



# Fires on container vessels

Extract of Cefor Half-year hull trend report 2019

*The Nordic Association of Marine Insurers*

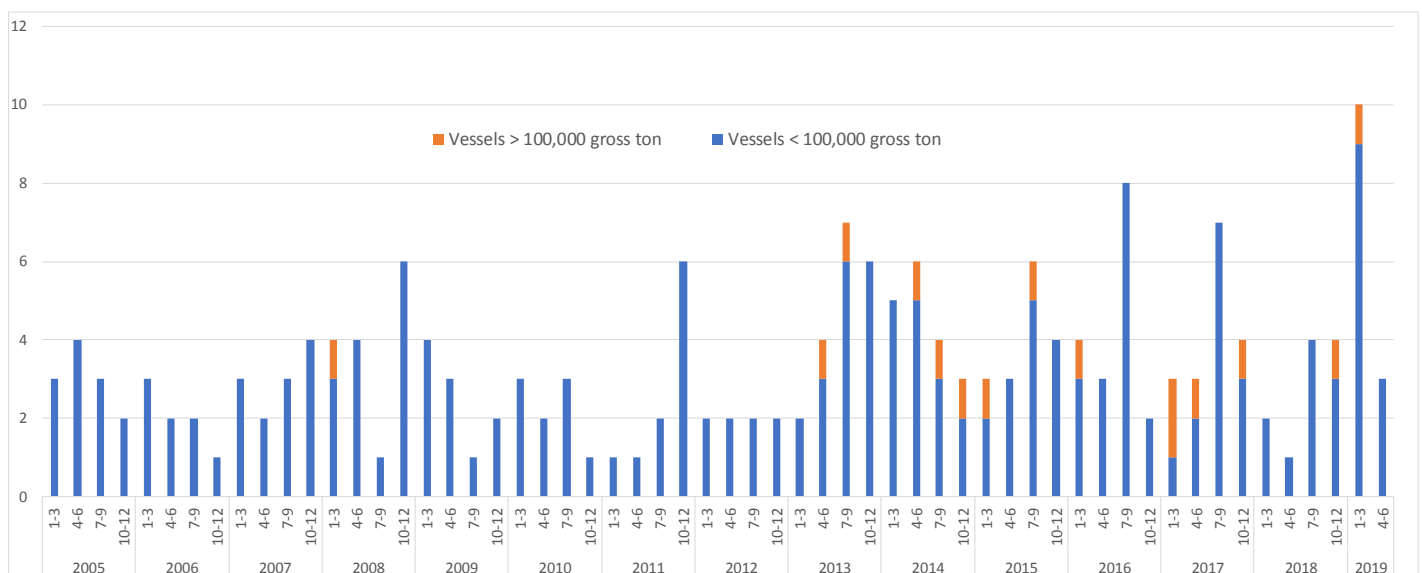
# 6. Fires on container vessels<sup>1</sup>

## Surge in 1<sup>st</sup> quarter 2019 fires a concern

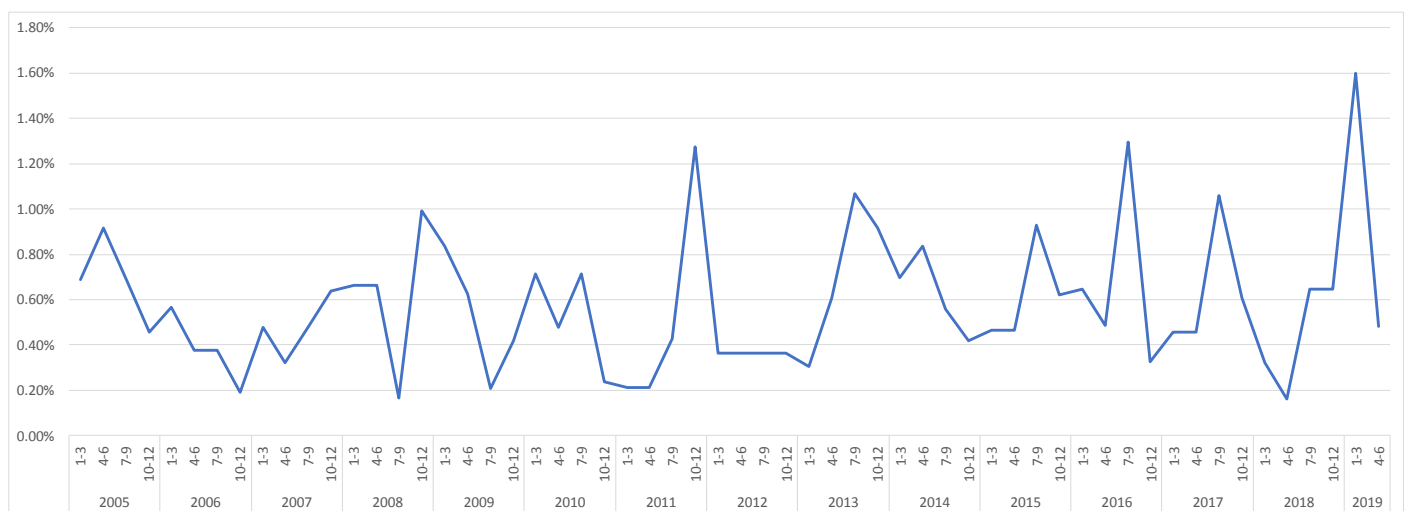
Marine insurers are increasingly concerned about fires on container vessels, and especially those starting in containers onboard. Contrary to fires in the engine room, those starting in the cargo area of a container vessel have proven to be challenging to detect and extinguish. The location of the fire may be difficult to reach and fire-fighting capabilities on deck are restricted and often insufficient to prevent the fire from spreading and causing a serious threat to the crew and more severe damage to cargo and the vessel itself.

In the first quarter of 2019, an unusual high number of such fires occurred on container vessels. An increasing number of fires incurs on vessels over 100,000 gross ton, where the potential damage to cargo and crew is even larger if such fires cannot be extinguished before spreading to other areas.

14.a: Fires on container vessels – Number of occurrences in NoMIS database



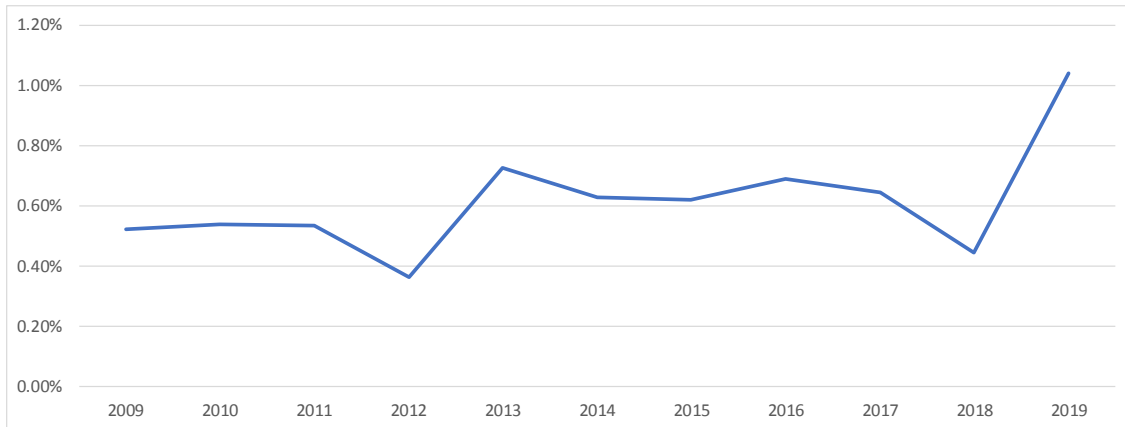
14.b: Frequency of fires on container vessels



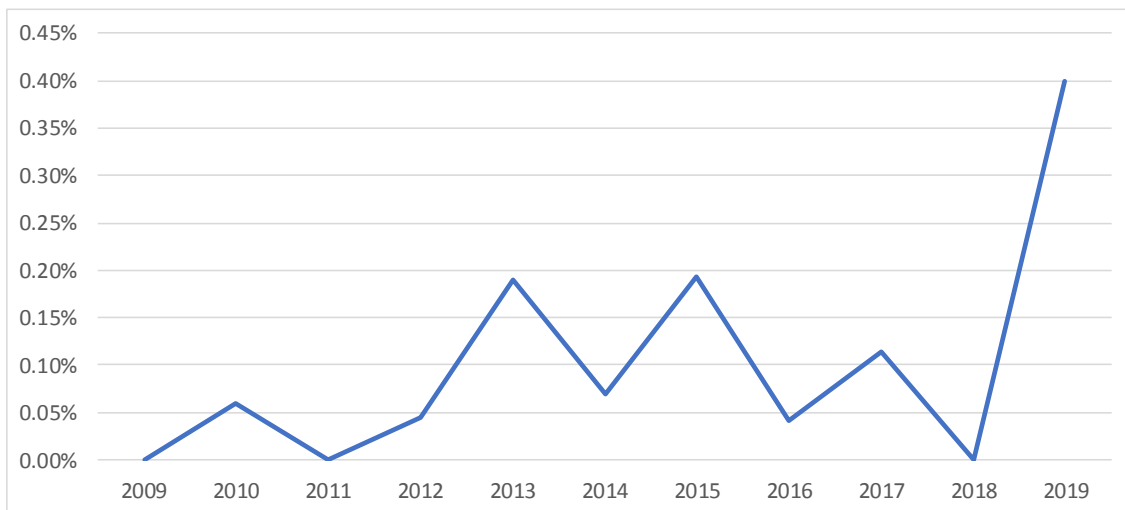
<sup>1</sup> 'Container vessels' include for the purpose of this study also Car/RoRo vessels with container carrying capacity (

Graphs 15.a and b. show the frequency of all fires/explosions on container vessels compared to the frequency of fires starting in the cargo area. Graph 15.c. shows the frequency of such fires on container vessels over 50,000 gross ton. The first quarter of 2019 saw a substantial increase in the frequency of fires starting in containers especially on larger vessels (14.b .and 14.c.)

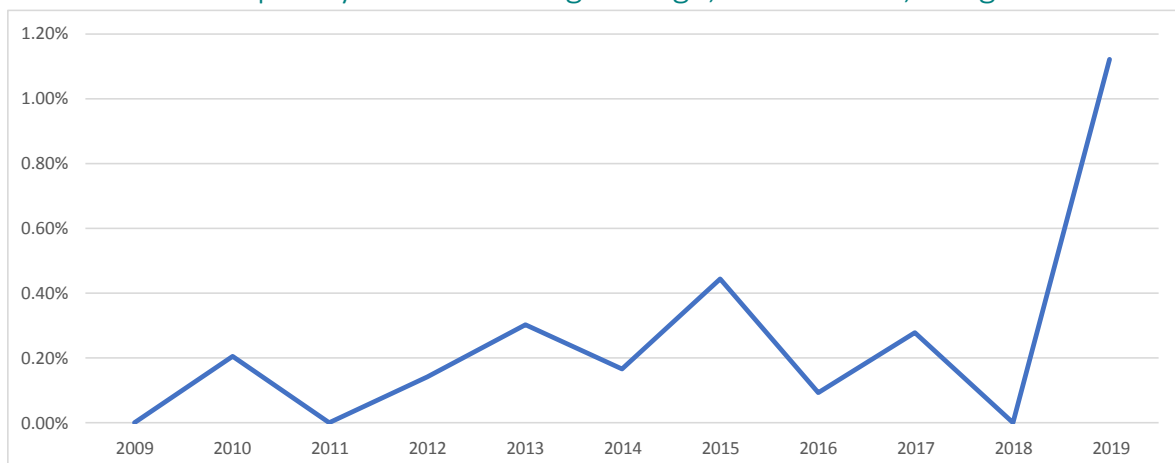
### 15.a: Claims frequency – All fire/explosions claims on container vessels



### 15.b: Claims frequency – Fires starting in cargo

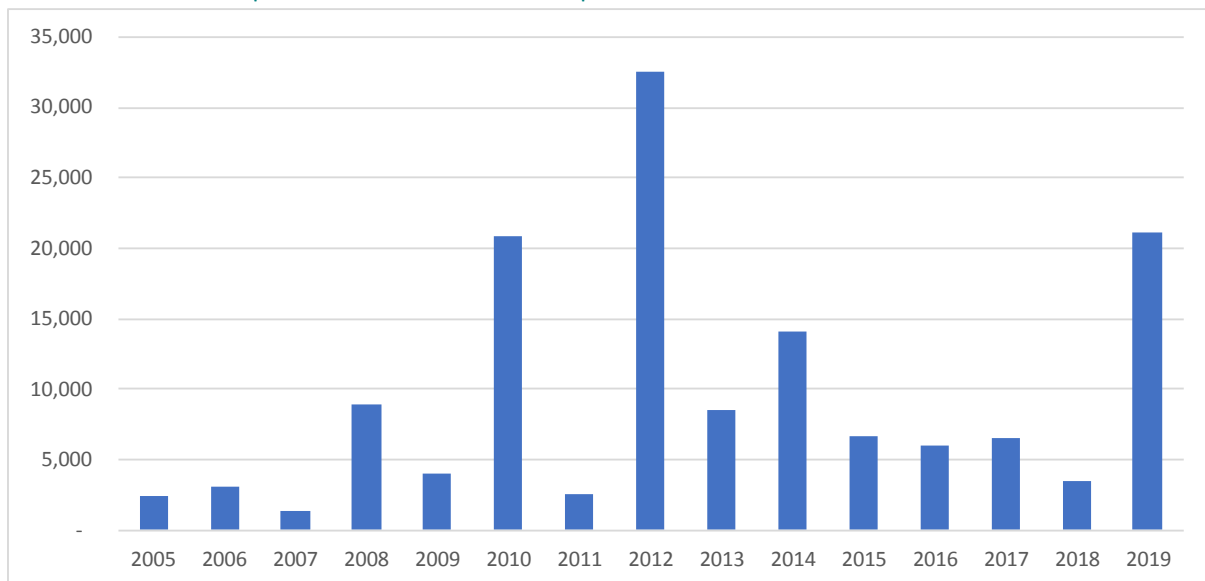


### 15.c.: Claims frequency – Fires starting in cargo, vessels > 50,000 gt

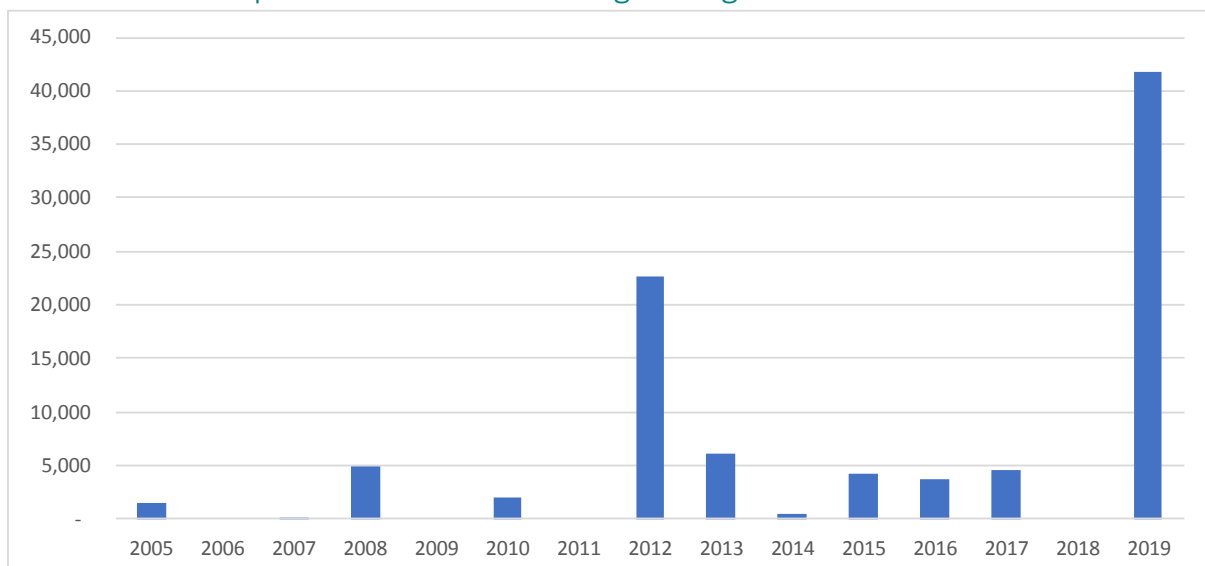


Fires starting in the cargo area of a container vessel which cannot be extinguished quickly before spreading also may represent a high cost to shipowners and accordingly their insurers. Graph 16 shows the claim cost per vessel for fires which started in the cargo area of the container vessel. One should be aware that costs other than covered under the standard Hull and Machinery policies are not captured in the NoMIS database and thus not in the statistics presented here. Additional costs, especially for damage to the cargo onboard may be high and affect many parties. When comparing graph 16.a to 16.b it should be noted that the major share of the cost of fire/explosion claims on container vessels since 2012 originates from fires starting in the cargo area. A serious concern in that context is the misdeclaration of goods, as this may lead to that e.g. containers which should not be exposed to heat are stored in unsuited places.

### 16.a: Claim cost per vessel – All fire/explosion claims



### 16.b: Claim cost per vessel – Fires starting in cargo area



# Nordic Marine Insurance Statistics (NoMIS)

Further information is available on the Cefor website at [www.cefor.no/statistics](http://www.cefor.no/statistics)



Annual Report 2018:  
Update on the Cefor market & activities  
and NoMIS trends as of December 2018.



The 2018 NoMIS Reports for Ocean and Coastal Hull claims trends with breakdown by age group, size group, vessel types, insured value layers and other key figures, plus exposure curves.

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