and services when needed. To find out more visit [www.standardclub.com](http://www.standardclub.com)

The Strike & Delay class specialise in helping ship operators to protect their revenue and control costs.

Whether you're an owner or charterer, your ship is at risk of unexpected delays. The Strike & Delay cover we offer provides protection from costs caused by 29 different delay risks.

## Are you covered?

### Underwriting

Flexibility, breadth

We provide protection and indemnity cover and associated insurances for shipowners, charterers and offshore energy operators. We are S&P 'A' rated and one of the premier mutual P&I insurers by tonnage and membership.

- ▷ **Core P&I**
- ▷ **Defence Cover**
- ▷ **Inland and Coastal**
- ▷ **Offshore**
- ▷ **Strike & Delay**
- ▷ **Tailored Insurances**
- ▷ **War Risks**

### Risk Management

Security, guidance

Our teams of marine and technical experts provide advice and best practices that underpin our ability to manage risks, deliver value and sustain financial security.

- ▷ **Risk Reviews**
- ▷ **Loss Prevention Advice**
- ▷ **Data Analysis and Insights**
- ▷ **Safety Guidance**
- ▷ **Best Practice Manuals**
- ▷ **Events and Training**
- ▷ **News and Opinion**

### Response

Wherever, whenever

Through offices in major hubs and a network of correspondents, we cover the globe, responding to incidents with immediate, practical advice and ongoing support to resolve matters as positively as possible.

- ▷ **Claims Handling**
- ▷ **International Offices**
- ▷ **24 Hour Support**
- ▷ **Global Network**

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## Underwriting

Our product is a primary business interruption cover, complementing P&I and Hull and Machinery cover. The cover protects a shipowner's or charterer's profit when the ship is held up by strikes, port closures, collisions, breakdowns and other unexpected delays. The product is a tailored package of 29 risks which are chosen by the member, depending on their ship type and trade. Our aim is to make sure you get the cover you want.

## Risk Management

The Strike & Delay class has a dedicated committee, with a representative on the Standard Club board.

Guidance and advice from the club helps members operate as safely as possible, stay ahead of changing regulations and mitigate operating risks. Our team specialise in specific ship types or geographical regions so they can provide tailored and relevant advice and guidance. They contribute to the wealth of best practice knowledge, news and opinion available to members on the club's online platforms.

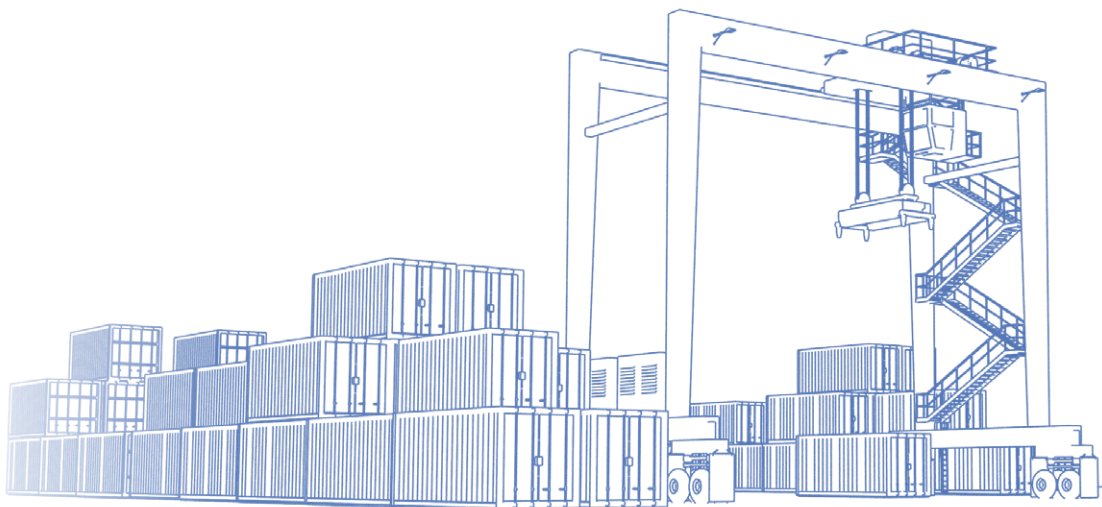
## Response

Our team includes experienced claims handlers who understand the risks associated with operating a ship in the unpredictable oceans, seas and waterways around the world, and the types of delays encountered.

Our people are quick thinking and resourceful, tackling every matter with an open mind and a creative approach. We find ways of resolving situations and crises in the most positive, supportive and compliant ways possible. We don't throw the rule book at you.

Through offices in major hubs and our specialist team, we cover the globe, responding to incidents with immediate, practical support to resolve matters as efficiently as possible.

**We pay for delays.**



## Configurable to cover your costs

1. Our aim is to make sure you get the cover you want.
2. You choose the specific risks from our extensive range. Premiums are based on daily operating costs or hire.
3. We provide you with cost-effective mutual insurance and first-class service.

Strike & Delay cover complements P&I cover, as well as Hull and Machinery (H&M) and Force Majeure (FM) insurance.

Minimum deductible (days)			
Maximum cover (days xs deductible)			
Onshore risks			
1 Strike, lockout, revolution, rebellion, insurrection, riot, civil commotion, political protest, action by environmental objectors	20	1	FM
2 War & Piracy	20	1	FM
3 Fire, explosion or mechanical breakdown on land	20	1	FM
4 Extreme weather events on land	20	1	FM
5 Earthquake, volcanic eruption, avalanche, heave, landslide or subsidence	20	1	FM
6 Aircraft impact or accident, or delay to or misdirection of air cargo	20	1	FM
7 Accidental loss or damage to any vehicle during transshipment of cargo or spare parts	20	1	FM
8 Partial or total closure of a port, berth, sea-lane or waterway	20	1	FM
9 Physical obstruction, high or low levels of water in any port, berth, sea-lane	20	1	FM
10 Closure of a border for political purposes, import export controls, embargo	20	1	FM
11 Physical or electronic damage caused by strikers, vandals, terrorists	20	1	FM
12 Expropriation, confiscation or seizure of cargo	20	1	FM
13 Cyber	20	1	FM
Shipboard risks			
14 Strike of crew and officers	20	1	
15 Collision, stranding, grounding or striking any FFOs	17	4	P&I, H&M
16 Other damages caused to the vessel	20	1	H&M
17 Illness, injury, death	20	1	P&I
18 Contraband	20	1	
19 Pollution	20	1	P&I
20 Desertion of crew or officers	20	1	
21 Action of authorities	20	1	P&I
22 Stowaways, rescuing refugees or saving of life at sea	20	1	P&I
23 Quarantine	20	1	
24 Fire, explosion on board or breakdown of machinery	7	7	H&M
25 Off-spec bunkers	17	4	H&M
26 Piracy, kidnap and ransom	10	1	
27 War	10	1	
28 Cyber	20	1	

# Global Risks

To help understand the range of situations in which Strike & Delay cover could help ship operators protect revenue and control costs, we have collated examples of real claims presented to us in the past year.

## Predicted Risks 2020/21



Environmental Issues



Geopolitical Tension



Cyber Attacks and Data Theft

Key:



Standard Club offices



Standard Club representative offices



Standard Club **New York**

Standard Club **Bermuda**

## North & South America

### British Columbia – November 2019

Canada's largest rail union held a week-long strike which halted shipments of oil, grains and potash to key export ports on Canada's west coast, delaying vessels waiting to load. (7 days)

### Chile – October 2019

Civil unrest erupted in Chile affecting key infrastructure including ports. Multiple port strikes and closures were exacerbated by ad hoc blockage of key roads, causing significant delays throughout the country. (Varied but up to 6 days)

### Houston – March 2019

Following a fire at a petrochemical tank farm, the Houston ship channel was closed in both directions, leading to significant delays for tanker traffic entering and leaving the area. (8 days)

### Mississippi – June 2019

Extraordinary water levels experienced in the spring and summer led to the flooding onshore of terminals and significant changes in the watercourse at certain points. This in turn led to delays being experienced by ships operating in the area. (3-8 days)

### Uruguay – August 2019

A laden handysize bulker grounded in the Martín García channel, located between Uruguay and Argentina in the northern part of the Río de la Plata estuary, leading to a blockage of the waterway in both directions. (4 days)





## Europe/Middle East/Africa

### Saudi Arabia – September 2019

Following an attack on two major Saudi Arabian oil production facilities, production was cut by half, leading to short immediate delays at the key export port of Ras Tanura for vessels in the region and further delays as a result of congestion in the following weeks. (7 days)

### South Africa – November 2019

A truck carrying heavy equipment collided with the Transnet railway bridge, causing severe damage to the bridge as well as the railway tracks. The railway authorities took the decision to close this line which is mainly used to carry manganese ore from the mines to the port of Saldanha, causing a delay in loading. (11 days)

## Asia Pacific

### Australia – March 2019

Major shipping ports on the coastline were forced to cease operations in advance and in some cases for up to 11 days after a category 4 severe tropical cyclone. Rail and sorting yards as well as mines further inland were affected by flooding, creating significant backlog in the weeks afterwards. Infrastructure was damaged at certain ports, leading to reduced export capacity for a number of months afterwards. (Varied but up to 11 days direct delay)

### Thailand – June 2019

Suspected misdeclaration of calcium hypochlorite led to an explosion and damage to a container terminal at the Laem Chabang Port, Thailand. Following the explosion, authorities decided to close the terminal and surrounding berths whilst investigations took place, leading to immediate delays for vessels due to call there and ancillary delays due to congestion. (5 days)

Keep up to date by visiting the Knowledge Centre section on our website [standardclub.com](https://www.standardclub.com)

 **@StandardPandi**

 **Standard Club P&I**

 **The Standard P&I Club**

Standard Club is comprised of the entities listed below. To identify your insurer within Standard Club please refer to your policy documents for the relevant policy year or please contact us. To best serve customers, Standard Club uses international correspondents, which may be another entity within Standard Club.

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