

Global service
built around you

4.2m

North

Correspondents

Draught Surveys & Cargo Care Check Lists / Shipper's Declarations

The vast majority of cargo claims that North's claims adjusters routinely face in various jurisdictions, are both cargo quantity shortage and damage/condition claims, particularly with bulk dry cargo.

Global Infrastructure of alternative fuels

The combination of IMO and regional greenhouse gas reduction targets mean that alternative fuels infrastructure will be developing at a fast pace globally.

ISSUE 7:
NOVEMBER 2021

www.nepia.com

Correspondents

Welcome to our seventh Correspondents Newsletter.

View from the bottom!

It has now been several months since Nick retired from North and I am sure that he is enjoying the view from the top of the mountain. Unfortunately (keeping Nick's analogy) I am at the bottom of the mountain looking up!

Thankfully I have had a very good teacher in "Sherpa Tonge" and a very good team to help scale that mountain with my colleagues and of course you, our correspondents before I too eventually retire. I will stop there with the (very poor) mountaineering comparisons and I hope that you enjoy our 7th edition of the Correspondents' Newsletter.

Update your contact information



We remind correspondents to regularly check North's website to ensure that we are holding the correct contact details and to advise: Neil Watson: neil.watson@nepia.com of any changes, as we will no longer be sending an annual request for updates. Remember if this information is not correct then you may miss out on an instruction.



North

Copyright © 2021 The North of England P&I Association Limited. All articles or extracts may be quoted provided that North is credited as the source.

100 The Quayside,
Newcastle Upon Tyne NE1 3DU UK
Telephone: +44 191 2325221
Email: neil.watson@nepia.com
www.nepia.com

HOW HAVE WE DONE?

Let us know what you think of the latest edition. Contact: neil.watson@nepia.com

CONTRIBUTORS

Contributors: Neil Watson, Linus Wang, Mark Smith and Dev Lajmi.

Photographs: Shutterstock and Adobe Stock

Thanks to: Mr Mu from Huatai.

INSIGHT ARTICLES AND BACK ISSUES

Current articles from the Correspondents Newsletter and back issues are available online at: www.nepia.com/latest/publications/newsletters

JOIN THE CONVERSATION

www.nepia.com

@NorthPandIClub

NorthPandIClub

The North of England P&I Association Limited

North P&I Club

International Group scholarship programme

The International Group of P&I Clubs and P&I Qualification Committee are pleased to announce the launch of an annual scholarship programme for those who are interested in embarking on a career in P&I and would like to take part in the highly successful P&I Qualification programme.



Scholarship details

The scholarship will provide textbooks for all seven modules (both electronic and hard copy), meet all exam fees needed to complete the course and provide mentoring to successful candidates. For more information about the P&I programme click here: www.igpandi.org/pandiq-modules

Scholarship eligibility criteria

There is no age limit on the scholarship, which is open to all who fit the below criteria:

Candidates should:

- Ideally, have experience within the maritime industry
- Have a good standard of written and oral English
- Be unable to meet course fees because of financial need
- Have achieved sufficient general qualifications to support capacity for a more challenging qualification
- Demonstrate a desire to follow a career in the maritime industry

Application

Applications will be by way of a letter from the candidate, in English, detailing their current qualifications and experience and setting out why they desire the scholarship / how they would put it to good use. A letter of support from a current or former employer, or other sponsor/referee must be supplied to accompany this.

Completed applications should be sent to lisa.casey@igpandi.org

Applications may be made at any time throughout the year, but scholarships will be awarded at the end of each year. Two scholarships will be awarded each year.

The deadline for the 2022 scholarship will be 31 December 2021.

By Neil Watson
Deputy Director (Correspondents)

P&I Qualification - Pandirevision



As I write this a lot of my colleagues are presently studying for their next round of their P&I Qualification hot on the heels of receiving their grades from the last round of exams. Any new starter at North is encouraged to take part in the P&IQ, which North believes is an essential tool not only for anyone starting out in P&I, but also for those more experienced who want to have a more rounded knowledge of the business.

Since the P&IQ was opened up to correspondents in 2018 we are pleased with the number of correspondents who have taken part in the program with some even passing Module 8 and receiving their P&IQ Diploma. The textbooks provided by the IG that accompany Modules 1-7 also act as excellent reference material for the future use.

The majority of correspondents however take Modules 1-3 to obtain their P&IQ Certificate. Although this is a little late for the current round of exams, if you or your colleagues require any assistance passing Modules 1-3, Messrs Pandirevision (<https://pandirevision.com/>) are an independent company who are licenced to use the IG training materials to assist you in revising for the qualification.

Please note that this company is not a Member of the North Group of Companies and is not owned or operated by the International Group of P&I Clubs.

By Neil Watson
Deputy Director (Correspondents)



Global Infrastructure of alternative fuels

The combination of IMO and regional greenhouse gas reduction targets mean that alternative fuels infrastructure will be developing at a fast pace globally.

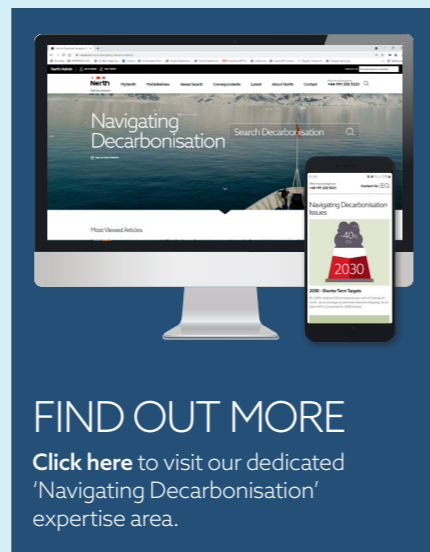
We anticipate development of the below infrastructure as a minimum in many jurisdictions:

- Shore electrical power
- Biofuels
- Green Hydrogen and electrolysis plants
- Ammonia
- Methanol
- LNG
- Renewable energy infrastructure
- Carbon capture infrastructure

We would really like to hear from you if there any fixed development plans announced in your region or even it has been discussed at a regional level with the governments. Timelines and costs are of particular interest.

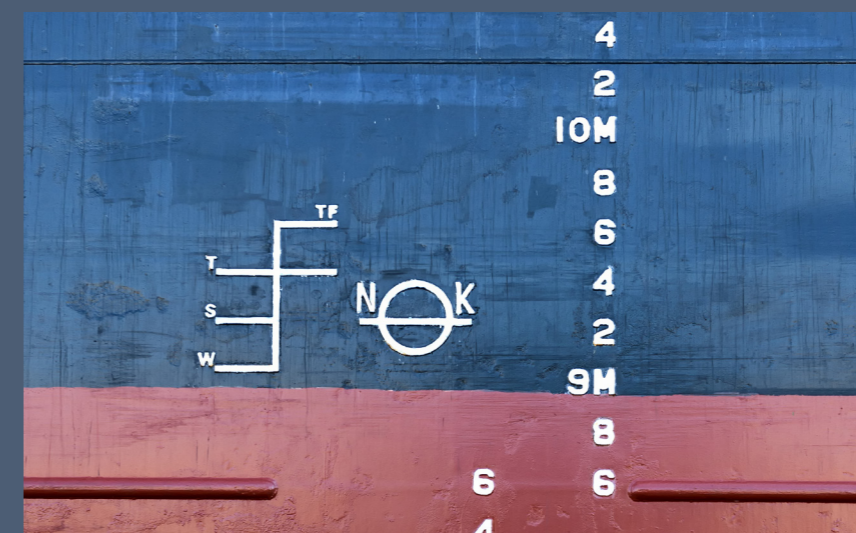
We intend to provide this information to our Members and Policy Holders via North's website to continue to allow them to trade with confidence around the world.

By Mark Smith
Loss Prevention Executive



Draught Surveys & Cargo Care Check Lists / Shipper's Declarations

Correspondents will be aware that the vast majority of cargo claims that North's claims adjusters routinely face in various jurisdictions, are both cargo quantity shortage and damage/condition claims, particularly with bulk dry cargo.



All clubs have circulated numerous loss prevention publications on draught surveys, carriage precautions and checklists, to cater to both ship and shore staff for their guidance and good use is made of these publications by correspondents and appointed surveyors routinely.

However, on occasion, we do find a broad variation in the standard of surveys and the level of detail in the reports received from appointed surveyors, which could then limit our ability to rely on these reports for their evidential value at a later date.

In our effort to improve our services to Members, North as you know have undertaken to issue fairly detailed instructions covering draught surveys, steel preload and hatch cover surveys etc. These may also include easy to use draught survey and cargo care checklists by way of attachments for correspondents, surveyors and the ship's reference alike. The sole purpose of these instructions and the supporting guidance documents that accompany our

appointments are to simply ensure an acceptable and usable standard of survey reportage expected from appointed surveyors and their coordinating correspondents. Whilst this is something which undoubtedly is already being carried out by surveyors generally, it is with a view to enhance and improve the quality of the reporting broadly, by trying to achieve a more or less common standard.

If anyone has any concerns over the instructions received when being asked to carry out a draught survey, steel preload and hatch cover surveys etc. please liaise with whomever instructed you from North. If you would like to know more, please contact any of North's claims staff and we would be happy to provide clarification.

For more information please, refer to North's extensive Loss Prevention publications which are available free to our correspondents who have registered on our website.

By Dev Lajmi
Deputy Director (Claims) Greece

Mighty Hike 2021

26 miles from Alnwick to Bamburgh and with a little sunburn and a lot of sore muscles.



Sachin Shanbhag, Sam Nicholls, Julie Stewart and Emma Logan from North.

In June a team from North took part in the annual "Mighty Hike" for Macmillan Cancer Research. This is a full marathon distance walk taking in the breath-taking scenery of the Northumberland coastline from Alnwick Castle to Bamburgh Castle.

They said, "The mile or so before the lunch stop, in the hottest part of the day, was probably the toughest part of the hike, but we persevered and were rewarded with glorious sea breezes to cool us down. Then, in the last leg, seeing Bamburgh castle off in the distance and knowing we were almost to the end, was a great source of motivation.

We would like to say a huge thank you to North's correspondents who donated towards this. With your help we've raised well over £3,000 and absolutely smashed our original target! Every donation is a valuable contribution to this great cause, so thank you again for giving."

By Neil Watson
Deputy Director (Correspondents)

The Correspondents' questionnaire

Following on from our regular feature of asking one of our correspondents to shed some light on their experiences working as a P&I Correspondent and with North, Linus interviewed Mr. Mu who is the General Manager of Marine Service Management Department at our Correspondents throughout China, Huatai Insurance Agency & Consultant Service Ltd.

Q How long have you been in a correspondent and how did you start in the industry?

A I started in 1995 after graduating from university and have been in correspondent business for 26 years now. "Insurance" was a fairly new idea back in 1995 in China, but I found it interesting (and better-paid) compared to many other jobs. I therefore approached PICC (the People's Insurance Company of China) who offered me a place in their Correspondents Department given my language skills in English. Frankly speaking, I think that I started my career without the least idea what P&I was.

Q What are your earliest / most memorable recollections of working with North?

A "North" people are friendly and easy-going. Actually the first training on P&I took was the Training Course by North at Hong Kong. A very informative seminar and the first opportunity for me to personally catch up with North people. I was most impressed with Nick Tonge. When my colleagues and I paid visit to Newcastle we, along with correspondents from other countries, were entertained by North group by group. Nick told me Huatai was one of the top correspondents in terms of share of North's global business, and he saw to keep us company all the way through. I recall we had luncheon with Nick and a few of his colleagues in an Indian restaurant, with many rounds of drinks over lengthy talks of whatever interested us. After the lunch Nick showed us around the city and saw us off at the railway station. It is always a nice memory because North is never condescending, as we find with some clients in China. I was born in northern China, which makes me more appreciate the style of North as being simple and down to the earth.



Mr Mu visiting Nick Tonge from North in Newcastle

Q What is the current state of the shipping industry in your country?

A One report I recently read says among the top 10 highest throughput ports in the world, 8 are in China. It's a quick indication that China is playing an increasingly important role in global shipping these days as one of the biggest economies on the earth. I trust we are going to see legislation in China keep up with the progress of shipping in China, given its importance on the world's economy.

Q Can you mention one of the most interesting and / or challenging cases you have dealt with?

A Quite a few in the past 20 years. I give you some examples.

1. A case of collision with fishing boat whereby 7 fishermen went missing. The investigation took our surveyor and myself into a remote village. We did not blend in well and were spotted instantly by how we dressed and were surrounded from all sides by local people who threatened us asking for immediate cash compensation or blood from us. A fishing bureau officer came to our rescue (thankfully he was pre-advised of our visit) and put us in his house until it was safe to leave. We carried out our investigation and left as quickly as possible after that!
2. I was also involved in a case involving 3 "professional" stowaways who were allowed to disembark at Beijing. They initially appeared to be cooperative, taking the new clothes we bought them and were happy with the pocket money provided. Unfortunately at the last minute before boarding the plane at Beijing airport, they demanded more cash from us. I told them that I only had US\$400 left in my wallet (part of our plan) and they can have this or otherwise we would have to take them back to the ship, who were heading to nowhere they wanted to go. They happily accepted the US\$400 and

took a photo with me and the immigration officer before flying home.

3. Following a large pollution, I had to assist with the visit from an expert from ITOPF who were appointed to assist with the clean up. We arranged meetings with the MSA (Maritime Safety Agency) and the various other interested parties. When the lady from ITOPF told them that she came here to help with the claims against the vessel owner and because of how ITOPF is funded, no body needed to pay her, nobody believed her (not even the MSA officers). This was very much against the logic long held in China. I spent hours explaining this to everyone until the expert was finally cleared to carry on her task.

Q What are the challenges you face locally in attending to the vessel's interests?

A The leading challenge now is all the inconvenience and additional costs that owners have to bear due to draconian Covid-19 containment polices which vary from one place to another.

Q What has been the biggest challenge to you and your colleagues during the COVID-19 Pandemic?

A

1. No medical assistance can respond in time to the routine illness and injury of the seafarers.
2. Access onboard for survey and investigation is constrained.
3. A vessel would be prohibited from carrying out cargo operation by a port when a Covid-19 active case manifested onboard, and huge economic costs would ensue.

Q What prevailing shipping trends in your jurisdiction?

A

1. The modification of Maritime Code of China started in 2020. Unfortunately this is losing momentum in recent months, but "everyone is equal before the law" has always been our target, for instance on the ability to limit liability.
2. The legal liability with respect of personal injury and pollution, as well as penalty resulting therefrom, is likely to increase with the development of relevant law.
3. Although China is not a case law country, we may see more judgements based on previous cases being followed by juridical practice on shipping and maritime matters. This provides more certainty on cases with the same set of facts.

Q What are your top three tips for reducing / defending claims locally?

A

1. To maintain communication with the Maritime Court and the MSA, to learn the ethos of how they want to go about various cases, so our starting strategy will not go wrong when claims do happen.
2. To preserve and protect useful evidence, so we can be more proactive in defence.
3. To put every aspect of a case under consideration, to choose the most suitable surveyor and lawyer to defend, and to choose the best timing and venue to settle.

Q What are your passions outside of working as a correspondent?

A If drinking counts one, then I'd say beer is my passion next to none, and that's the way I made a lot of friends with North! Apart from that, I like playing badminton and stamp collecting.

Q How do you see the role of the Club Correspondent evolving over the coming years?

A The technologies are arriving, especially those in IT field, and the information conveyance part of a correspondent's function is becoming obsolete. Meanwhile, a correspondent is compelled to provide more professional service with more value-added. Huatai have been doing more circulars than before, keeping the Clubs and their Members more closely informed of the new rules and regulations. We handle about 3,000 new matters every year, which puts us in a good position to advise the Clubs about defence strategy and best possible settlement terms, due to our experience in the large quantity of claims to do comparison and analysis against.

Q Do you have useful tips for claims handlers at North?

A If possible, we would like to make arrangement for North claims handlers to visit China, to speak face-to-face with people of Maritime Courts, the MSA and with the Chinese claimants. That I believe will help the claims handlers to learn more about China and to understand better what a correspondent can contribute to a case.

By Linus Wang
Senior Executive (Claims)

GDPR (General Data Protection Regulation)

North Group is subject to the EU and UK General Data Protection Regulation. Details of the how we deal with personal data are available from www.nepia.com/privacy-policy

We are required to take appropriate measures to safeguard personal data, in particular personal data relating to crew injury or illness, so we may encrypt or secure information we send you. Correspondents are encouraged to ensure they are dealing with personal data in accordance with applicable legal obligations; in particular, emails or documents relating to crew injury or illness claims may require additional protection. Examples of good practice are password protecting or encrypting documents when practicable, and checking that email recipient lists are correct and limited to those who need to see any personal data being sent.

Connect

 www.nepia.com

 [@NorthPandiClub](https://twitter.com/NorthPandiClub)

 [NorthPandiClub](https://www.facebook.com/NorthPandiClub)

 [The North of England P&I Association Limited](https://www.linkedin.com/company/the-north-of-england-p-i-association-limited)

 [North P&I Club](https://www.youtube.com/channel/UC...)