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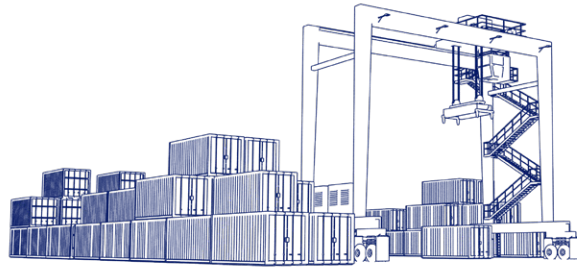
**Strike & Delay Insurance**  
**Are you covered:**

# Traders and charterers

We 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 | 30 different delay risks.

**Are you covered?**



You are a charterer/trader and the ship you have chartered is delayed:

- What do you stand to lose if this happens?
- Will it be placed off-hire? What if it can't be placed off-hire?
- What impact will this have on the voyage profit?
- What if you have multiple vessels delayed by the same event?

Main delay risk exposure faced by charterers	Recent notable events covered by the Class
<b>Onshore strikes</b>	From December 2020 to January 2021, Argentinian ports were heavily affected by the strike of various workers' unions involved in the grain trade.
<b>Port closures</b>	Port closures due to named storms (e.g. Cyclone Amphan, Hurricane Ida).
<b>Physical obstruction</b>	Blockage of the Suez Canal following the grounding of a large container ship.
<b>Fire, explosion or breakdown of machinery on land</b>	Closure of the Houston shipping channel following a fire of oil storage tanks on land.
<b>Extreme weather events on land</b>	Disruption to shoreside supply chain including damage to inland facilities and infrastructure.
<b>Border closure</b>	China's import restrictions on Australian coal.

In recent years, charterers are increasingly exposed to losses from delays arising from shipboard perils. Our cover could respond to delays arising from the below.

**SOLAS deviations**

Including the rescuing of refugees and migrants in the Mediterranean/Mexican Gulf.

**Off-spec bunkers**

Delays incurred as a result of debunkering, tank cleaning and rebunkering from off-spec bunkers posing a threat of machinery damage.

The delay losses suffered by ships due to any of the above insurable events, as well as the consequential congestion flowing from such events, is recoverable excess of the applicable deductible up to a maximum of 20 days (17 days for off-spec bunkers cover).



# Scenarios



To help understand the range of situations where Strike & Delay cover could help charterers and traders protect their voyage profit and control costs, please see example claims scenarios below.

## Saving of life at sea

The ship was on passage when the master received a message from the Maritime Rescue Coordination Centre (MRCC) of Malta to assist a fishing boat in distress, with migrants on board. The ship successfully carried out a rescue operation and 207 persons were saved. The ship was instructed to proceed to Sicily to disembark the refugees. When the ship reached the designated port, the authorities were unable to deal with the migrants and the ship was directed to an alternative port where the migrants were finally disembarked.

**Time lost:** 5 days

**Daily entered sum:** \$25,000

**Recoverable?:** Yes. Rule 3.29 – ‘stowaways on board, rescuing refugees or saving of life at sea by the entered ship’.

**Amount:** \$100,000 – 4 days excess 1 day deductible

## Damage to port infrastructure

Kolkata Port’s wharves are badly affected by the named storm, rendering them unusable for a number of weeks afterwards. On the port’s reopening, ships experience delay as the loading speed is reduced.

**Time lost:** 4 days

**Daily entered sum:** \$35,000

**Recoverable?:** Yes. Rule 3.4 or possibly 3.8 (depending upon the factual circumstances)

**Amount:** \$105,000 – 3 days excess 1 day deductible



## Damage to inland facilities and supply chain infrastructure

Following the passage of Cyclone Amphan over the West Bengal region, several mines and their infrastructure are severely affected by flooding. This leads to a prolonged suspension of operations and impacts the loading schedule at surrounding ports. This causes severe delay in the production and transport of cargo to port facilities for transshipment. A Panamax bulk carrier is delayed by 14 days because of this damage and delay.

**Time lost:** 14 days

**Daily entered sum:** \$30,000

**Recoverable?:** Yes. Rule 3.4

**Amount:** \$360,000 – 12 days excess 2 days deductible

## Consequential delay caused by a covered risk

In the weeks following the reopening of the ports, congestion forms at various terminals in the region. This congestion, which is a direct result of the damage caused by Amphan, continues for some weeks as full capacity returns to the region.

**Time lost:** 9 days

**Daily entered sum:** \$15,000

**Recoverable?:** Yes. Rule 3.4

**Amount:** \$120,000 – 8 days excess 1 day deductible

## Closure of a port by a lawful authority

The loading operations of a handy-size bulk carrier are suspended by authorities at Haldia due to the imminent arrival of a category 5 tropical cyclone. This cyclone has been assigned a name by the India Meteorological Department. The vessel is moved to the anchorage and awaits the arrival of the cyclone 2 days later. The delay suffered by ships due to the arrival, passage and possible congestion flowing from a named cyclone is recoverable excess of the applicable deductible up to a maximum of 20 days.

**Time lost:** 8 days

**Daily entered sum:** \$15,000

**Recoverable?:** Yes. Rule 3.8

**Amount:** \$90,000 – 6 days excess 2 days deductible

## Argentina port and grain workers strike

Argentina's port and grain workers went on strike for more than 20 days demanding a wage rise, paralyzing the country's port terminals and the agriculture industry.

**Time lost:** Over 20 days including subsequent congestion

**Recoverable?:** Yes. Rule 3.4. Around 20 entered ships were affected and the Club settled claims exceeding \$2m in the aggregate.

## Suez Canal blockage

A 20,000 TEU container ship lost control whilst transiting the Suez Canal and grounded, subsequently blocking the Suez Canal. After numerous attempts, the ship was only able to be freed after 6 days before other ships could begin transiting the Suez Canal again.

**Time lost:** 2 ships operated by Member 'A' were affected - 6 days and 8 days (including congestion)

**Daily entered sum:** \$30,000 and \$35,000

**Recoverable?:** Yes, Rule 3.9

**Amount:** \$150,000 and \$245,000 – 5 days & 7 days, excess 1 day deductible. Total amount recovered by Member 'A' \$395,000

## Other events where our cover responds

- Drone attacks on oil installations in Saudi Arabia restricting crude output and causing delays at oil terminals.
- Collapse of the Brumadinho Dam in Brazil which subsequently affected the iron ore output.
- Derailment of a train causing damage to the railway lines in Australia, bringing disruption to the largest transit corridor for coal to Port Hedland from the country's mines inland.
- Delays arising from the closure of the Mississippi ship channel and damage to port infrastructure caused by Hurricane Ida.

If you would like more information or a quotation, please get in touch with your usual Standard Club contact.

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

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 The Standard P&I Club

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