

FACILITATION COMMITTEE  
43rd session  
Agenda item 13

FAL 43/13  
1 February 2019  
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**CONSIDERATION AND ANALYSIS OF REPORTS AND INFORMATION  
ON PERSONS RESCUED AT SEA AND STOWAWAYS**

**Formalities connected with the arrival, stay and departure of persons: stowaways  
International Group of P&I Clubs data on stowaway cases**

**Submitted by P&I Clubs**

**SUMMARY**

*Executive summary:* This document provides an analysis of claims data collated by the International Group of P&I Clubs on stowaway cases in the policy years commencing 20 February 2007, 2011, 2014 and 2017 respectively, in order to facilitate the discussions on stowaways in the FAL Committee

*Strategic direction, if applicable:* Not applicable

*Output:* Not applicable

*Action to be taken:* Paragraph 18

*Related documents:* FAL 36/6; FAL 38/6/2; FAL 41/17, paragraphs 8.6 and 8.8 to 8.12 and resolution FAL.13 (42)

**Introduction**

1 The International Group of P&I Clubs (IG) consists of 13 principal underwriting member clubs which between them provide liability cover (protection and indemnity) for approximately 90% of the world's ocean-going tonnage.

2 Each Group Club is an independent, not-for-profit mutual insurance association, providing cover for its shipowner and charterer members against third-party liabilities relating to the use and operation of ships. Each Club is controlled by its members through a board of directors or committee elected from the membership.

3 Clubs cover a wide range of liabilities including personal injury to crew, passengers and others on board, cargo loss and damage, oil pollution, wreck removal and dock damage.

Clubs also provide a wide range of services to their members on claims, legal issues and loss prevention, and often play a leading role in the management of casualties.

4 IG Club cover extends to the costs to a Member incurred in respect of legal liabilities arising from maintaining, landing, deporting or repatriating stowaways, subject to the terms and conditions of Club rules.

### **Stowaway cases – IG claims data**

#### ***IG data collection***

5 The IG has now carried out four data collection exercises in respect of stowaways. The results of the first three, for the policy years commencing 20 February 2007, 2011 and 2014 respectively, have been previously reported to the Facilitation Committee (FAL 36/6, FAL 38/6/2 and FAL 41/17 paragraphs 8.8 to 8.12). A fourth data collection exercise has now been carried out for the policy year commencing 20 February 2017. This document reports on the latest exercise and compares the results with those of the previous three.

6 The IG wishes to stress the complexity and cost of compiling such statistics, which are derived from a manual inspection of the claims records held by the Clubs, which is why the data collection has not been carried out on an annual basis.

#### ***Summary data***

7 Table 1 presents the data on the number of incidents, the number of stowaways and the total cost of incidents net of deductible, and also calculates average data on cost per incident, cost per stowaway and the number of stowaways per incident.

**Table 1: Summary data**

	<b>2007</b>	<b>2011</b>	<b>2014</b>	<b>2017</b>
<b>Number of incidents</b>	842	774	503	432
<b>Number of stowaways</b>	1,955	1,640	1,274	1,420
<b>Total cost (US\$ million)</b>	14.3	15.3	9.3	9.5
<b>Cost/incident (US\$ thousand)</b>	17.0	19.8	18.5	22.0
<b>Cost/stowaway (US\$ thousand)</b>	7.3	9.3	7.3	6.7
<b>Stowaways/incident</b>	2.3	2.1	2.5	3.3

8 Whilst the number of incidents has nearly halved during the 11-year period from 2007 to 2017, the number of stowaways has decreased by less than this because the number of stowaways per incident has increased by nearly 50%, from 2.3 per incident in the 2007 policy year to 3.3 per incident in 2017.

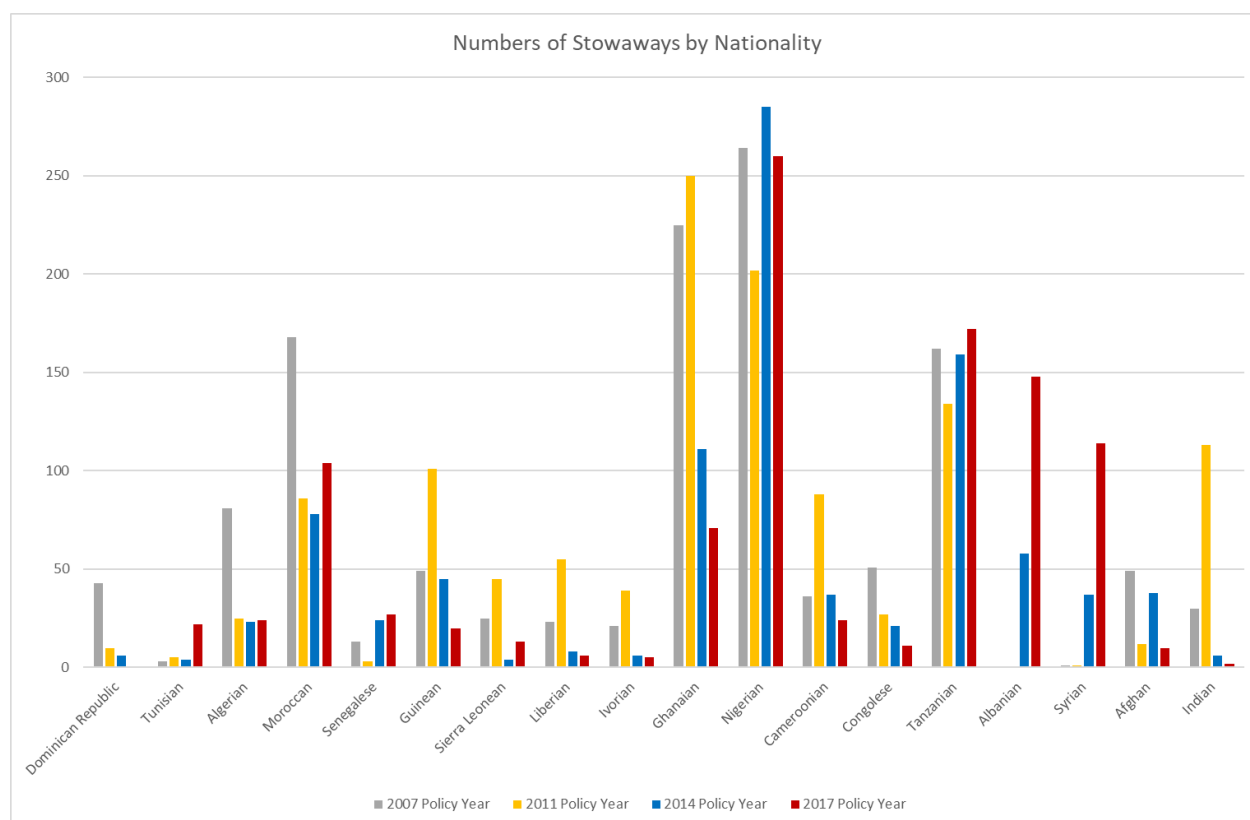
9 Despite the reduction in the number of incidents, stowaway cases still represent a very significant cost for shipowners and their P&I Clubs. Whilst the total cost net of deductible to the IG Clubs, including fines imposed by States on shipowners, has decreased by some 30%, from US\$14.3 million in the 2007 policy year to US\$9.5 million in the 2017 policy year, the cost per incident has continued to rise, with incidents in the 2017 policy year costing US \$22,000 on average, compared with US\$17,000 per incident for the 2007 policy year.

10 It is important to note that the cost to shipowners is higher than that incurred by the Clubs as, in addition to their deductible, shipowners are likely to incur other costs, which are not insured, as a result of the presence of stowaways.

### Nationality of stowaways

11 Chart 1 shows the total number of stowaways by nationality for the policy years commencing 20 February 2007, 2011, 2014 and 2017 for those nationalities which have been amongst the ten countries with the highest number of stowaways in any of those four policy years.

**Chart 1: Numbers of stowaways by nationality**

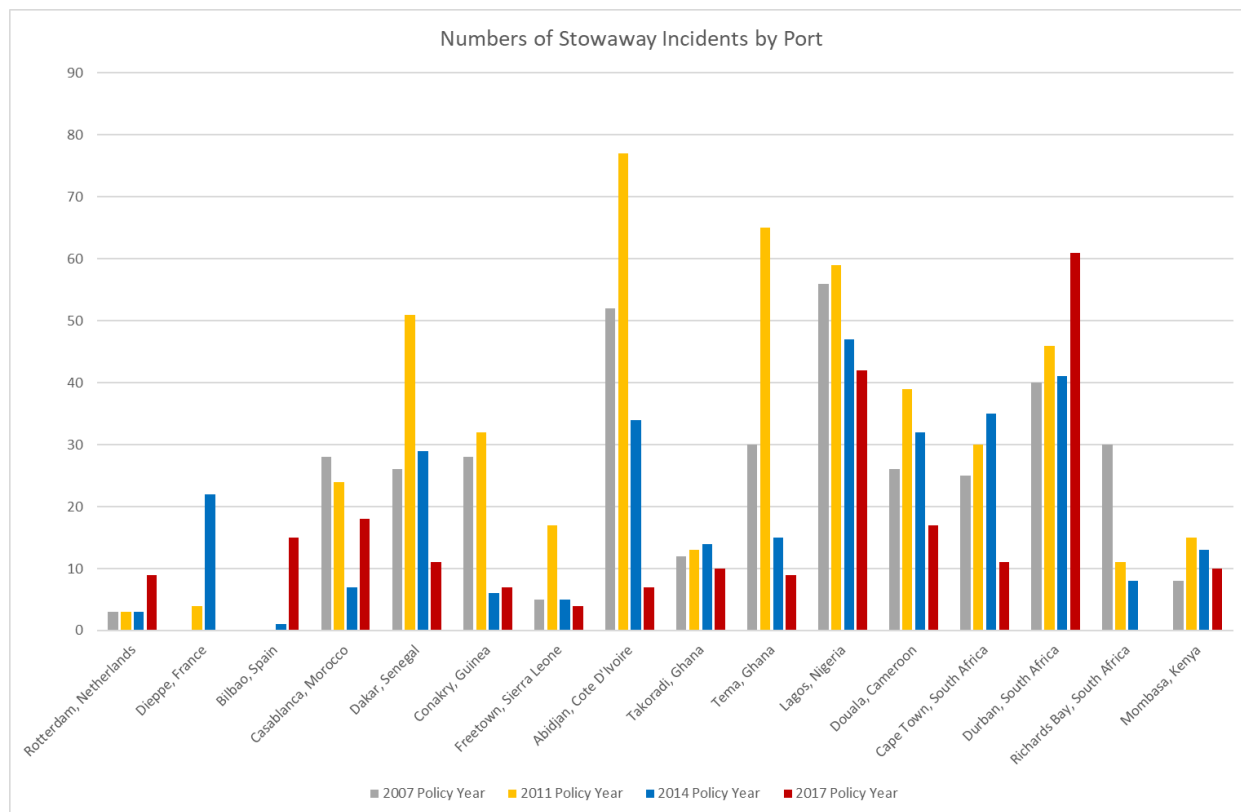


12 Data for previous years showed that the majority of stowaways were from African States. Whilst the largest numbers of stowaways still emanate from Nigeria and United Republic of Tanzania, the number of Syrian and Albanian stowaways has increased significantly in the 2017 policy year.

### Ports of embarkation of stowaways

13 Chart 2 shows the number of incidents by port of embarkation for the policy years commencing 20 February 2007, 2011, 2014 and 2017 for those ports which have been amongst the ten ports with the highest number of stowaway incidents in any of those four policy years.

**Chart 2: Numbers of stowaway incidents by port**

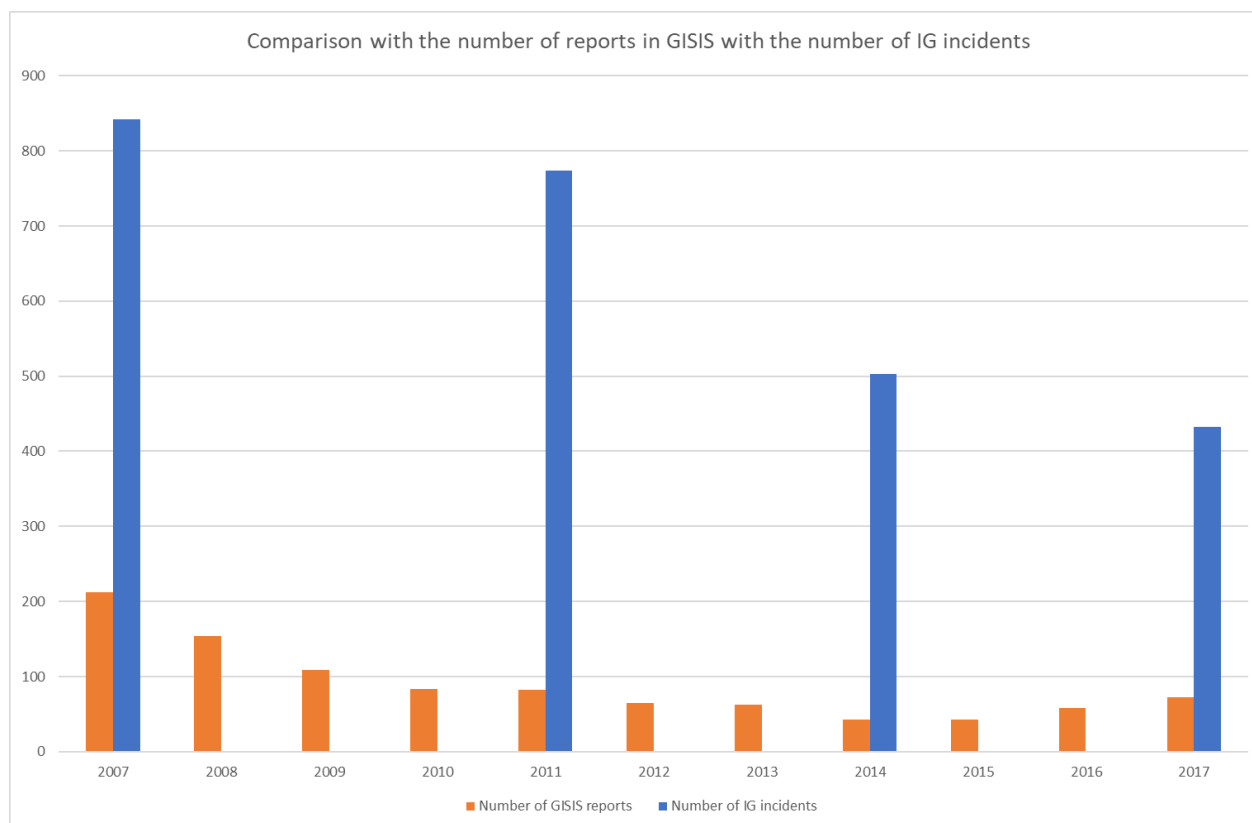


14 Data for previous years showed that the ports of embarkation were most commonly in the African continent. Whilst this is still the case, political instability has resulted in European ports beginning to feature in the statistics. These cases may also be under-reported in the IG data as they are typically less costly to resolve and so may fall below the shipowners' deductible.

15 It is noteworthy that there has been a significant reduction in the number of incidents emanating from some West African ports, which may represent a positive outcome from the seminars on stowaways organized by IMO in Abidjan and Durban in 2014 and in Yaoundé in 2017.

**Comparison with data reported to IMO in GISIS**

16 Chart 3 compares the number of incidents reported by IG Clubs in the policy years 2007, 2011, 2014 and 2017 with the number of stowaway incidents reported to IMO in its Global Integrated Shipping Information System (GISIS) by States in the same time periods.

**Chart 3: Comparison with the number of reports in GISIS with the number of IG incidents**

17 The Facilitation Committee has previously noted that the number of reports of stowaway incidents made to IMO in GISIS were very low and therefore the statistics were not very reliable (FAL 41/17 paragraph 8.6). This is confirmed by the IG data which shows that the number of stowaway incidents reported in GISIS is small compared with the number experienced by the IG Clubs, especially taking into account that not all ocean-going tonnage is insured by IG Clubs.

#### **Action requested of the Committee**

18 The Committee is invited to note the information provided in this document, which the IG hopes will encourage better implementation of resolution FAL.13(42) on *Revised Guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases*, through closer cooperation of national administrations, port authorities, shipmasters and shipowners, in order to prevent stowaways gaining access to ships and to facilitate the disembarkation and repatriation of those that do.