



BULK TANKER DAY

The Realities of a Dangerous Industry

This year our focus is on presenting incident data we have recorded over 10 years

Presented by **Mark Bramley – Area Director NSW**



Why Is It So Difficult?

- To our knowledge, Australia has no central structure to record all incidents relevant to the Dangerous Goods industry.
- The States and Authorities have specific data, however no national data base that we know of.
- Since the origins of the NBTA Bulk Tanker days, we have presented our own summary. The foundation of these summaries is based on information sourced from:
 - Incidents reported to Insurers
 - Data from incident responders
 - Information from public record
 - Estimates of incidents incurred by Self Insurers
- Note: Our figures are inflated by minor incidents and a large number of delivery errors (some years, in excess of 200 incidents). We however believe every incident is relevant.



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What do our figures tell us?

- There is some type of incident relating to Dangerous Goods every day.
- The figures are inflated by what could be considered minor incidents.
- We have classified serious incidents as follows:
 1. Property damage and clean up in excess of \$50,000
 2. Incidents involving death or serious injury or damage and clean up above \$100,000
- The Insurance industry from their own interpretation have indicated claims in the above category are 70% “At Fault” incidents.
- This is where our focus should be. What a great opportunity for improvement, 70% At Fault



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Incident Numbers

	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18
Total Number of Incidents	460	402	426	380	320	330	290	370	310	340
Incidents With Damage or Clean Up Over \$50,000	112	106	88	72	60	72	68	82	58	64
Incidents Involving Death Or Serious Injury Or Damage & Clean Up Over \$100,000	16	22	14	19	11	14	15	18	17	12

Serious Incident Breakdown Past 5 Years

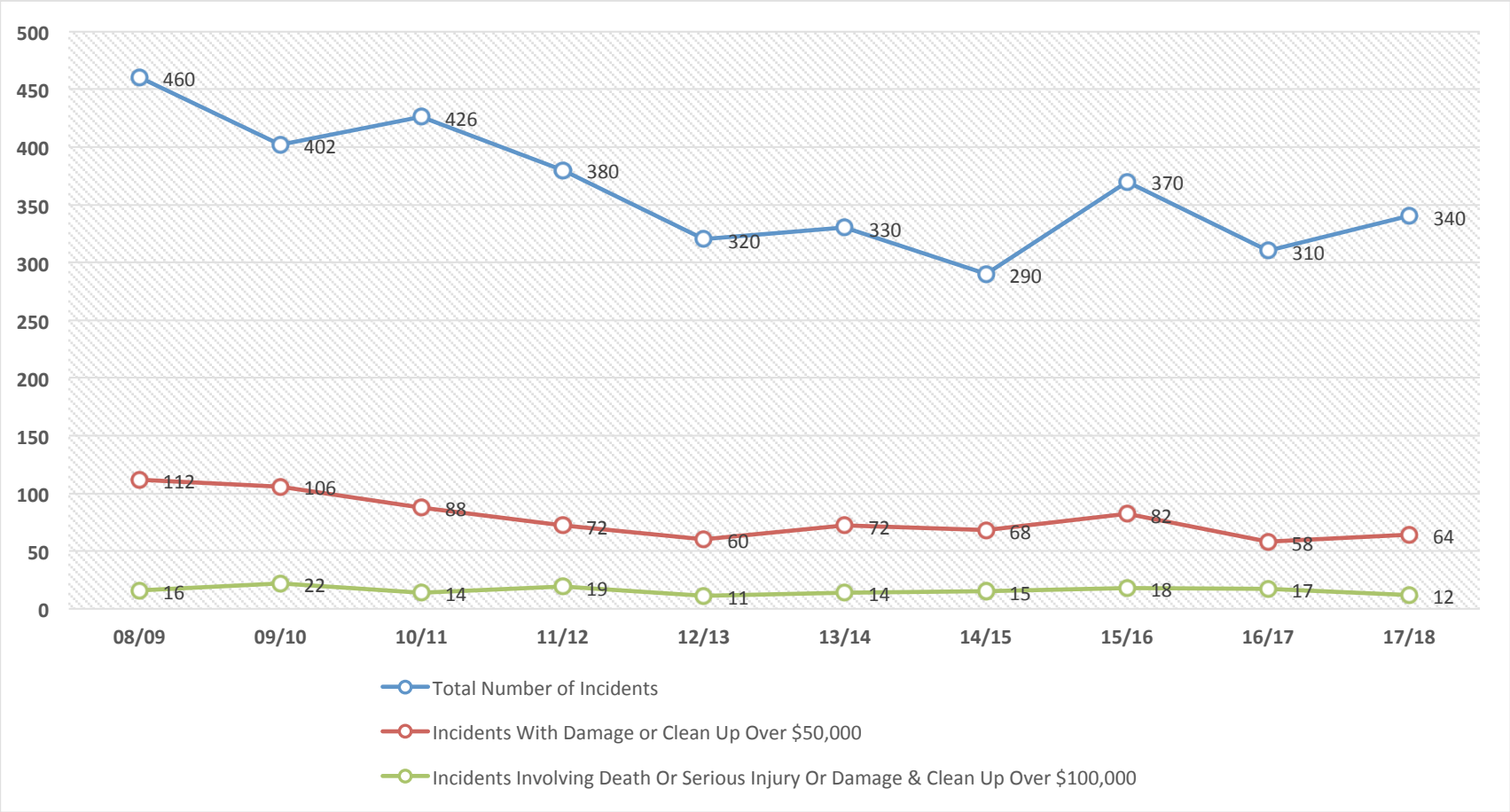
Death & Serious Injury	8%
Single Vehicle Incidents	22%
Collisions	53%
Other (Theft, Fire, Natural Events)	17%



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Incident Numbers



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Summary of Information

- Our information on deaths and serious injury is well below the stats provided by authorities.
Explanation: Death or fatality may not relate directly to a vehicle incident. Third party death or injury not recorded at time of incident.
- Decline in incidents with high level clean up costs.
- Reduction in incidents at roundabouts.
- Increase in collisions.
- Increase in vehicles catching fire.
- Delivery errors still at unacceptable levels.
- Our View: It is all about quality management and quality drivers
- The use of contractors. Using contractors as a cost saving measure in an attempt to avoid Liability is no longer acceptable.



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