



# 2021 CEFOR HULL FLEET AND CASUALTY TRENDS

Astrid Seltmann, Analyst/Actuary @ Cefor, The Nordic Association of Marine Insurers

6 April 2022

# ONE YEAR AGO: FOCUS OF 2020 ANALYSIS

## Covid-19

Identify impact on hull portfolio & casualty trends:

- Changes in global trade & shipping
- Vessel activity (Mileage)
- Vessel segments reacted differently (values, claims frequency/cost)

## Fires

# FOCUS OF 2021 ANALYSIS

## Covid-19 and beyond

Effects on hull portfolio & casualty trends by:

- Changes in global trade & shipping
- Vessel activity (Mileage)
- Vessel segments reacted differently (Container!)
- Supply chain issues
- Inflation

## Fires – still burning

# JANUARY 2021 & 2022: COLOR LINE CRUISE FERRY, OSLO



New Covid restrictions Dec. 21 (Omikron) forced cruise ferries once more to pause.

(but sailing as usual in April 2022)

Photo: Astrid Seltmann

# COVID-19 IMPACT ON MARINE INSURANCE (CEFOR)



Also in 2021  
working  
from home

...

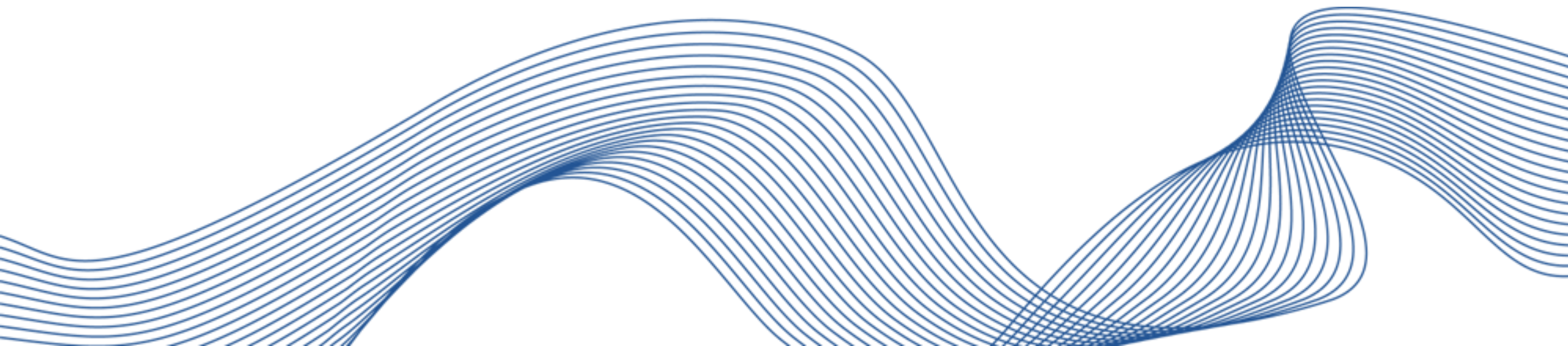
with a few new  
perspectives



# CONTENTS

- The context: Global trade & shipping / Industry issues
- **No**rdic **M**arine **I**nsurance **S**tatistics (NoMIS): Data & Team
- Fleet & Vessel value trends
- Casualty trends (partial/major/total losses, vessel segments)
  - by type of casualty
  - Claims frequency trends seen in context
  - Claim cost trends
- Inflation – as of 2021...
- Fires – still burning
- The 2022 Oracle

# THE CONTEXT: GLOBAL TRADE & SHIPPING

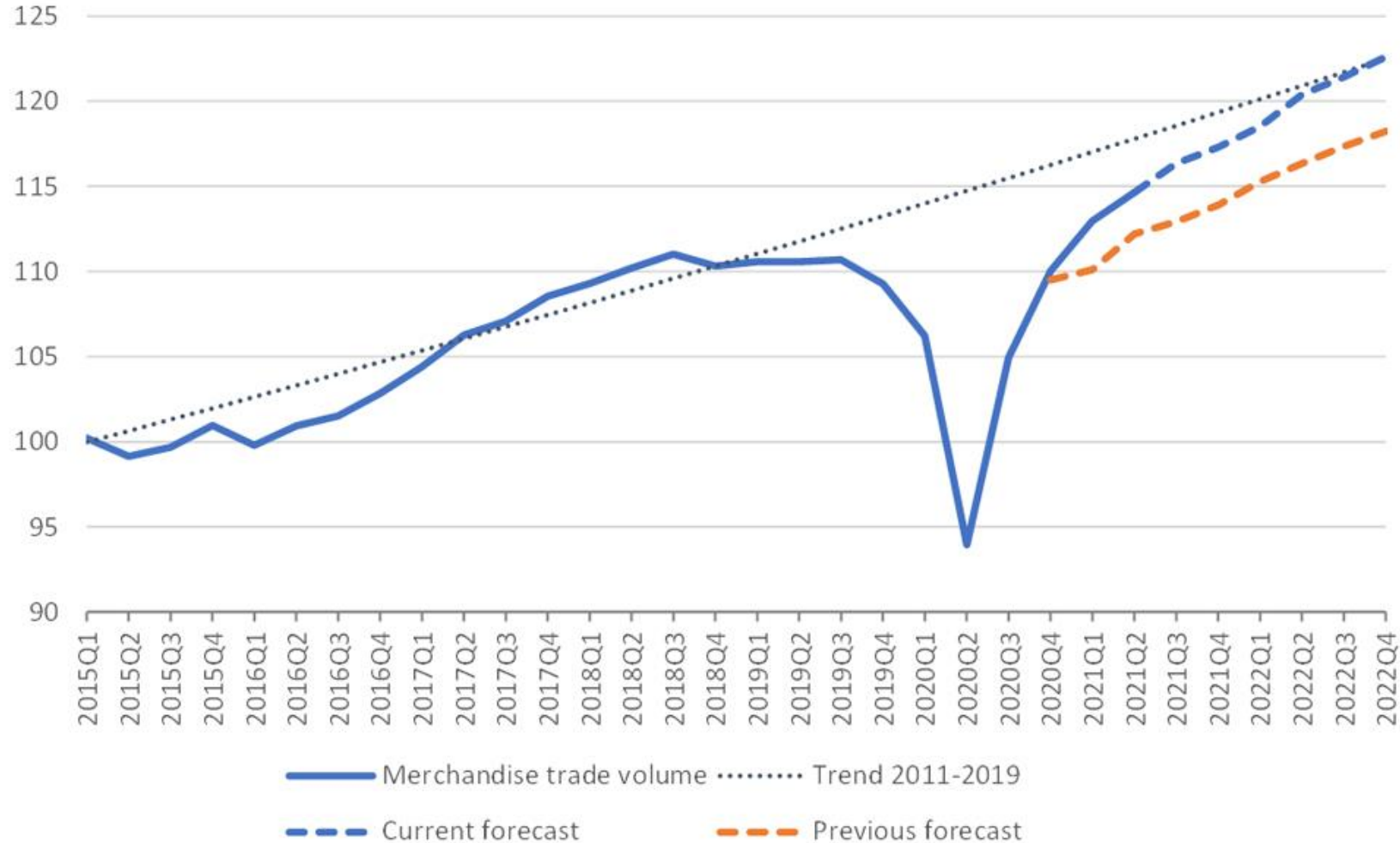


# THE GLOBAL CONTEXT

	Characteristics	Relevance for Marine Insurance
Global Trade	Global economy, commodity prices, freight rates, oil price,...	Volume/Value of transported goods (cargo) create demand for shipping.
World Fleet	Shipbuilding & scrapping react to global economy.	Size, value and composition of world fleet.
Crew	International crew. 2020/21 challenges with crew changes.	Qualification and wellbeing of crew relevant for loss prevention. Regular crew changes & availability of crew crucial.
Weather/Climate	Frequency & intensity of storms, ice, wave heights, wind speed, Arctic areas, challenging shipping lanes,...	Value accumulation in exposed areas (ports, large vessels) + increasing frequency/intensity of NatCat = Risk of new record losses. Increasing traffic in challenging areas (Arctic).
Legislation	International and national legislation	Can be complicated across countries, may influence claim cost.
Geopolitical risks	Piracy. Sanctions. <b>War.</b>	Risk to vessels and crew. Difficult legal issues. Supply chain disruptions. Crew issues. Inflation.

# WTO (WORLD TRADE ORGANIZATION) FORECAST GROWTH IN WORLD MERCHANDISE TRADE VOLUME

Index 2015 = 100%, as of October 2021



Before the  
Ukraine war...

# INDUSTRY ISSUES



High-value risks



Human factor/  
Crew qualification



## Supply chain issues

## Emission reduction/ESG goals

Fuel quality & price, oil price

Climate change/  
Increase in Nat-cat

## Fires (RoRo & Container vessels)

Changes in regulation (liabilities)



Value accumulation (in ports and on vessels)

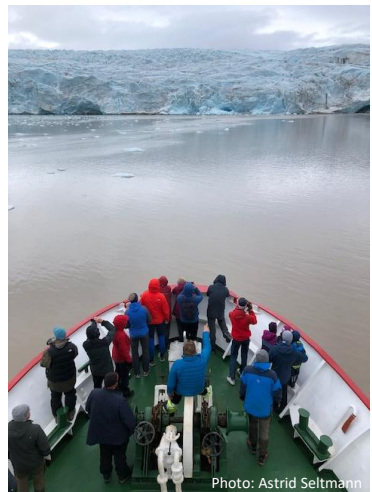
Geopolitical tensions/sanctions

Cyber risk

## Ukraine war

Arctic risks

New/complex technology

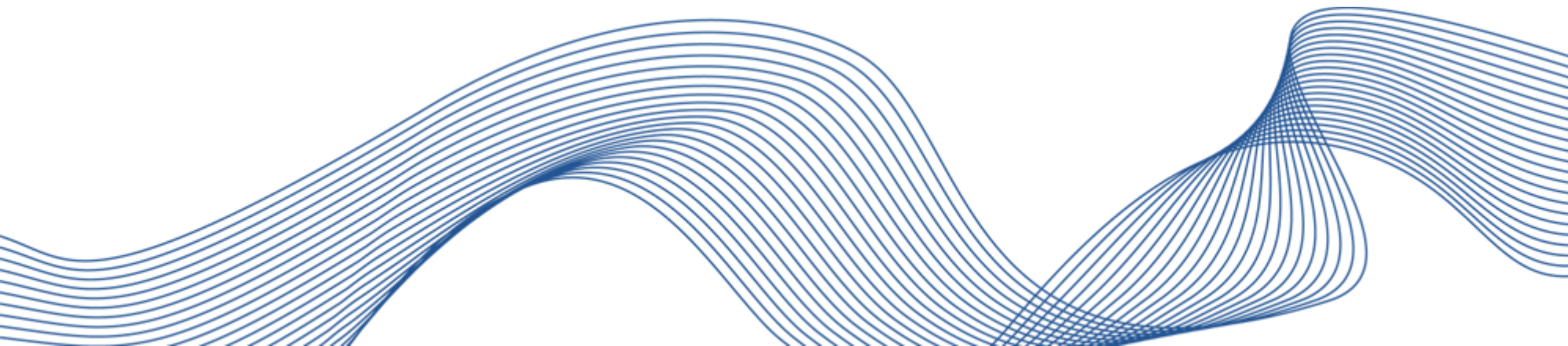


## Inflation

Navigation



**NORDIC MARINE INSURANCE STATISTICS (NOMIS)**  
DATA & TEAM



# NORDIC MARINE INSURANCE STATISTICS – THE DATA



## Data reported into the NoMIS database:

Quarterly updates

All vessels covered under **Hull & Machinery (H&M)** insurance

- Lead and follower business
- Underwriting years from 1995
- Portfolio and claims data (vessel values, deductibles, paid+outstanding claims development)
- For comparability, hull-related insurance types other than H&M are excluded, such as Loss of Hire, builder's risk, freight interest, fishing (catch&gear).



## Additional data:

World fleet details (subscription data), linked to insurance data via IMO number.

Exchange rates, oil price, ship operating costs, steel price etc.



## Data in this presentation represents:

**100% of each vessel** (values, claims).

Claims trends by **accident year** (= calendar year in which claims occurred)

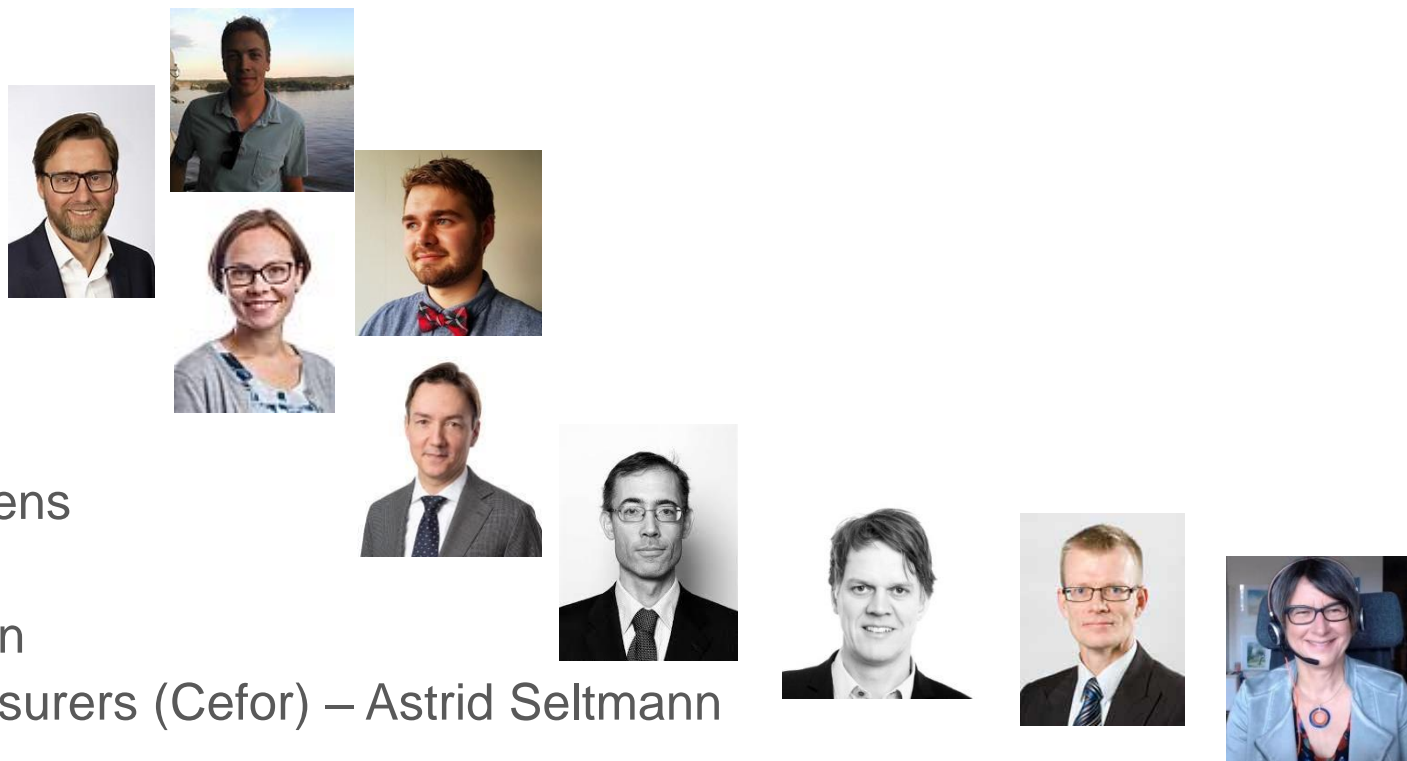
ca. 50% of world fleet > 10,000 gross tons (33% of total commercial world fleet)

Trends as of 31 December 2021.

# NORDIC MARINE INSURANCE STATISTICS – THE TEAM

The Cefor Statistics Forum dream team 2021:

- Alandia – Jonas Svartström
- Codan – Mikkel Gardner Andersen
- Gard – Kjersti Bruborg
- Gjensidige – Tobias Abrahamsen
- HDI Specialty – Mikael Elhouar
- If – Anders Öhlund
- Norwegian Hull Club – Christian Irgens
- Skuld – Otto Rendedal
- The Swedish Club – Anders Hultman
- The Nordic Association of Marine Insurers (Cefor) – Astrid Seltmann



Combining the intellectual power of marine insurance analysts / actuaries / mathematicians / business intelligence director / insurance risk coordinator / underwriter.



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# NOMIS DATA REPRESENTS 33% OF WORLD FLEET\* >1000 GT

HIGHEST REPRESENTATION (UP TO 60% OF WORLD FLEET): LARGE VESSELS BUILT > 2000

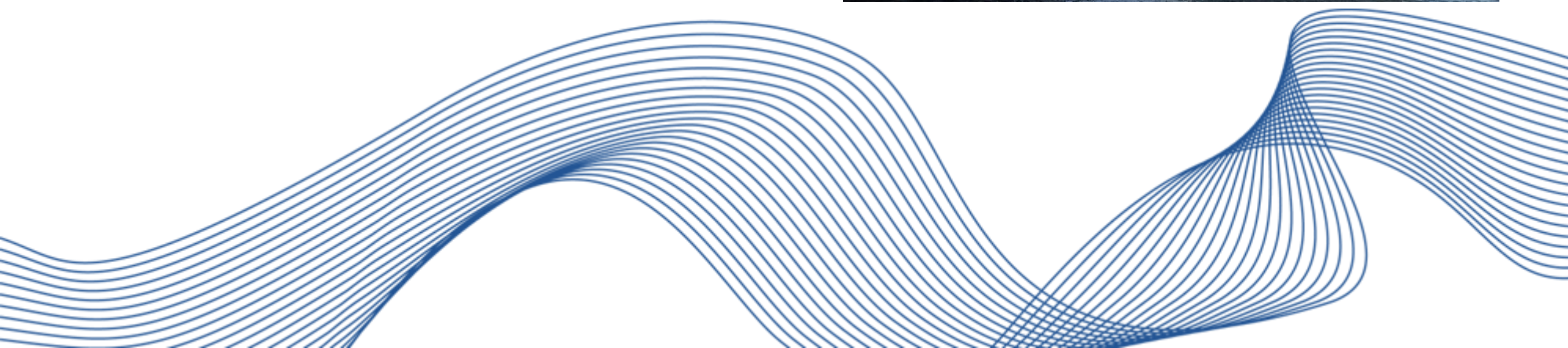
Year of build	Gross tonnage				Grand Total
	1000-3999	4000-6999	7000-10000	>10000	
<b>Cefor share</b>					
2016-2021	20.2 %	23.5 %	24.3 %	46.6 %	38.8 %
2011-2015	25.9 %	33.6 %	30.4 %	51.4 %	42.9 %
2006-2010	30.8 %	38.2 %	45.7 %	60.0 %	48.8 %
2001-2005	28.6 %	31.7 %	38.1 %	54.6 %	44.3 %
1996-2000	24.0 %	22.5 %	22.4 %	31.6 %	26.9 %
1991-1995	12.2 %	12.0 %	17.2 %	20.0 %	14.3 %
<1991 or (blank)	4.1 %	5.4 %	6.8 %	10.8 %	5.2 %
<b>World Fleet</b>					
2016-2021	1,533	727	515	6,008	8,783
2011-2015	2,845	1,128	570	7,737	12,280
2006-2010	3,320	1,404	1,253	7,043	13,020
2001-2005	1,761	625	415	3,679	6,480
1996-2000	1,597	792	330	2,038	4,757
1991-1995	1,760	516	238	704	3,218
<1991 or (blank)	8,554	1,826	618	1,346	12,344
<b>Total Cefor share</b>	<b>16.5 %</b>	<b>23.1 %</b>	<b>30.1 %</b>	<b>48.9 %</b>	<b>33.3 %</b>
<b>Total World Fleet</b>	<b>21,370</b>	<b>7,018</b>	<b>3,939</b>	<b>28,555</b>	<b>60,882</b>

\* Vessels with IMO number)

# FLEET & VESSEL VALUE TRENDS

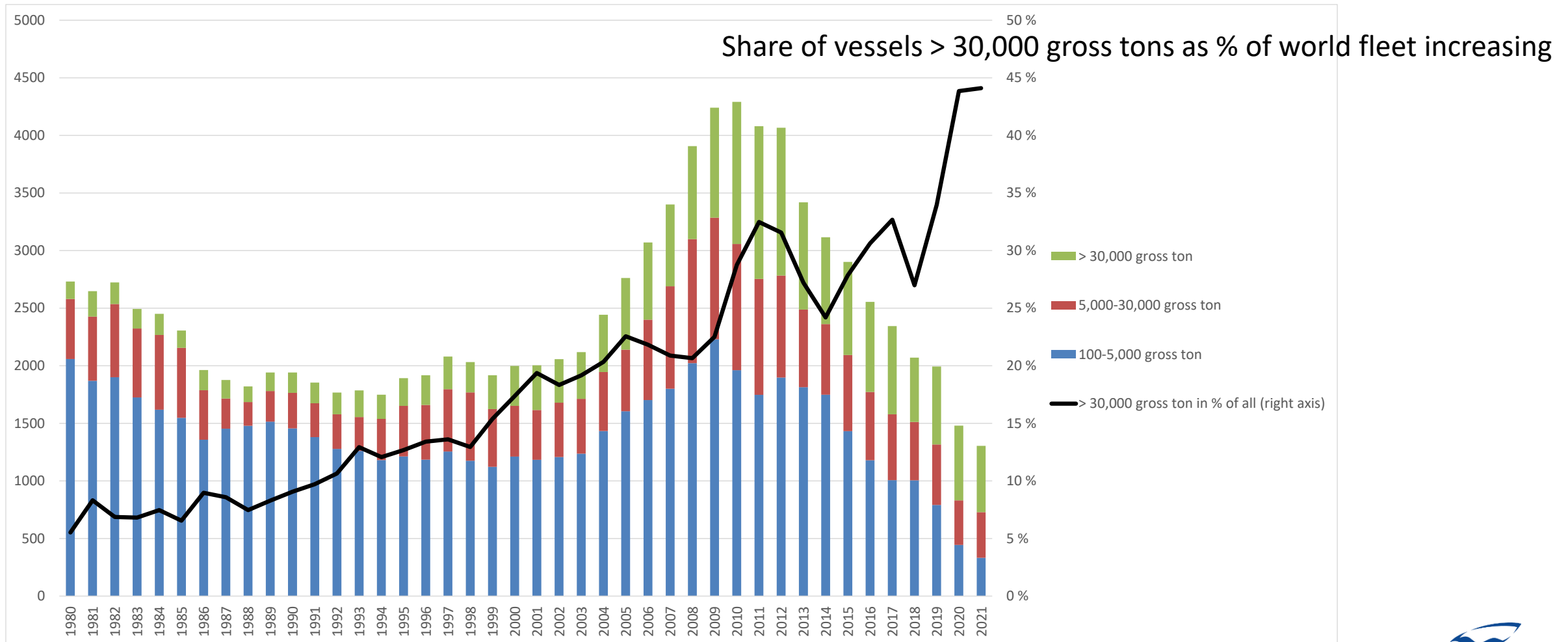


Photo: Astrid Seltmann



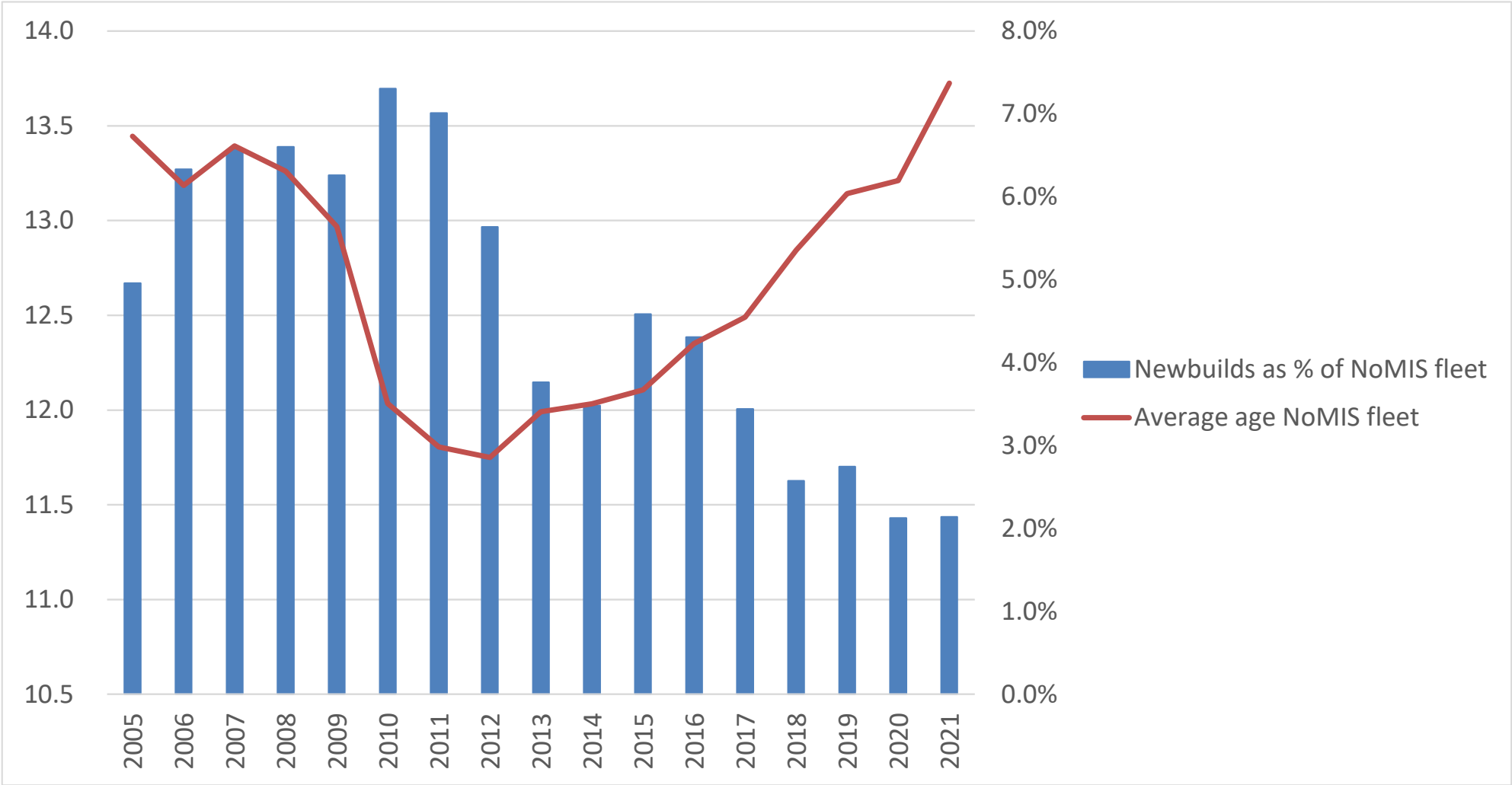
# WORLD FLEET – LESS BUT LARGER NEWBUILDS

## NUMBER OF NEWBUILDS PER YEAR BY INTERVALS OF GROSS TON



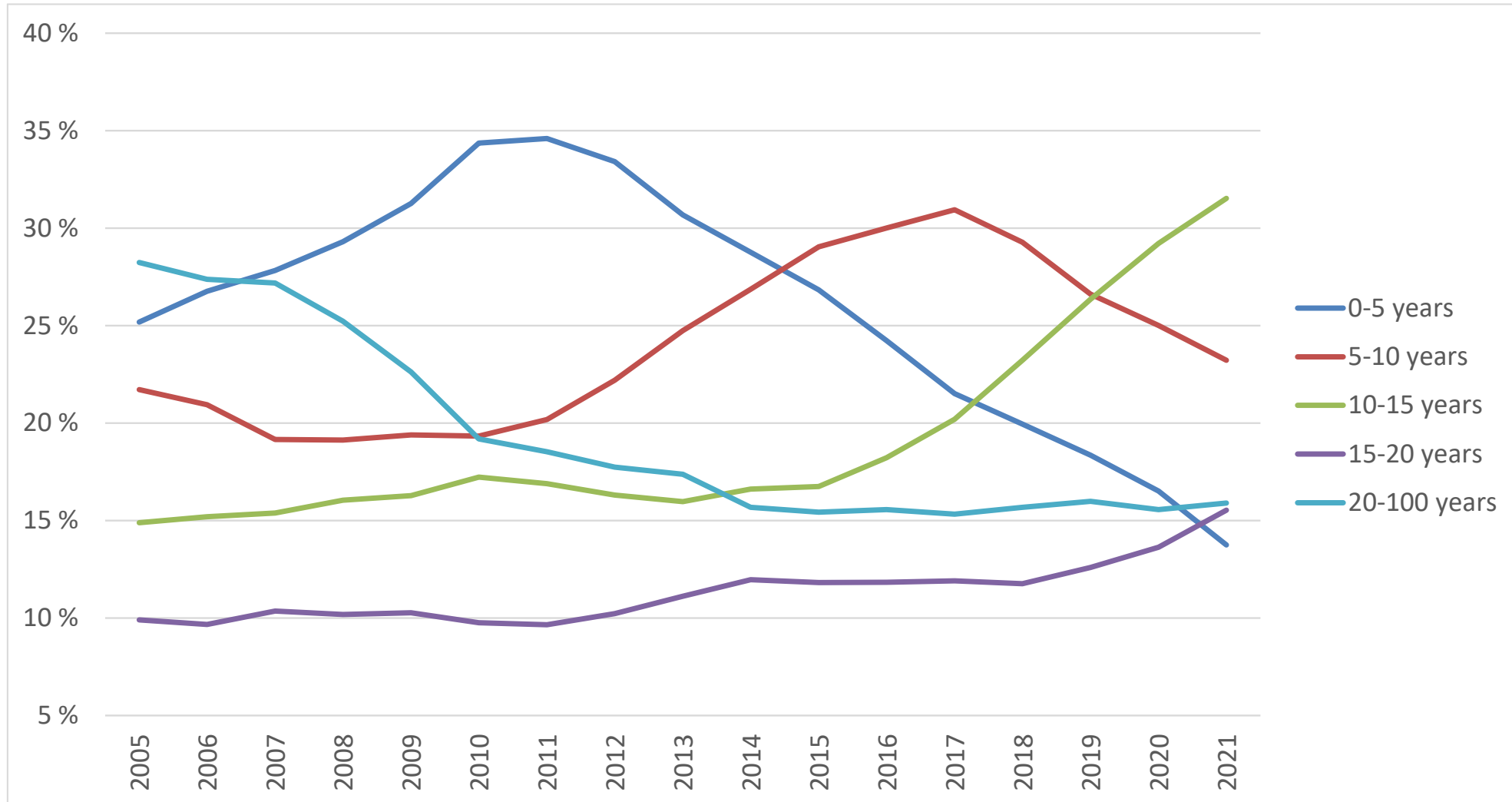
Source: Data: Lloyds List Intelligence, World Fleet Update, as of January 2022 / Graph by Cefor

# NOMIS FLEET FOLLOWS WORLD FLEET TRENDS: SHARE OF NEWBUILDS DECREASING / AGE INCREASING



# NOMIS FLEET REFLECTS AGING OF WORLD FLEET

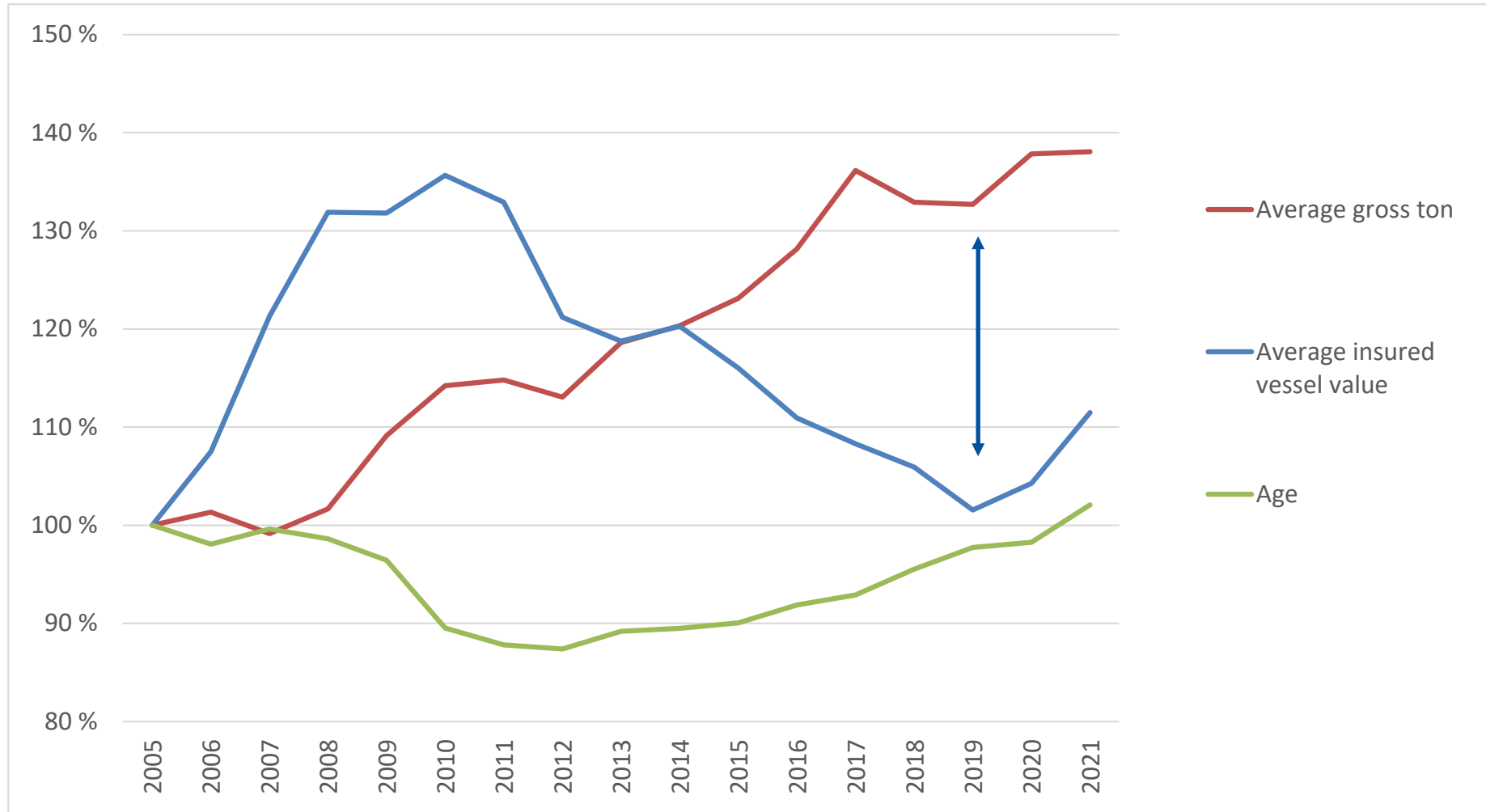
NUMBER OF VESSELS BY AGE GROUP AS % OF TOTAL FLEET



# 2010-2019: WIDENING GAP BETWEEN AV. VESSEL SIZE & VALUE

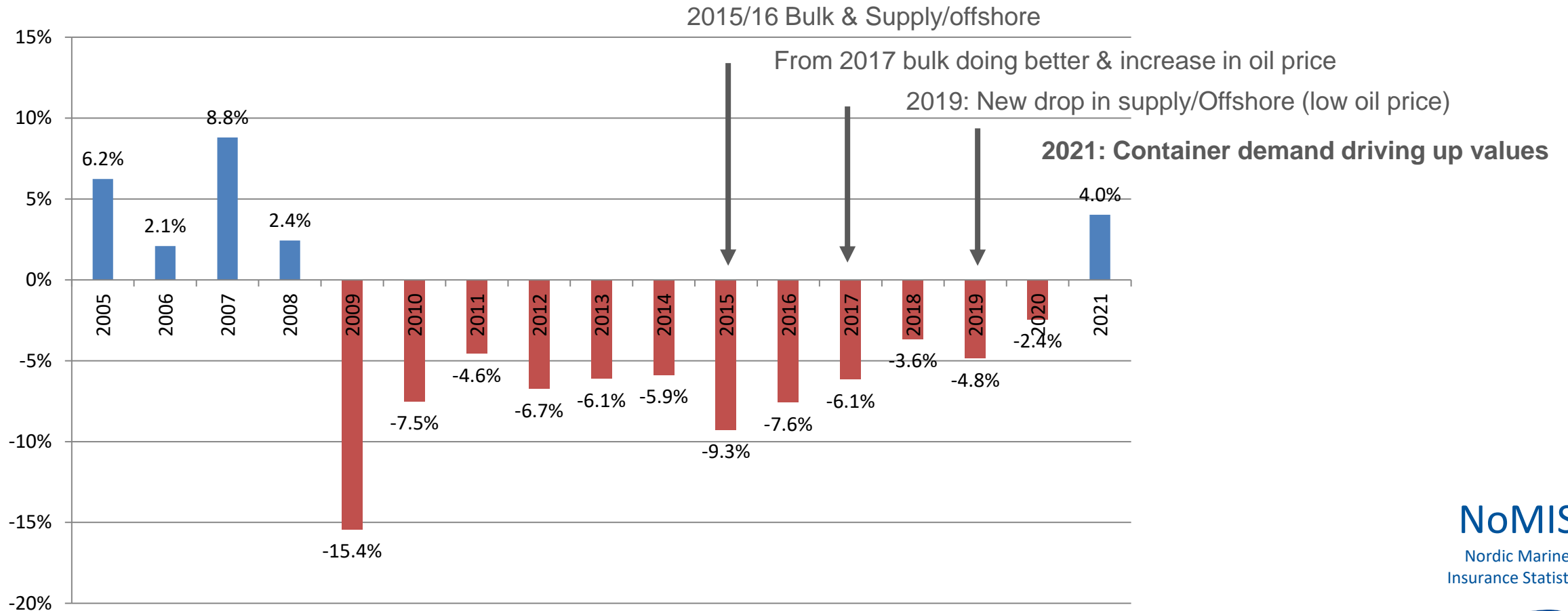
## 2020-2022: GAP REDUCING (INCREASING VESSEL VALUES)

INDEX 2005 = 100%, AVERAGE VESSEL VALUES, GROSS TONS & AGE



# 2021: FIRST YEAR SINCE 2008 WITH INCREASE IN VESSEL VALUES ON RENEWAL

ANNUAL CHANGE IN VESSEL VALUES ON RENEWAL\*

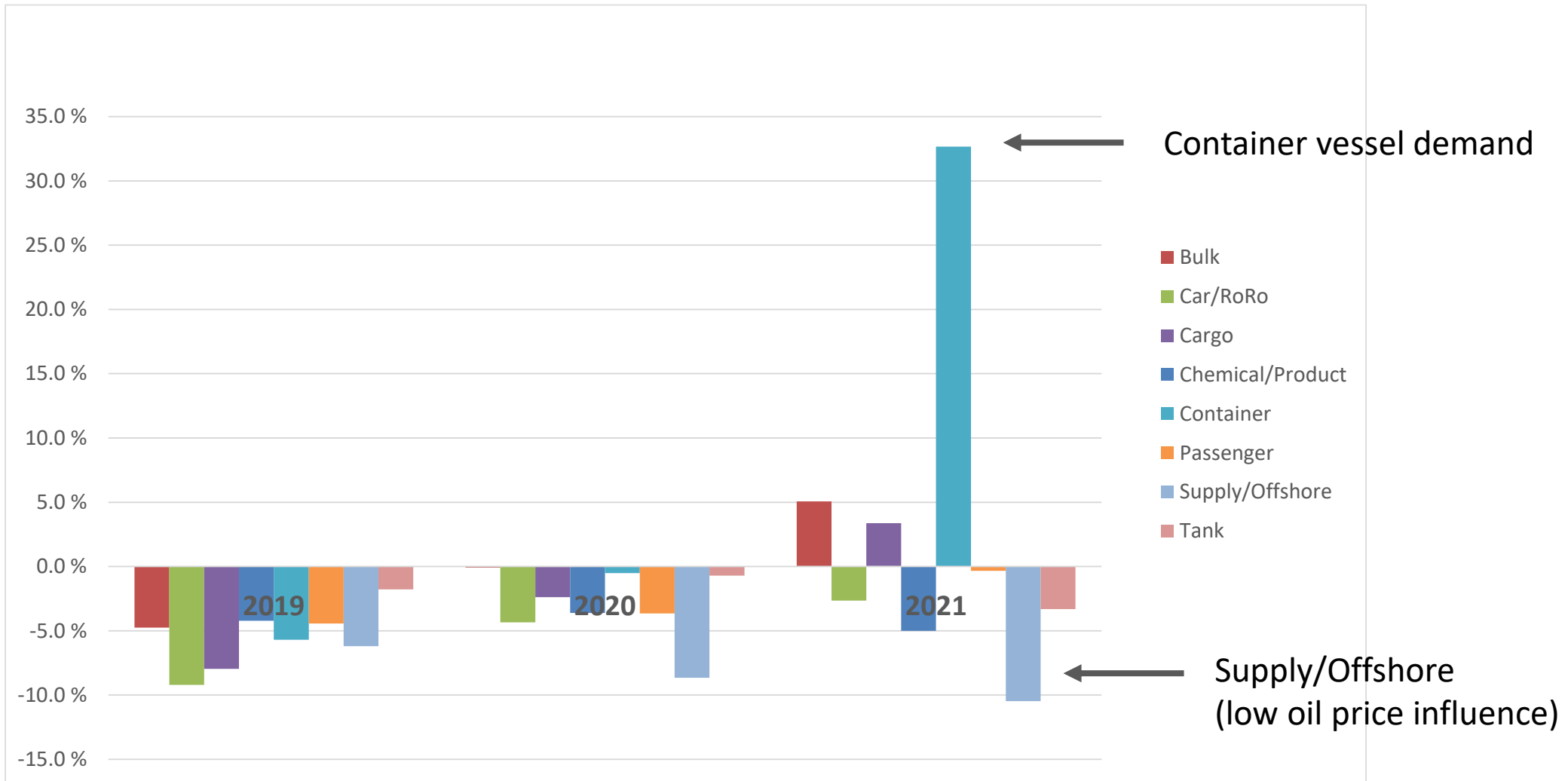


\*comparing insured value of same vessels in two consecutive years

# THE 2021 VALUE WINNER: CONTAINER VESSELS

# THE 2021 VALUE LOSER: SUPPLY/OFFSHORE

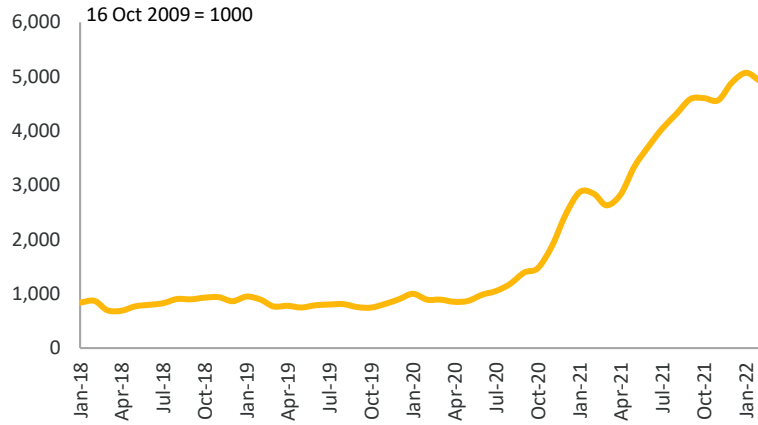
ANNUAL CHANGE IN VESSEL VALUES ON RENEWAL BY VESSEL TYPE



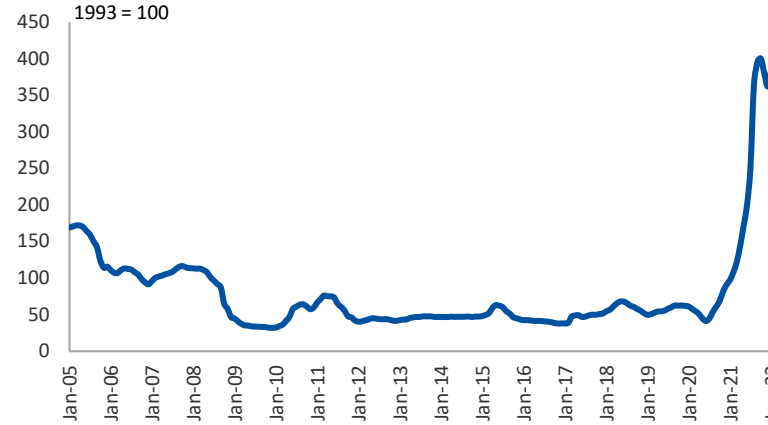
# CONTAINERSHIP MARKETS: EXTRAORDINARY CONDITIONS

All-time record high container freight and containership charter rates

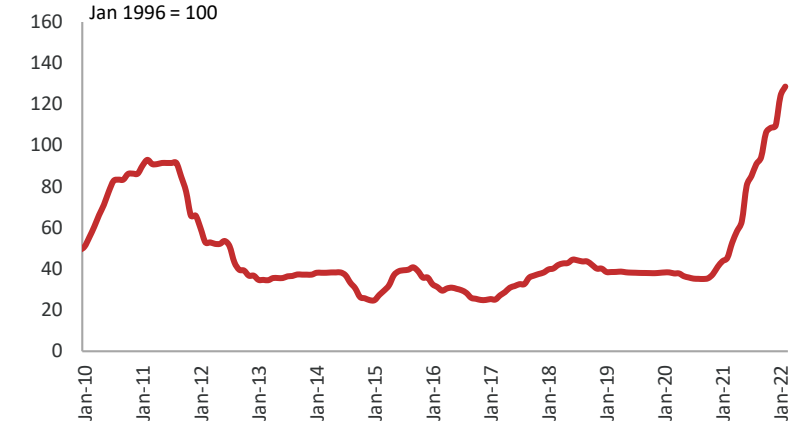
Shanghai Containerized Freight Index



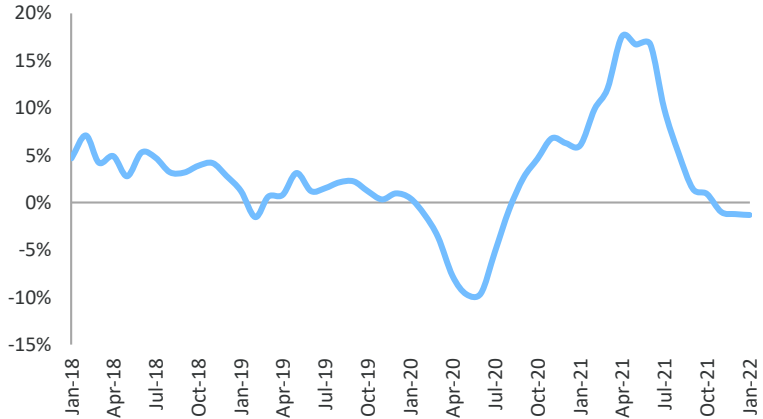
Containership Timecharter Rate Index



Containership Secondhand Price Index



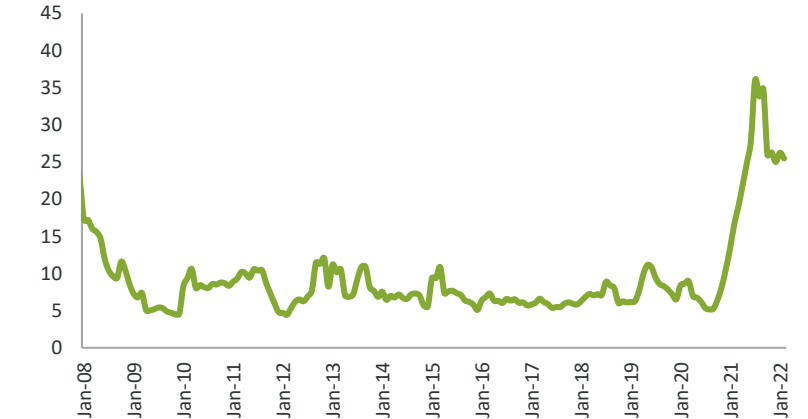
Global Seaborne Box Trade Indicator, % y-o-y (3mma)



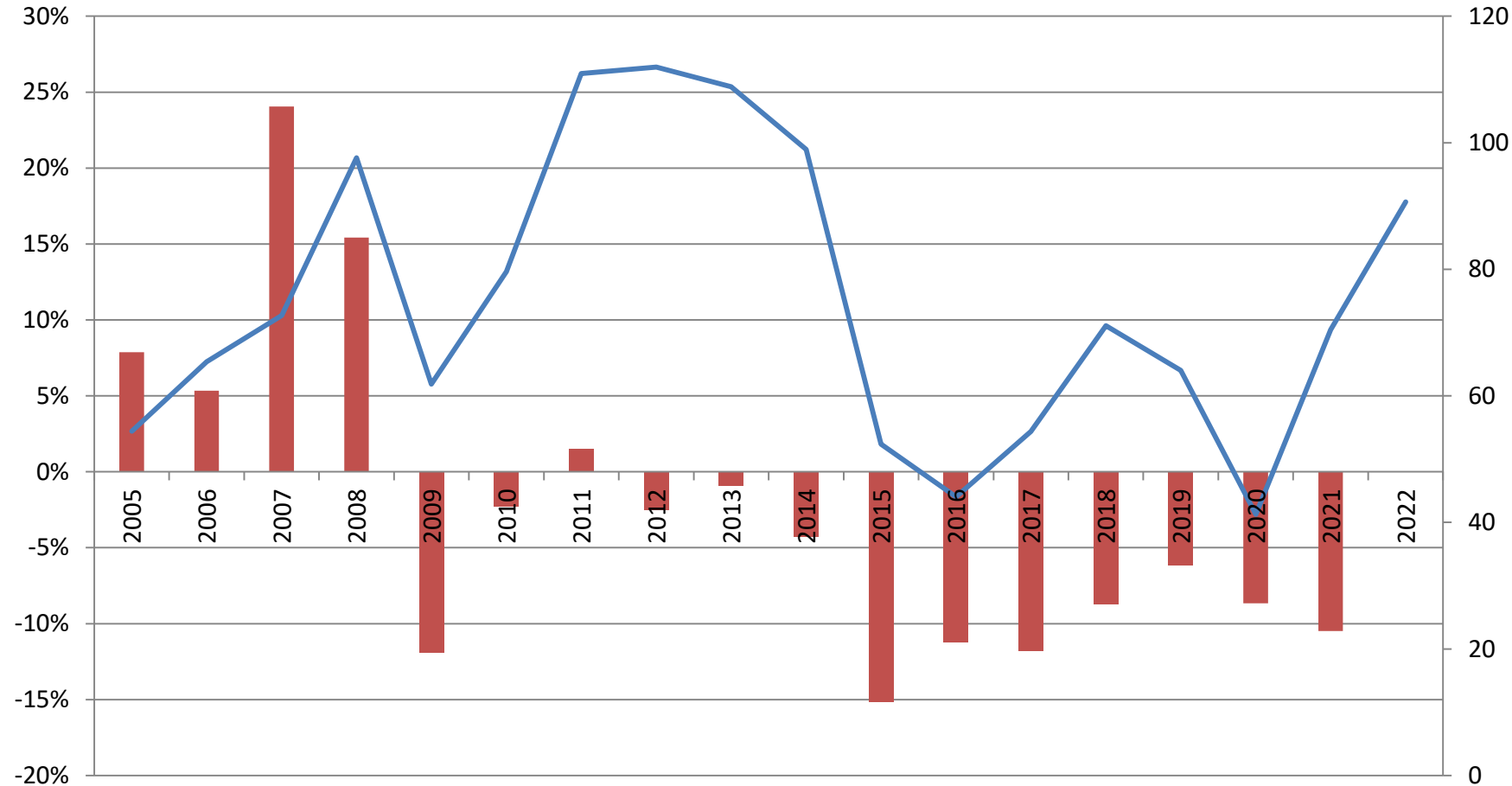
Containerships In Port, % of fleet TEU (7dma)



Containership Average Fixture Period, months (3mma)



# SUPPLY/OFFSHORE: CHANGE IN VESSEL VALUES ON RENEWAL VERSUS OIL PRICE\*



How will 2021/22 oil price rally affect supply/offshore segment?

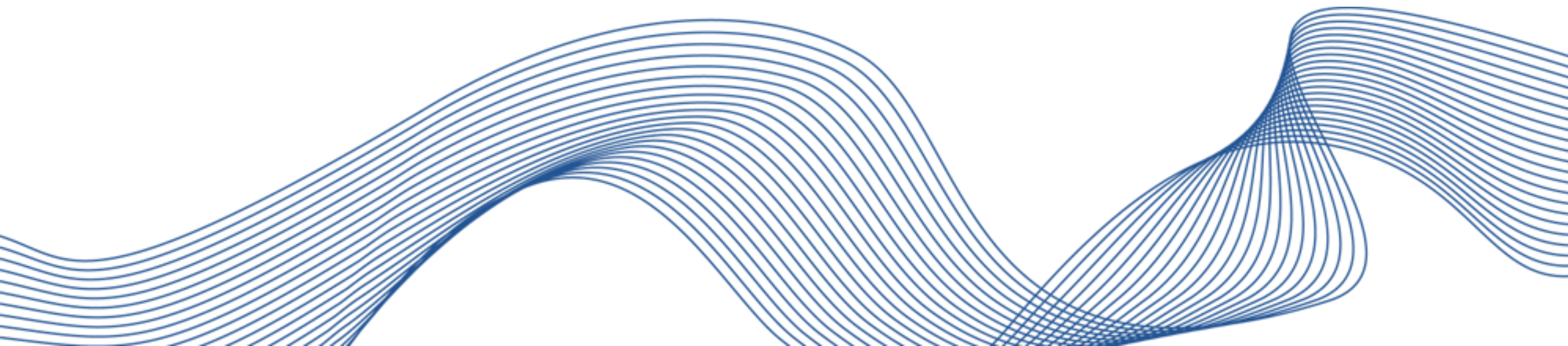
# SUMMARY WORLD FLEET & VESSEL VALUES

- Less newbuilds
- Average age of world fleet is increasing
- Newbuilds increasing in size
- Vessel values decreasing 2010 to 2019 but increasing since (but differing strongly by type, 2021 increase mainly driven by container vessels)

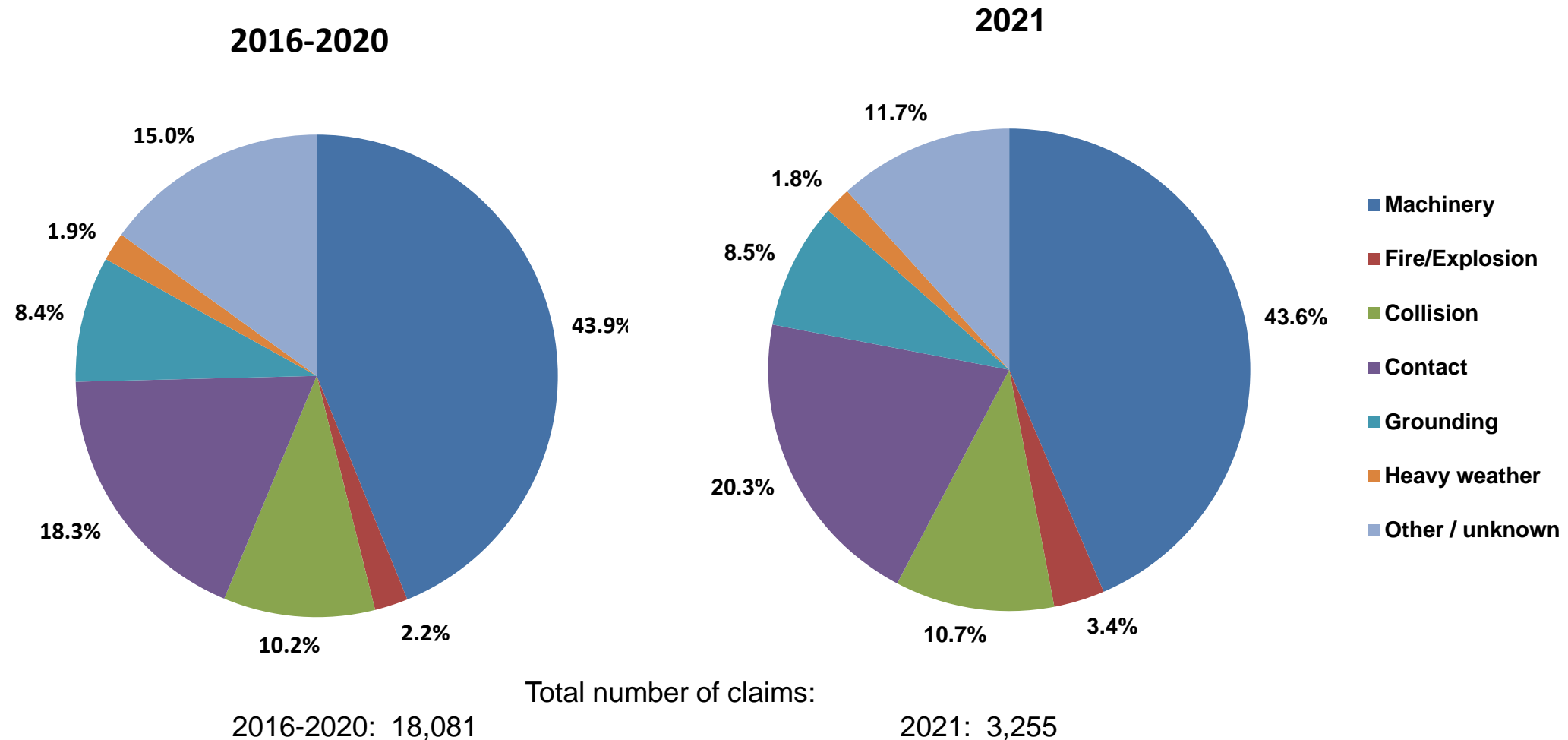
How does that impact casualty trends?

- Claims frequency and cost differ by vessel age.
- The cost of total losses is related to vessel values.  
(e.g. reduced vessel values may reduce the maximum cost of a total loss, but increase the probability of incurring a total loss under insurance).
- Larger and more complex vessels increase the probability of new record costly claims (higher repair cost, not necessary total losses).
- Larger container vessels have a higher probability of severe damage by fires

# BREAKDOWN BY TYPE OF CASUALTY

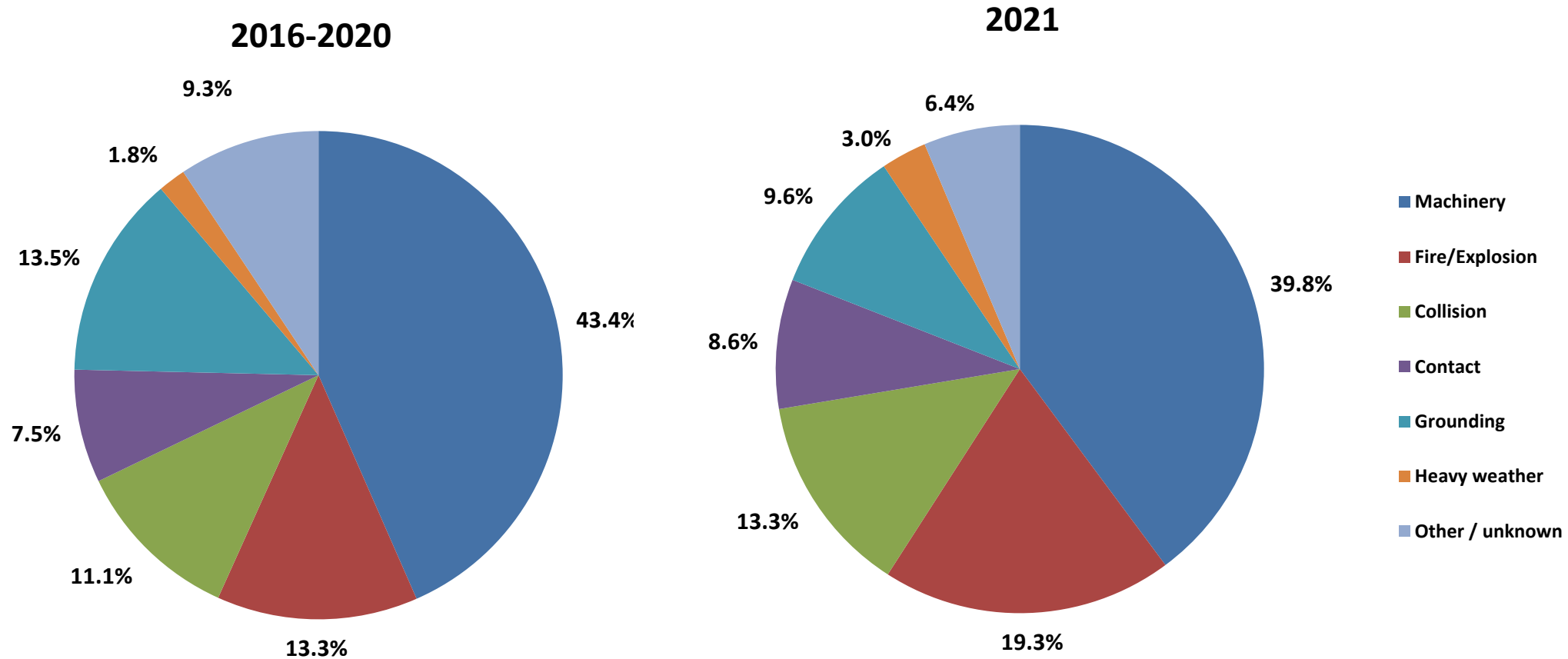


# BREAKDOWN OF NUMBER OF CLAIMS BY TYPE OF CASUALTY



# BREAKDOWN OF CLAIMS COST BY TYPE OF CASUALTY

Fires/explosions strong impact on cost.



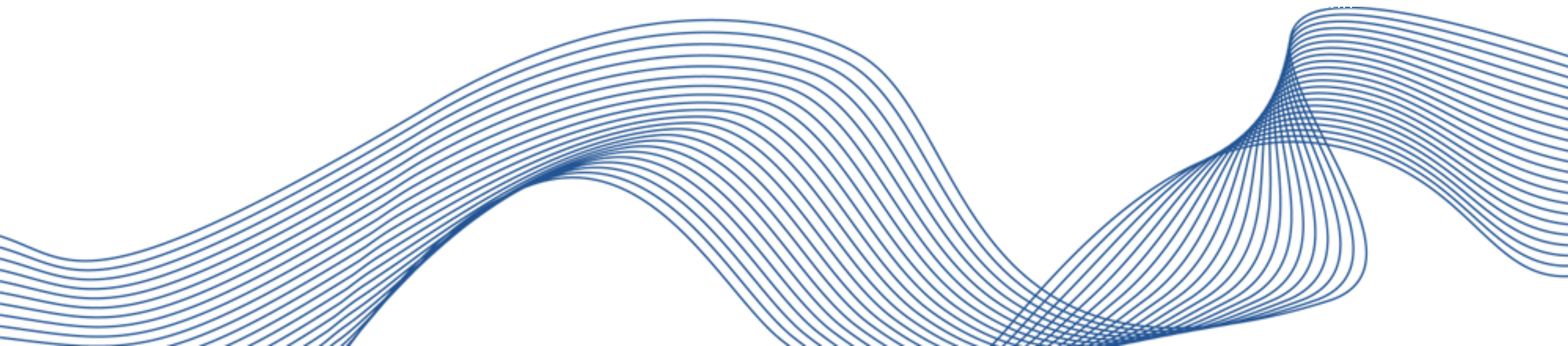
Total cost of claims in USD million:  
2016-2020: 4,920.7

2021: 945.4

# CLAIMS FREQUENCY TRENDS – SEEN IN CONTEXT

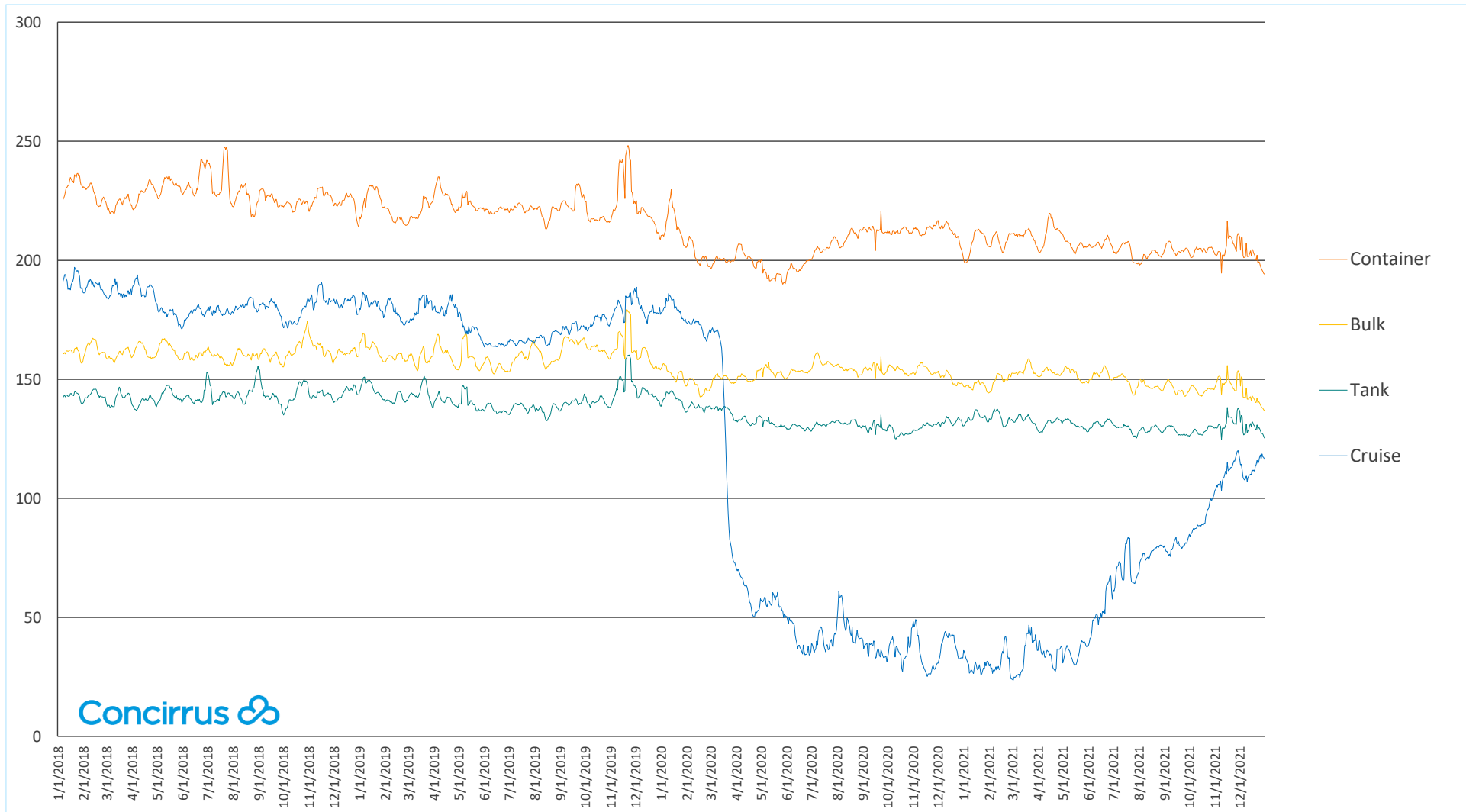


Painting/Drawing by Astrid Seltmann



# 2021 BULK, CONTAINER, TANK ACTIVITY 5-8% BELOW 2019 LEVEL CRUISE ONLY SLOWLY RECOVERING

SOURCE: CONCIRRUS, AVERAGE DAILY AVERAGE MILEAGE 2019-2021

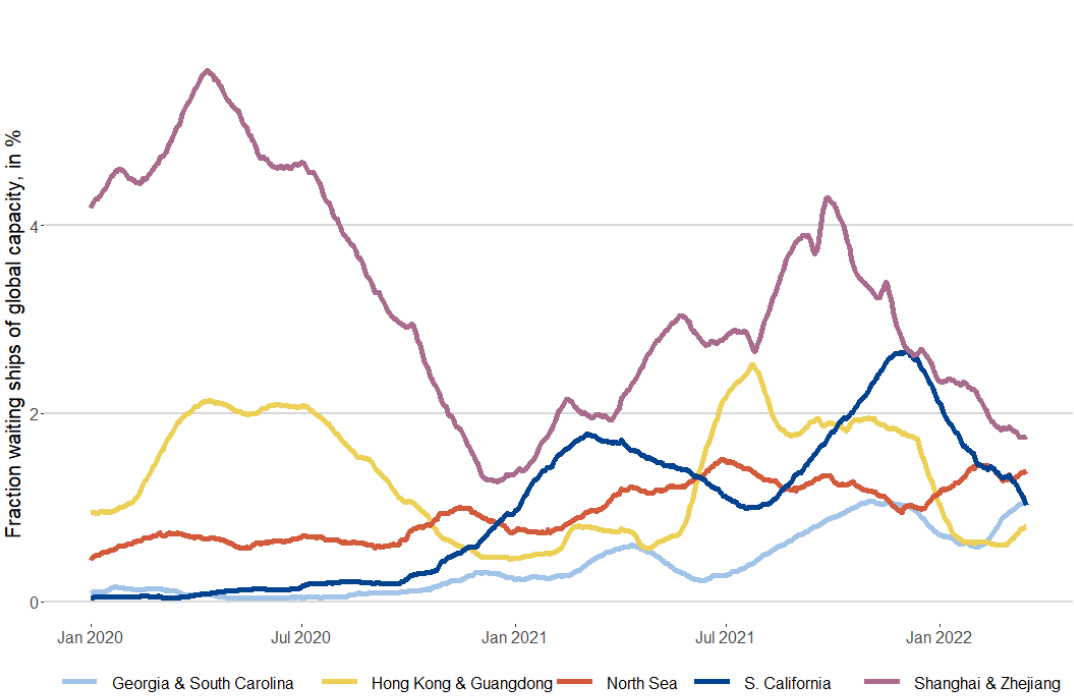


Despite container vessels being in strong demand, 2021 activity below 2019.

## Supply chain issues

(Port backlog, blocking of Suez Canal, quarantine in major ports,...)

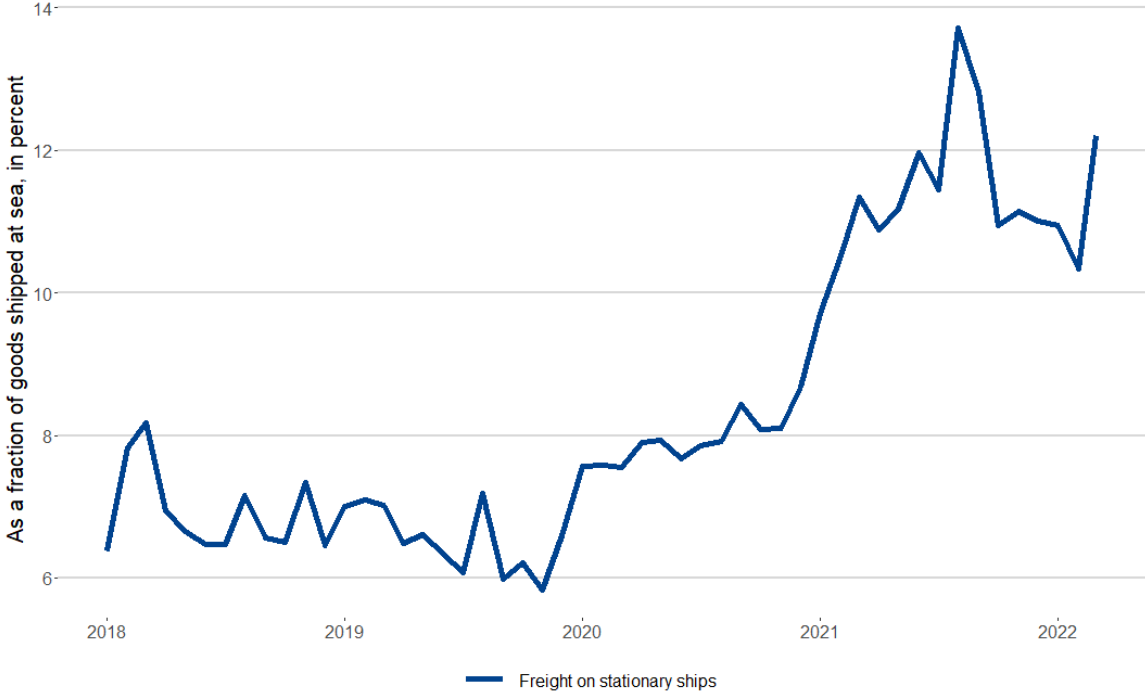
# CONTAINERSHIP TRAFFIC AT MAJOR PORTS WAITING SHIPS IN % OF GLOBAL CAPACITY



Quelle: Fleetmon, own calculations. 60-days moving average

Kiel Trade Indicator

# FREIGHT ON STATIONARY SHIPS (IN % OF ALL)



Quelle: Sources: Fleetmon, own calculations.

Kiel Trade Indicator

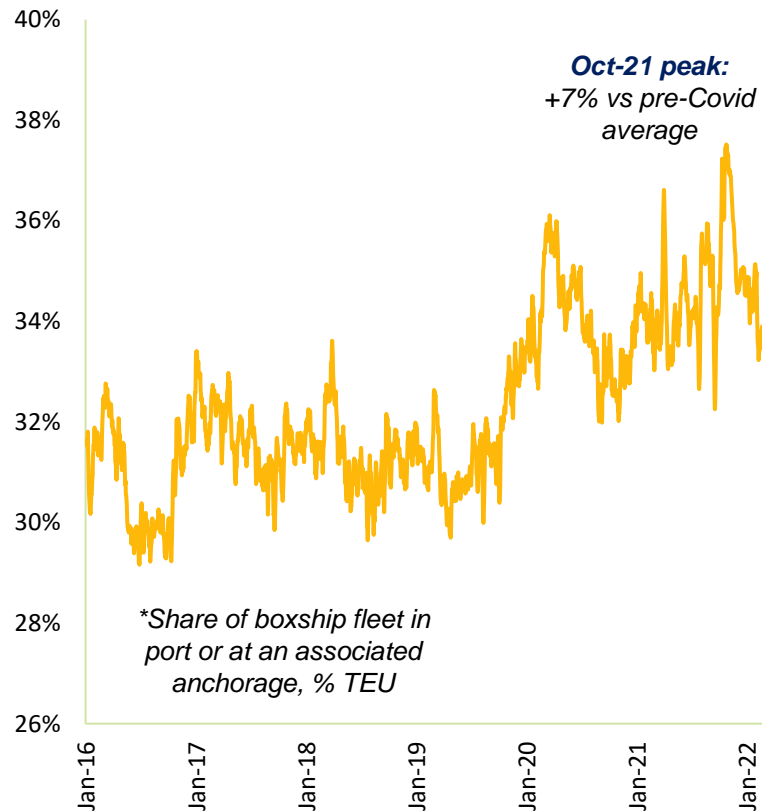
Source: Institut für Weltwirtschaft (IfW-Kiel), as per 20.03.2022



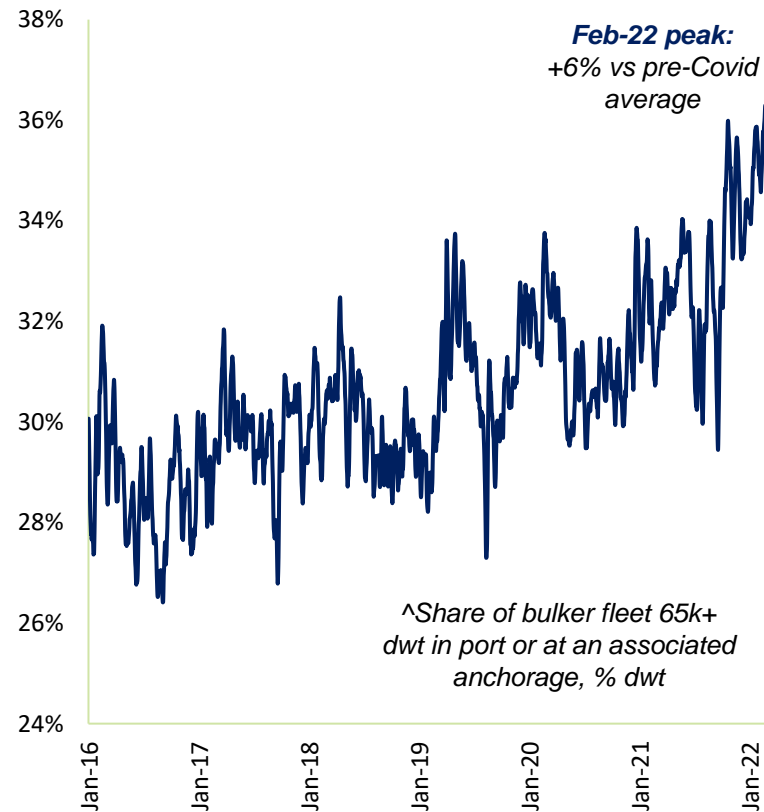
# CONGESTION TRENDS...

Congestion has had a major impact over the last year; will take time to unwind...

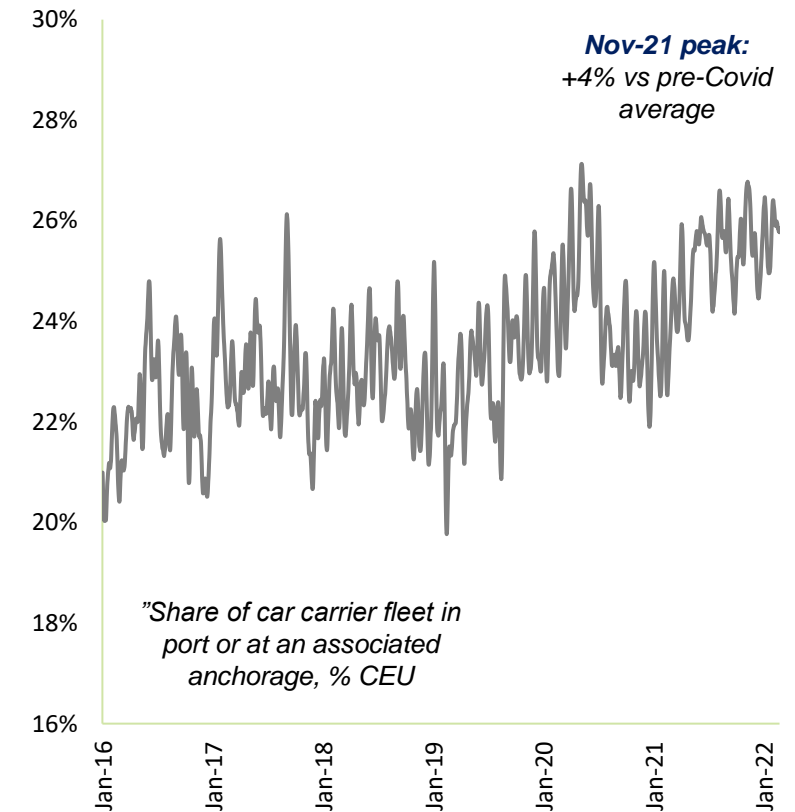
Containership Congestion Index\*, % TEU



Bulkcarrier Congestion Index^, % dwt

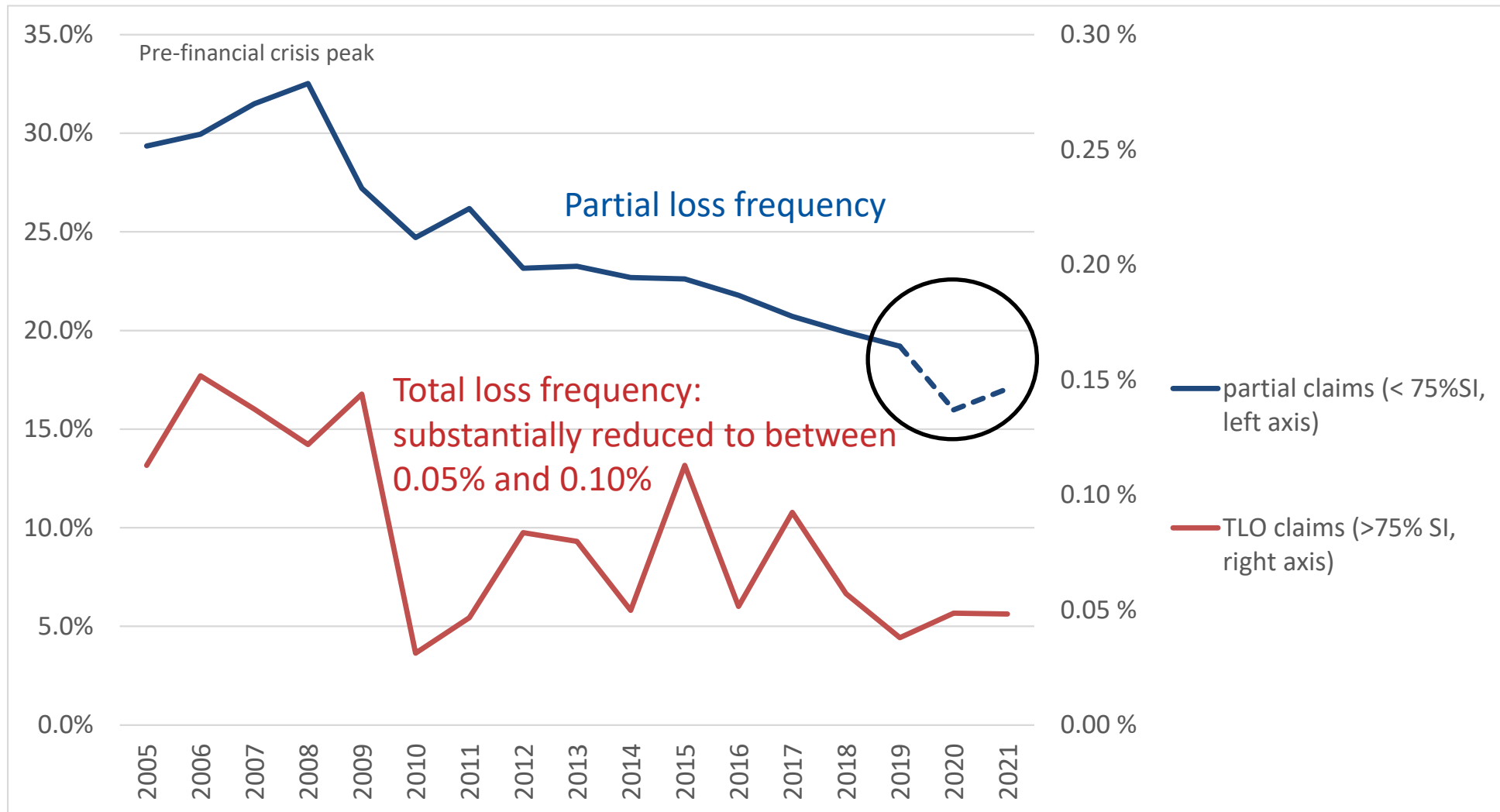


Car Carrier Congestion Index", % CEU



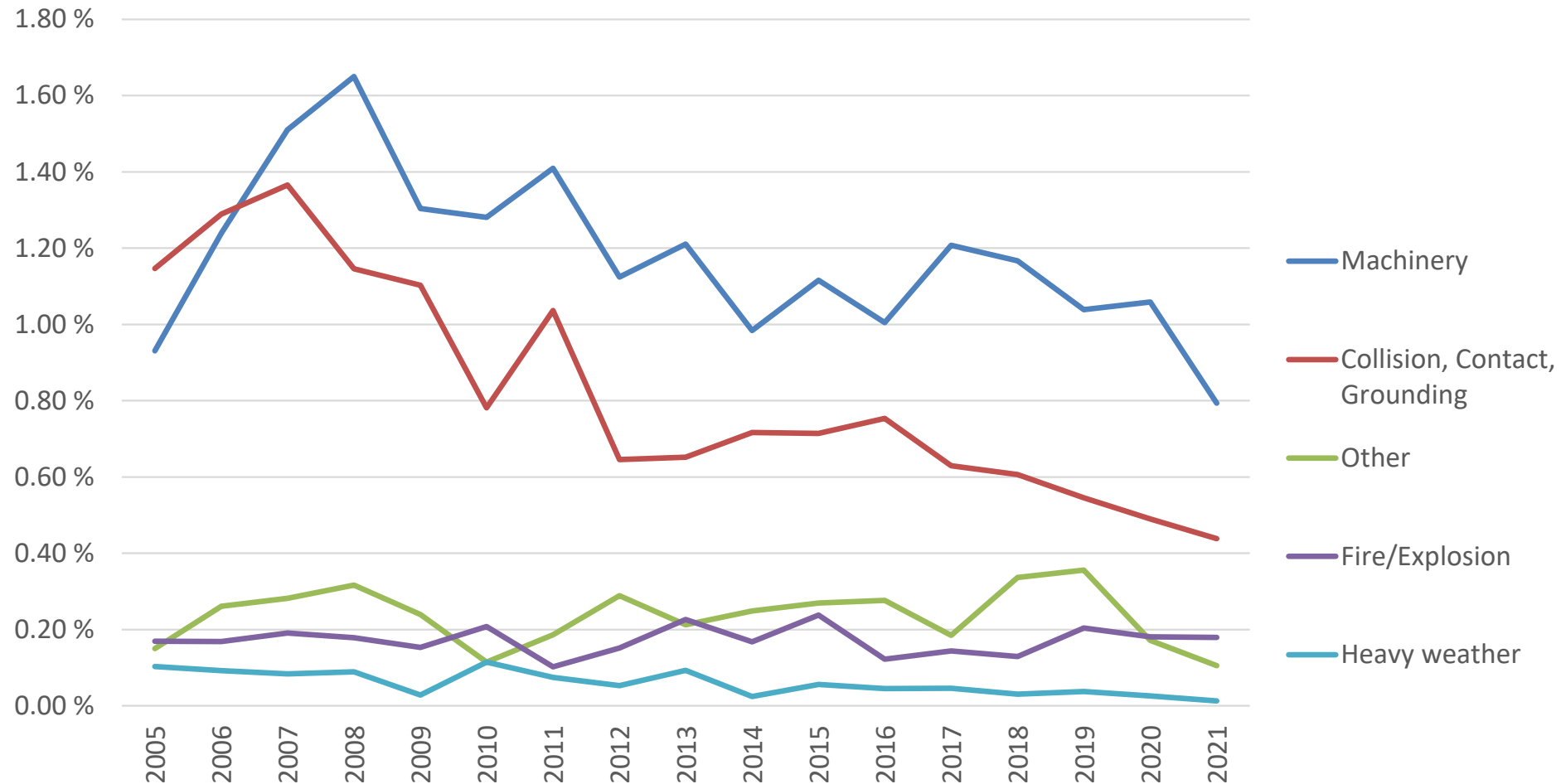
• Source: Clarksons Research. Data based on the proportion of vessels in the fleet in a defined port or anchorage location based on vessel's closest to midday AIS signal on the date specified. Where a vessel has not transmitted on a particular day, the last position transmitted within the previous 30 days is used. Excludes vessels last seen 30 or more days ago from the date specified.

# CLAIMS FREQUENCY\* – LONG-TERM POSITIVE TREND EXTRAORDINARY DIP IN 2020 BUT ALSO 2021 LOW



\* = Number of claims divided by number of insured vessels

# FREQUENCY OF CLAIMS > USD 500,000: FURTHER REDUCTION IN MACHINERY & NAUTICAL-RELATED CLAIMS

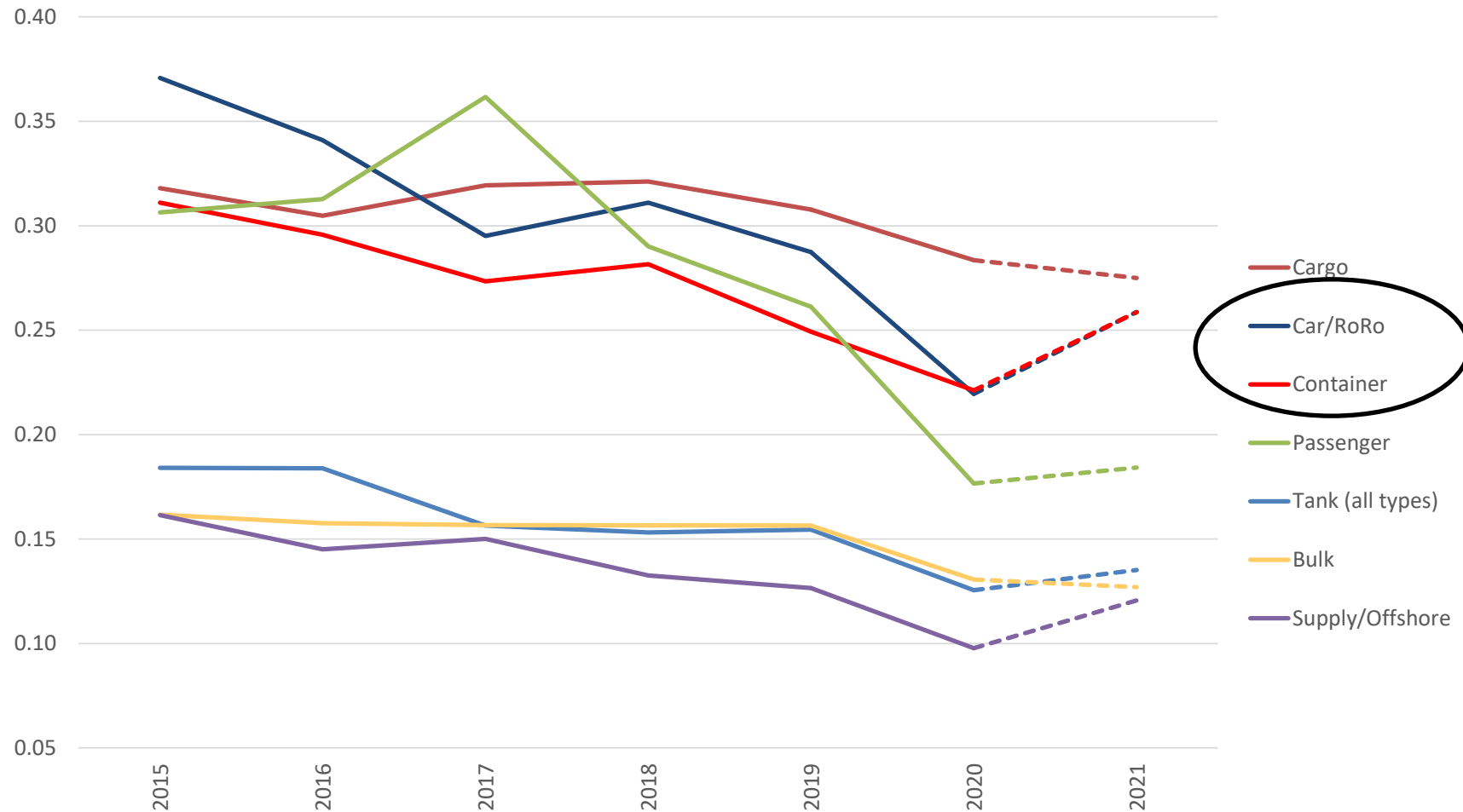


# CLAIMS FREQUENCY DIFFERS BY VESSEL TYPE:

## PASSENGER: BIG REDUCTION

## CONTAINER, CAR/RORO: INCREASE

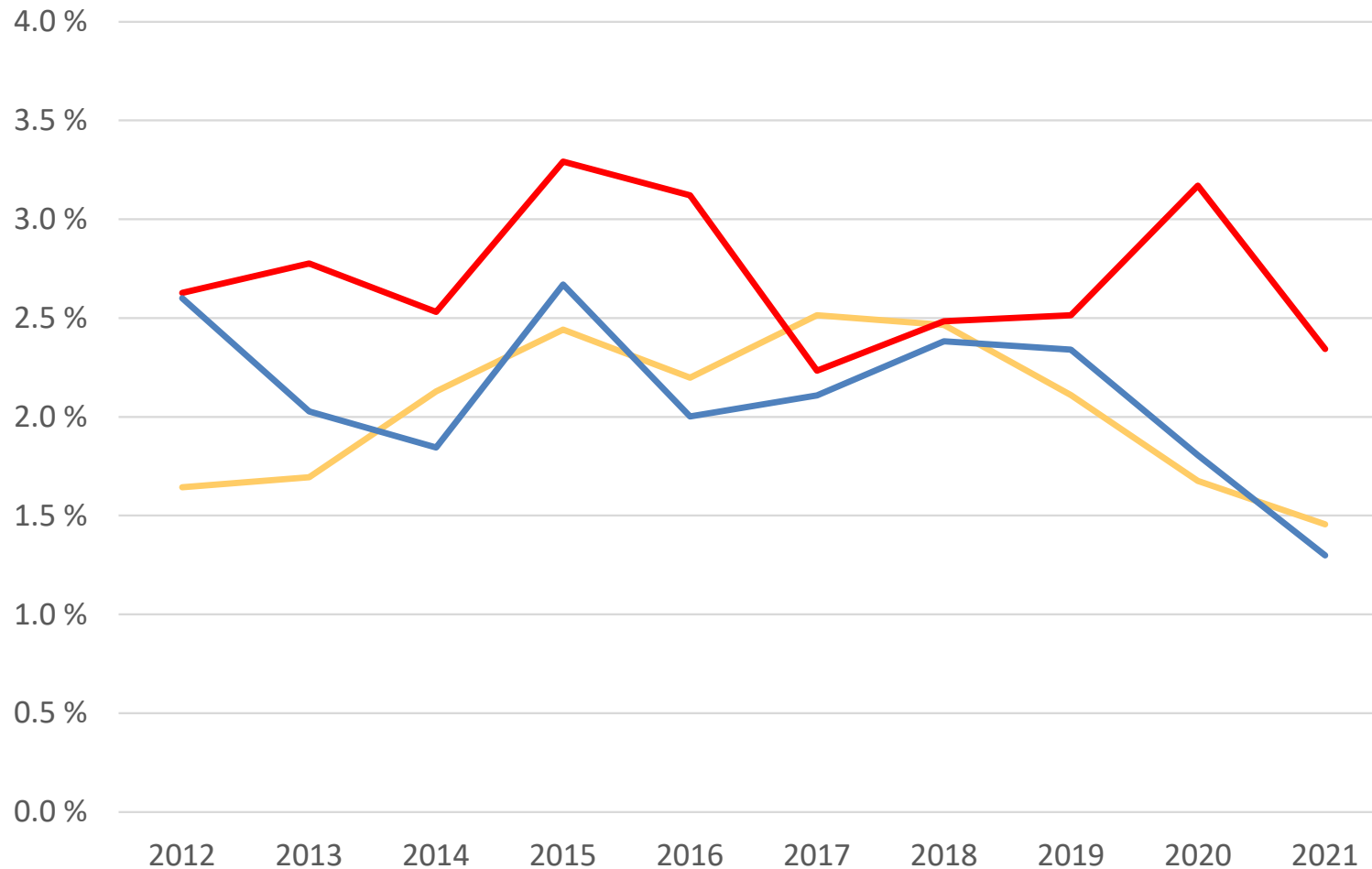
ALL CLAIMS, INCLUDING IBNR\*



\* IBNR = Incurred but not reported = reserve for claims adjustments and registration backlog

# BULK, CONTAINER, TANK FREQUENCY OF CLAIMS > 500,000

## POSITIVE TREND EXCEPT FOR CONTAINER



**Container** showed even increase in 2020 when activity was partly reduced.

— Bulk  
— Container  
— Tank (all types)

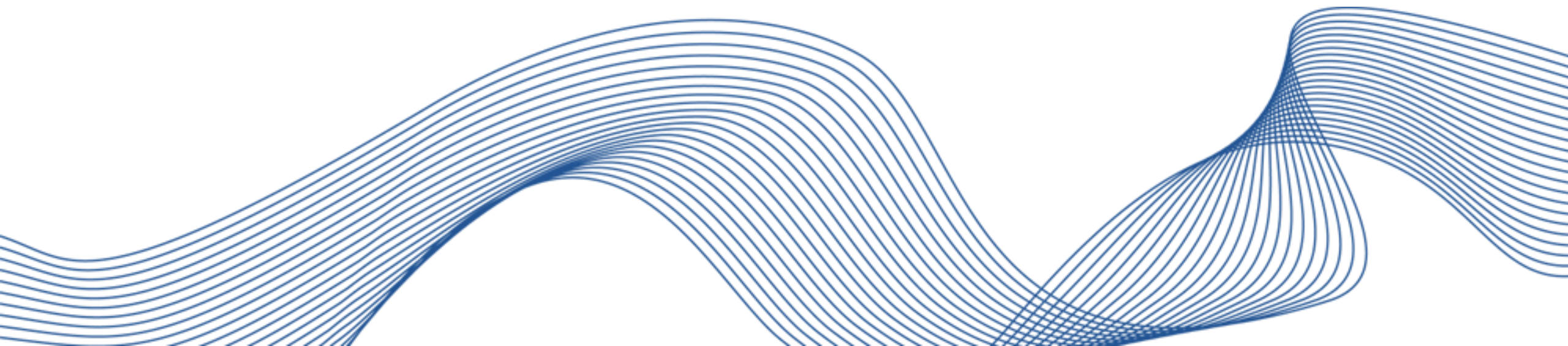
# SUMMARY CASUALTY TRENDS – FREQUENCY

- **Total loss frequency**
  - Long-term positive trend – maybe due to increased focus on safety measures
  - Stabilizing around the probably minimum achievable level.
- **Overall claims frequency**
  - Long-term positive trend, unusual drop in 2020.
  - Increasing in 2021 but still below pre-Covid level
- **Major loss frequency (costly casualties)**
  - Low also in 2021 with few exceptions
- **Influencing factors**
  - Vessel utilization (type of trade, overcapacity, maintenance, lay-ups, activity in ports /congested areas
  - Bulk, container, tank activity in 2021 still 5-8% reduced compared to 2019 (more for cruise)
  - Vessel age and size
  - Changes in underlying risk
  - Insurer deductibles (higher deductibles = less claims reported)

# CLAIM COST TRENDS

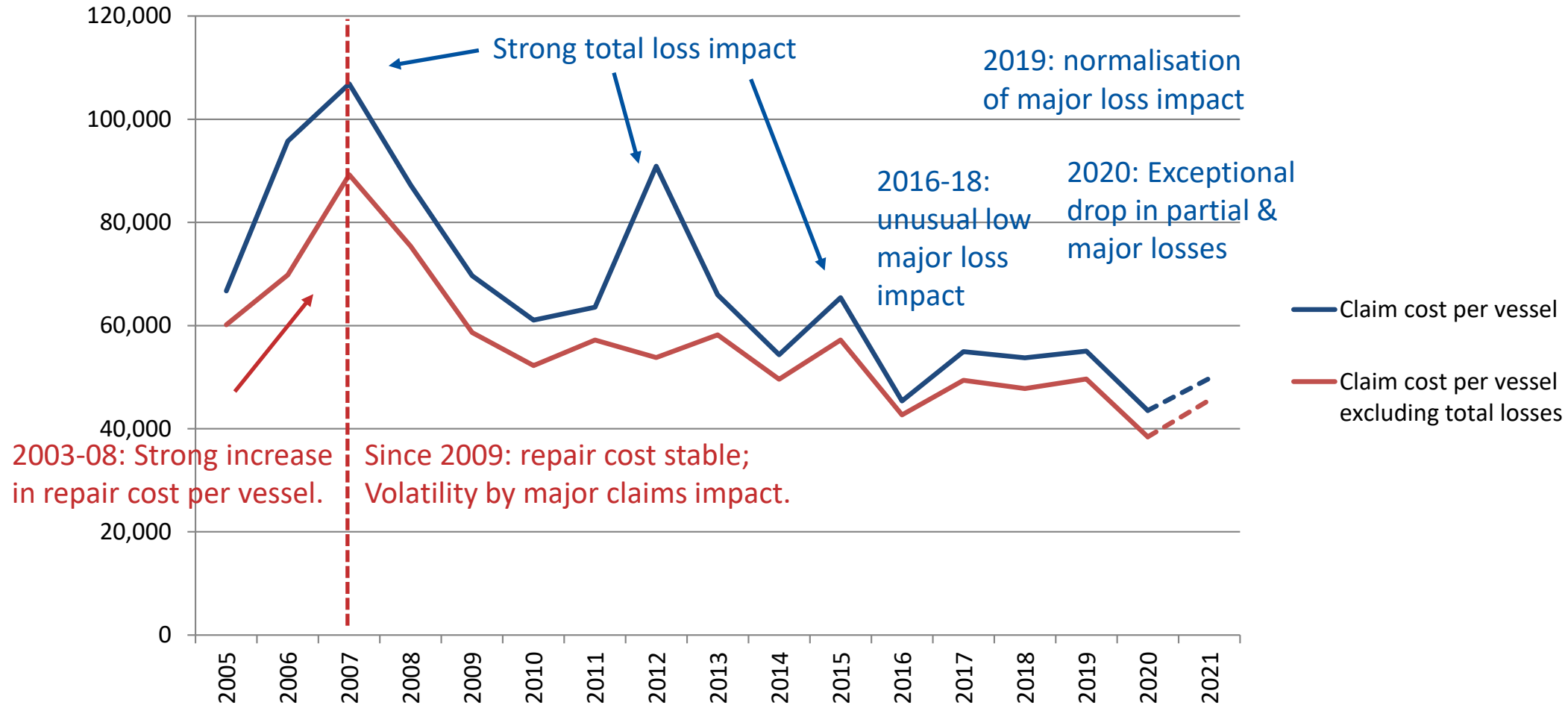


Photo: Astrid Seltmann

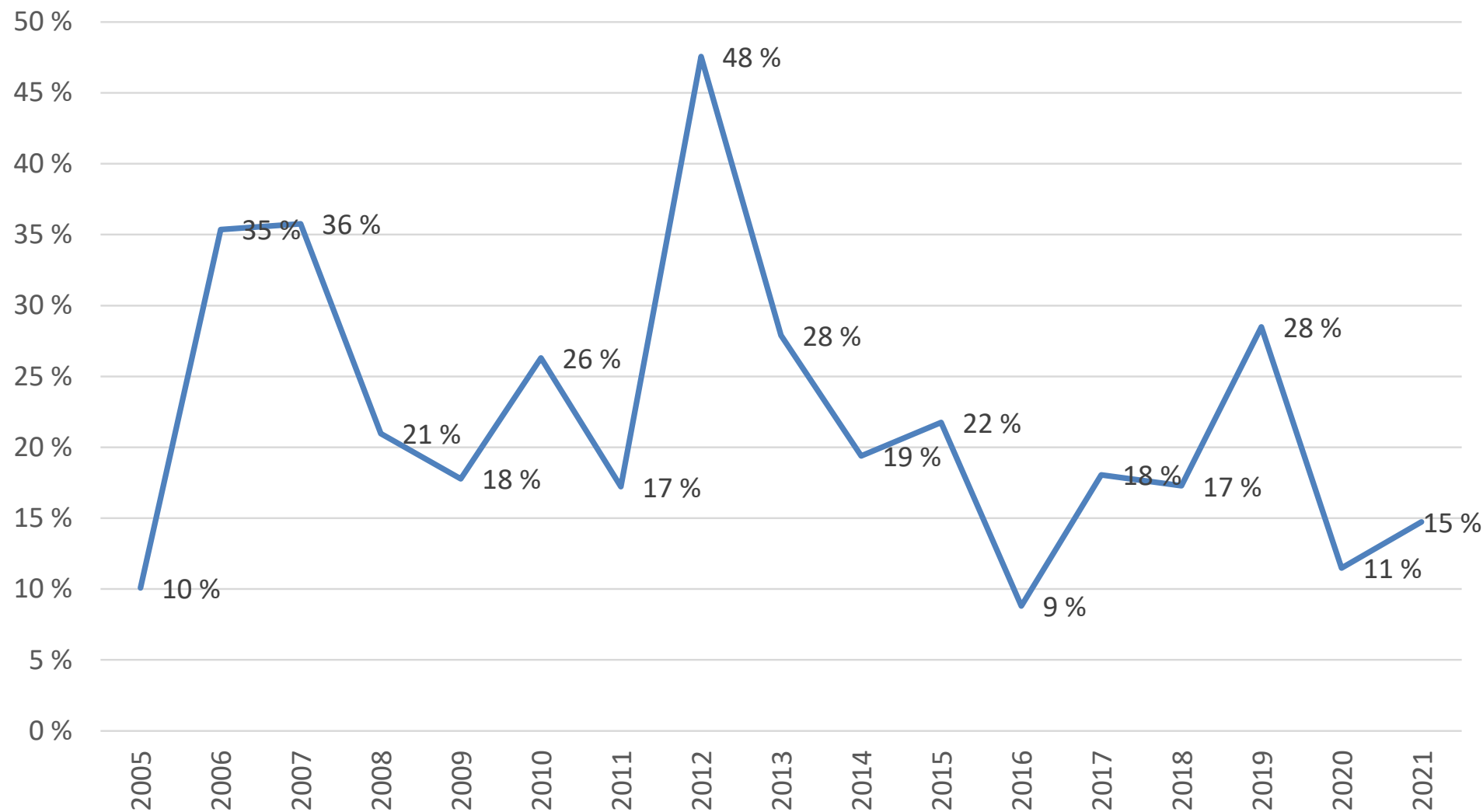


# CLAIM COST PER VESSEL: EXTRAORDINARY LOW IN 2020 BUT ALSO 2021 STAYS BELOW LOW 2017-2019 LEVELS

INCLUDING IBNR



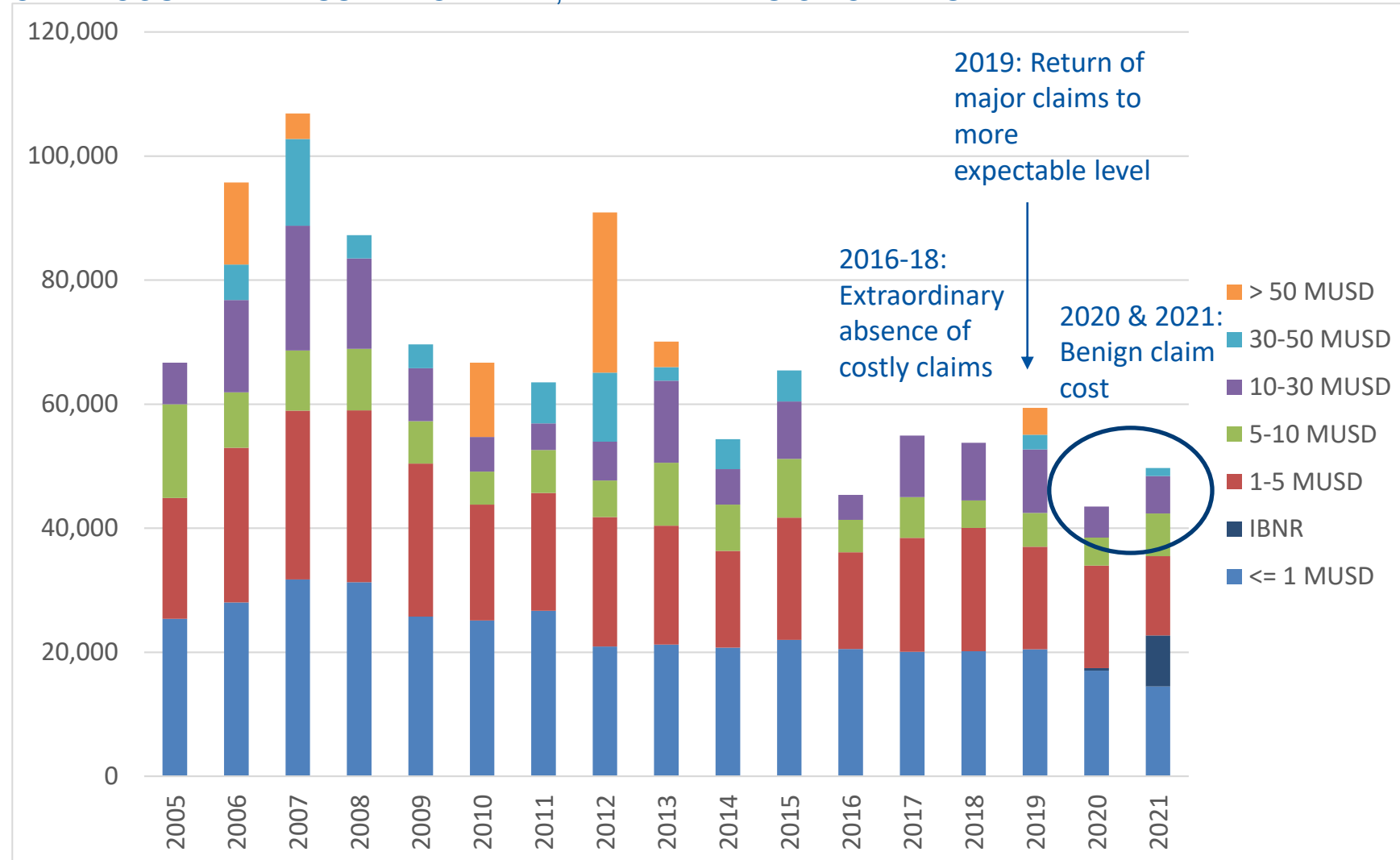
# CLAIMS > USD 10 MILLION IN % OF TOTAL CLAIMS COST\*



2020 & 2021  
Low major loss  
impact

# CLAIM COST PER VESSEL: RISING AFTER EXTRAORDINARY 2020 DROP BUT NOT ABOVE LOW 2017/2018 LEVEL

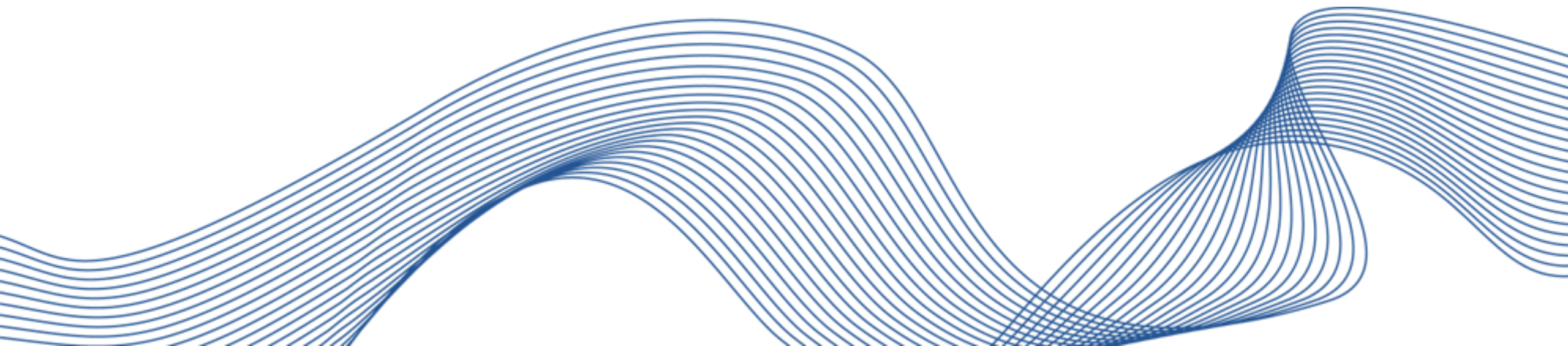
CLAIM COST PER VESSEL INCL. IBNR, BY INTERVALS OF CLAIM SIZE



# SUMMARY CASUALTY TRENDS – COST

- **Major losses (= costly casualties)**
  - Unusual low impact in 2020, still low in 2021
  - to be seen in connection with reduced activity 2020/2021 high-value segments (cruise, container)
  - rising vessel values in 2021 (container) may increase risk of costly losses again
  - strong influence on the cost also in years with few major losses
- **Claim cost per vessel / repair cost:**
  - Stabilization at modest level in recent years.
  - Also unusual reduction in 2020.
- **Cost drivers**
  - Steel price, USD exchange rates (repairs often paid in other currencies than USD), Labour cost, Maintenance routines, vessel behaviour,...

INFLATION – AS OF 2021...



# SIMULATED EFFECT OF INFLATION ON NET CLAIMS

(= INSURED CLAIMS EXCEEDING THE DEDUCTIBLE)

The table illustrates the effects based on 2020 calendar year claims in the NoMIS portfolio.

Net claims were first re-calculated with an increased deductible of USD 500,000.

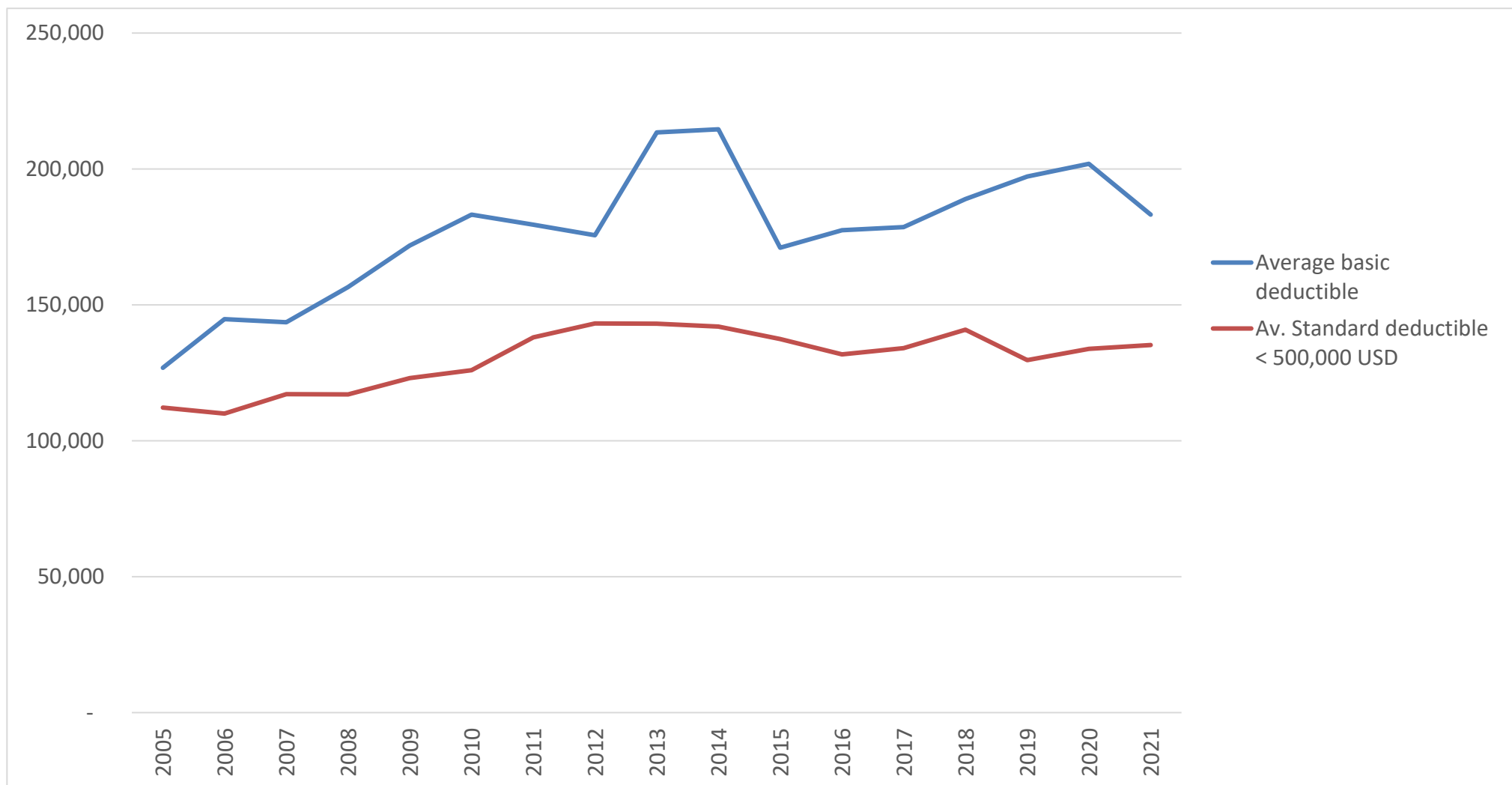
It is then possible to assess the effect of adjusting all gross claims by a fixed factor:

Inflation	-20%	-15%	-10%	-5%	0%	5%	10%	15%	20%
Net claim cost	-28%	-22%	-15%	-7%	0%	7%	15%	23%	30%
Claim count	-25%	-16%	-11%	-6%	0%	5%	10%	15%	20%
Average net claim	-5%	-6%	-4%	-1%	0%	3%	5%	7%	8%

For this data set, 10% inflation would result in a 15% increase in net claim cost, a 10% increase in the number of claims and a 5% increase in average claims.

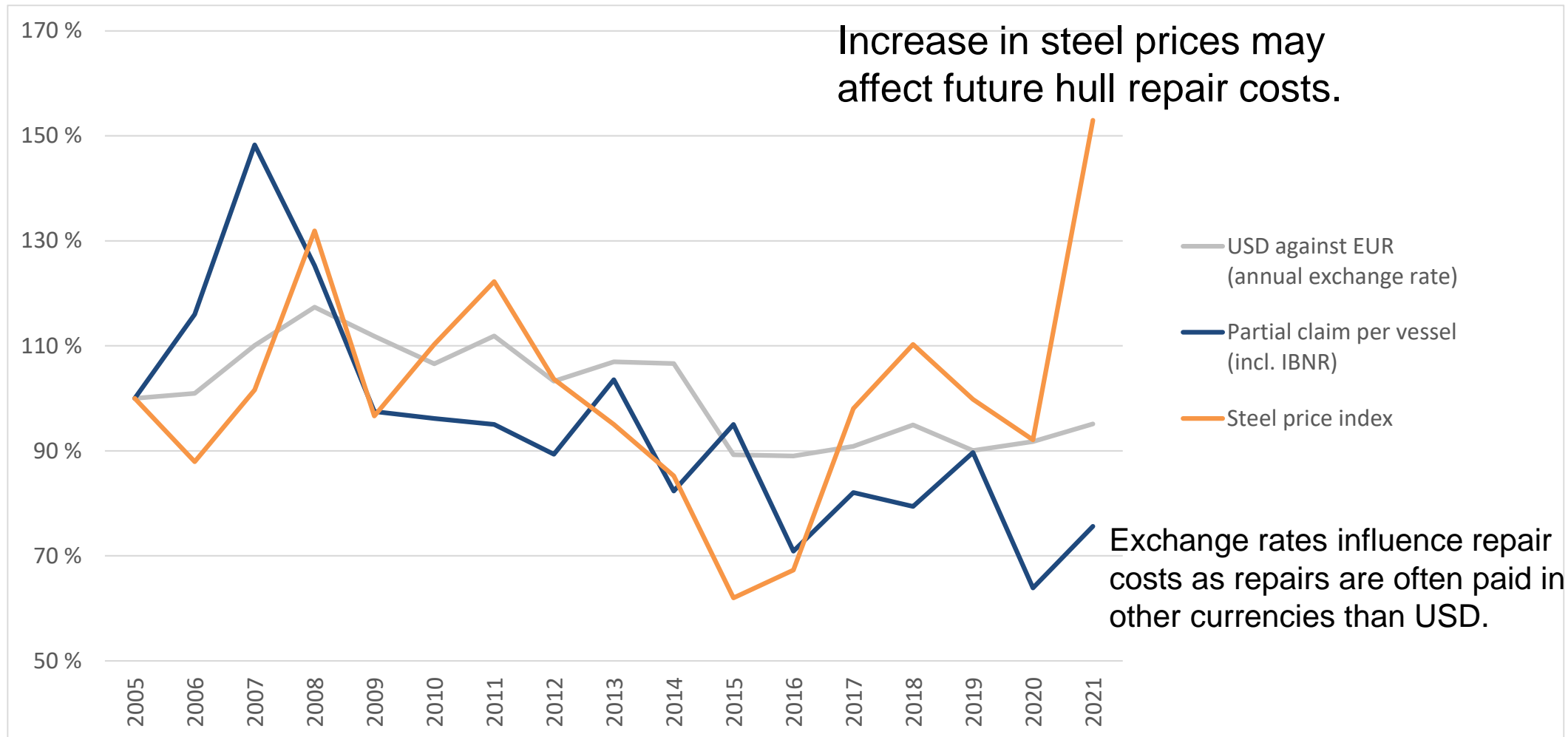
Results may differ by portfolio, so the above should not be regarded as a best estimate of inflation impact.

# NUMBER & SIZE OF INSURERS' CLAIMS RELATED TO DEDUCTIBLE LEVELS



# COST-DRIVING FACTORS: PARTIAL CLAIMS COST VERSUS STEEL PRICE & USD-EUR EXCHANGE RATE

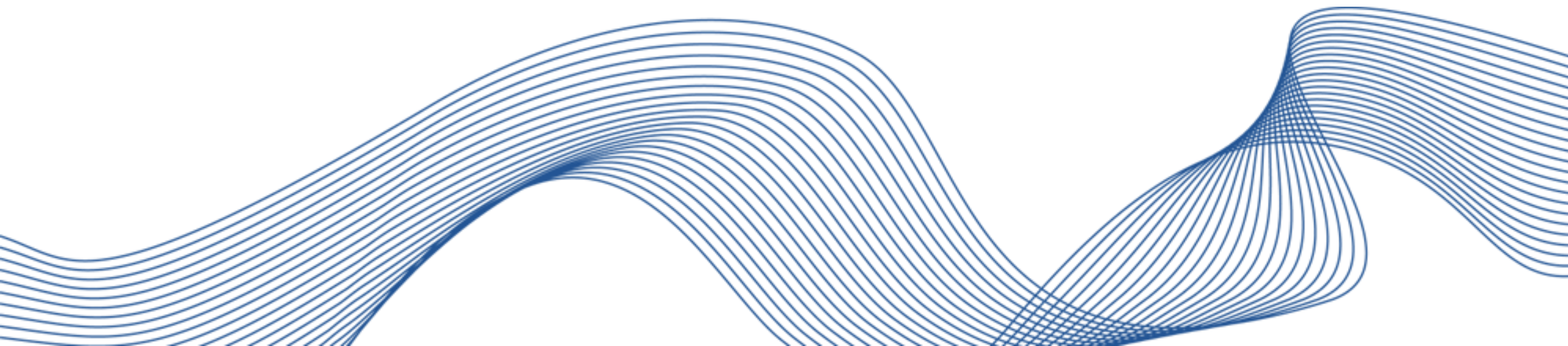
INDEX 2005 = 100%



# FIRES – STILL BURNING

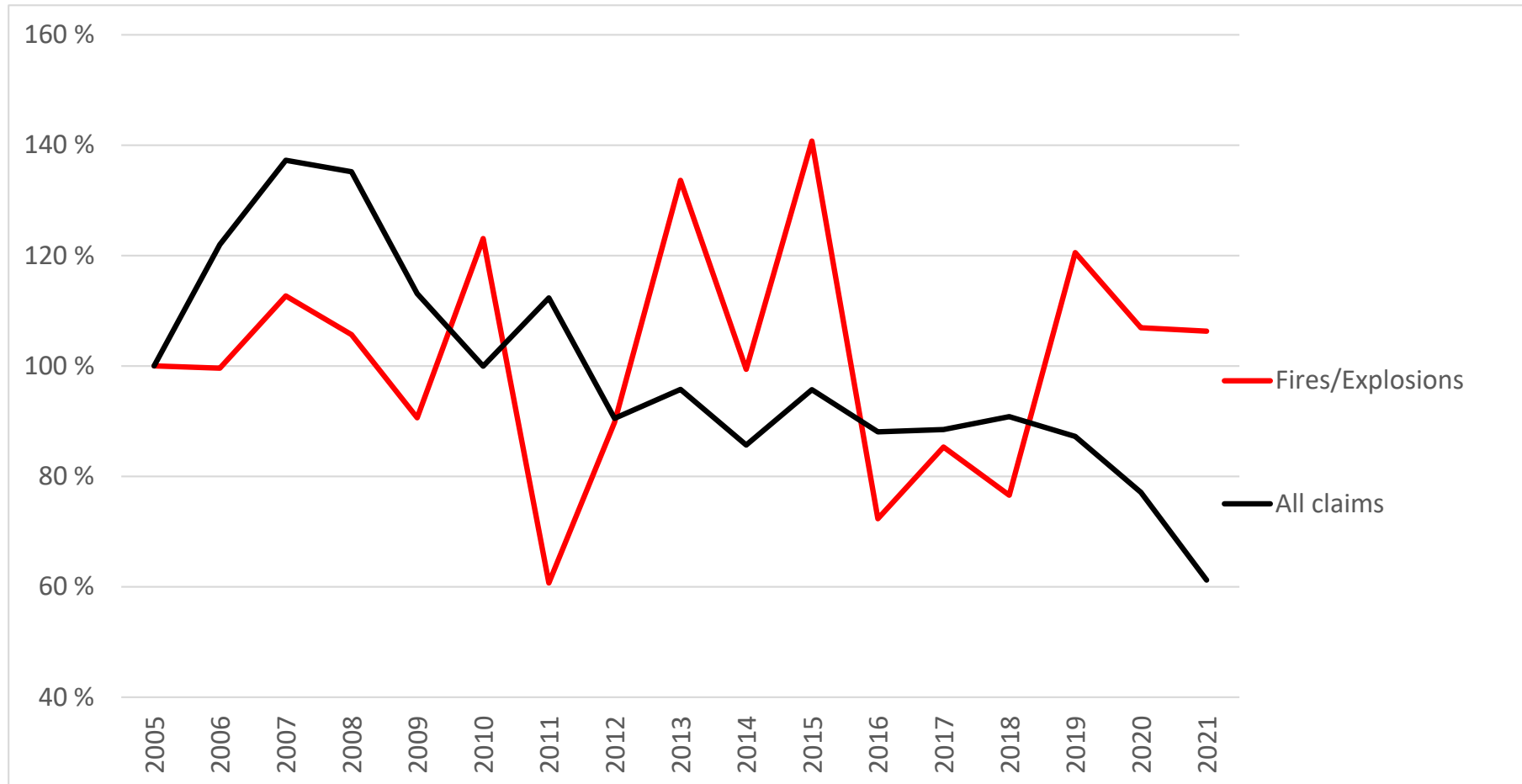


Photo: Astrid Seltmann



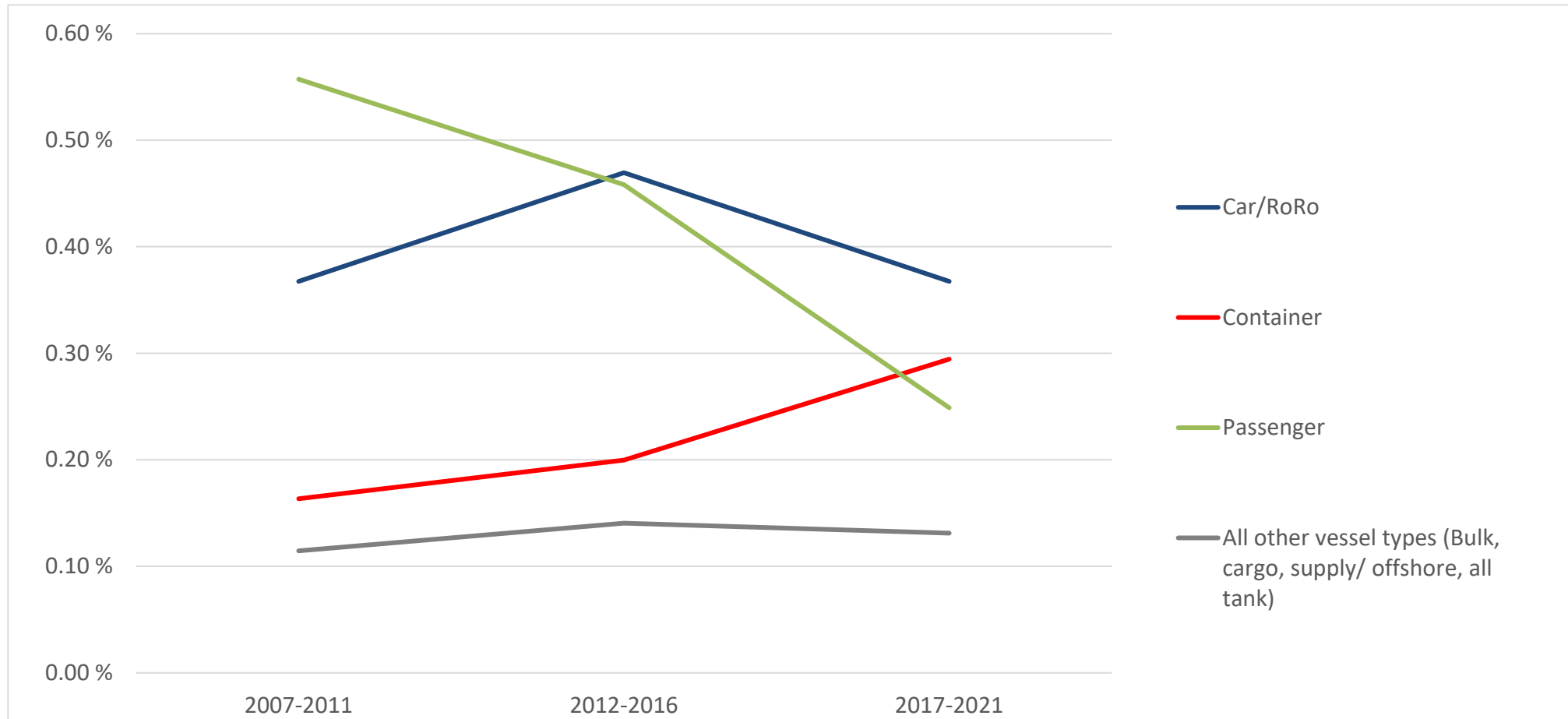
# FIRE FREQUENCY: NO DOWNWARD TREND CONTRARY TO OTHER CASUALTY TYPES

INDEX FREQUENCY OF CLAIMS > USD 500,000, ALL VESSEL TYPES, 2005 = 100%



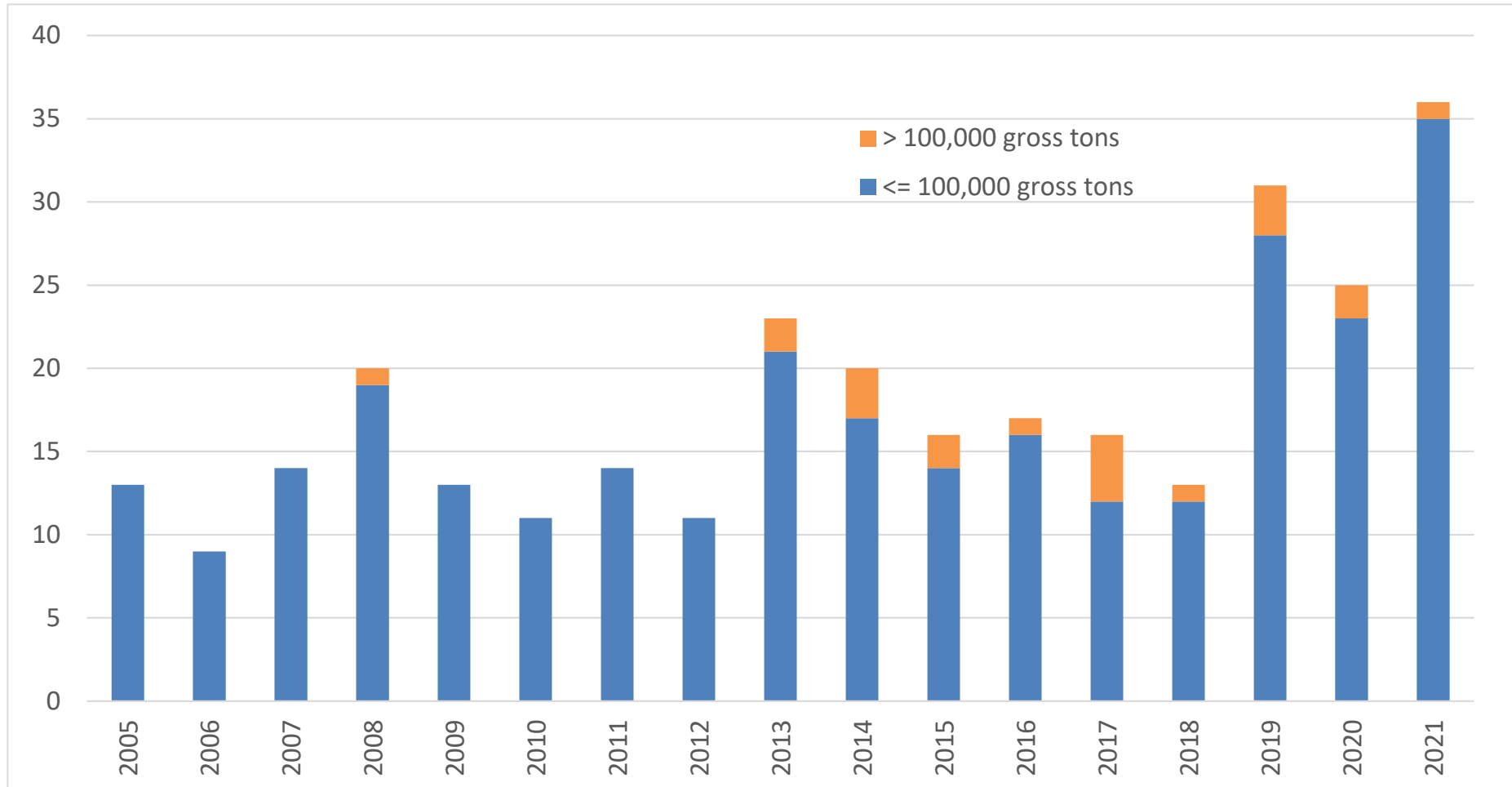
# FIRE FREQUENCY BY VESSEL SEGMENT:

CAR/RORO: REMAINS HIGH  
CONTAINER: INCREASING TREND  
PASSENGER: BIG REDUCTION



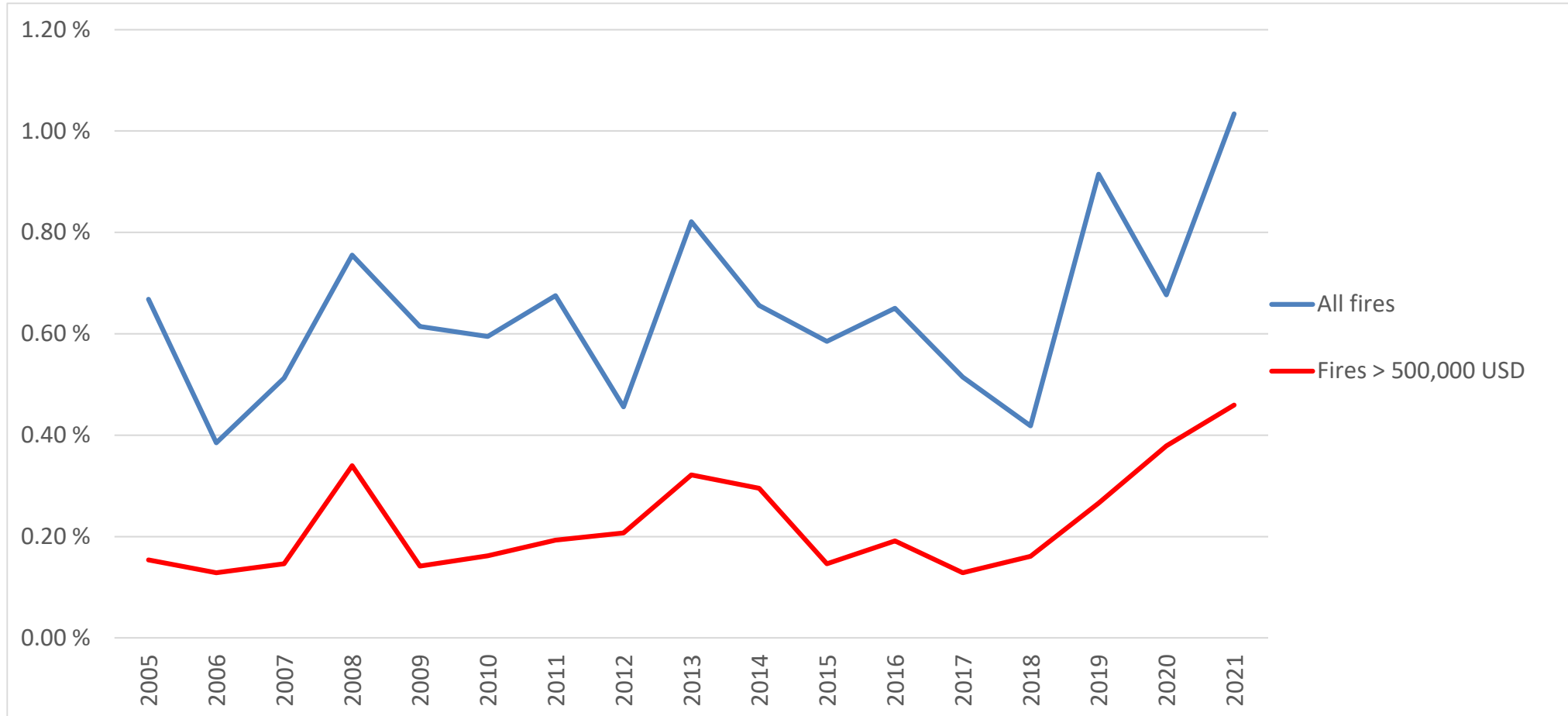
# CONTAINER VESSELS: INCREASING NUMBER OF FIRES

NB: NEEDS TO BE SEEN IN RELATION TO INCREASING NUMBER OF CONTAINER VESSELS IN WORLD FLEET

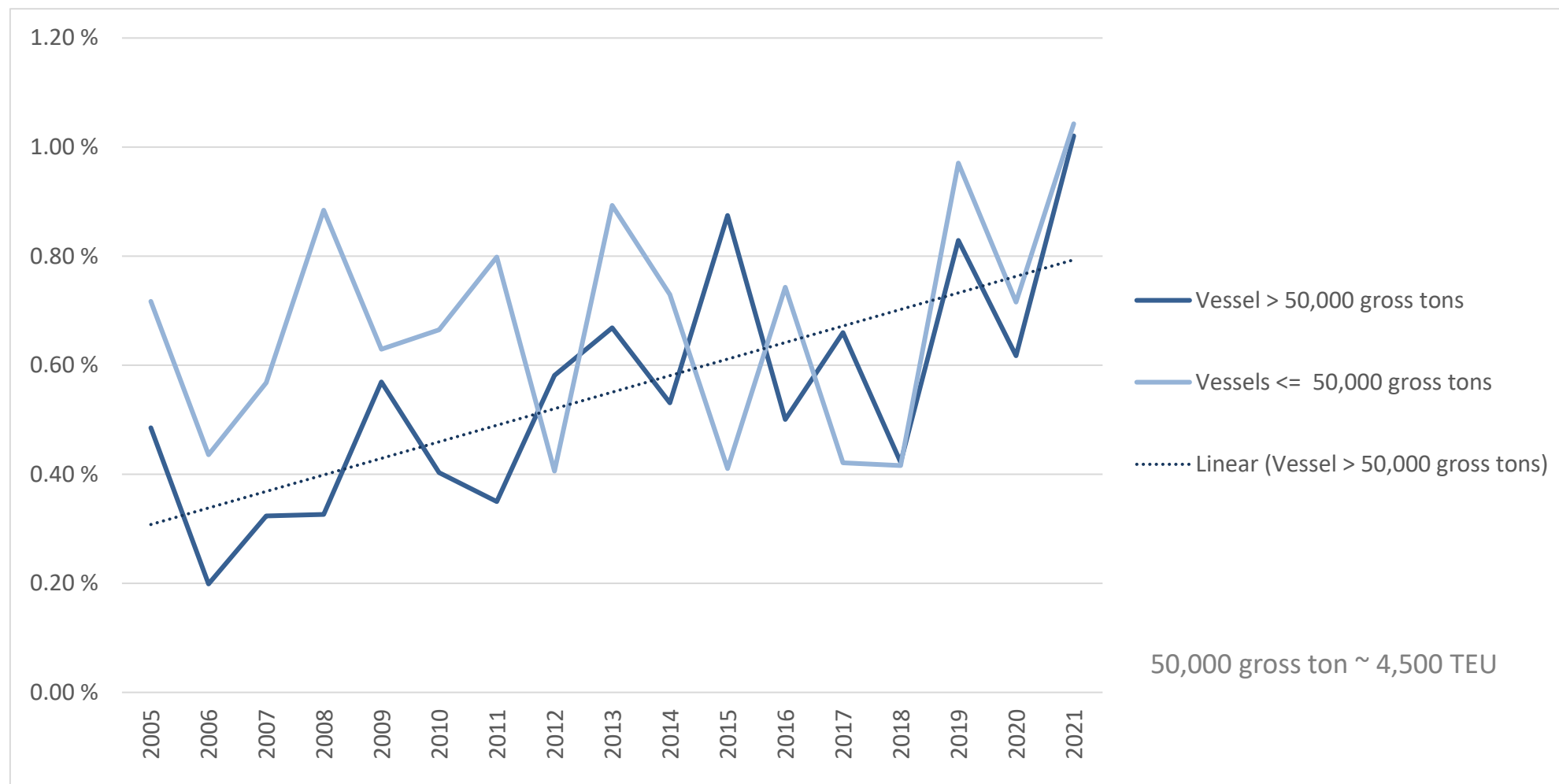


# INCREASING FIRE FREQUENCY ON CONTAINER\* VESSELS

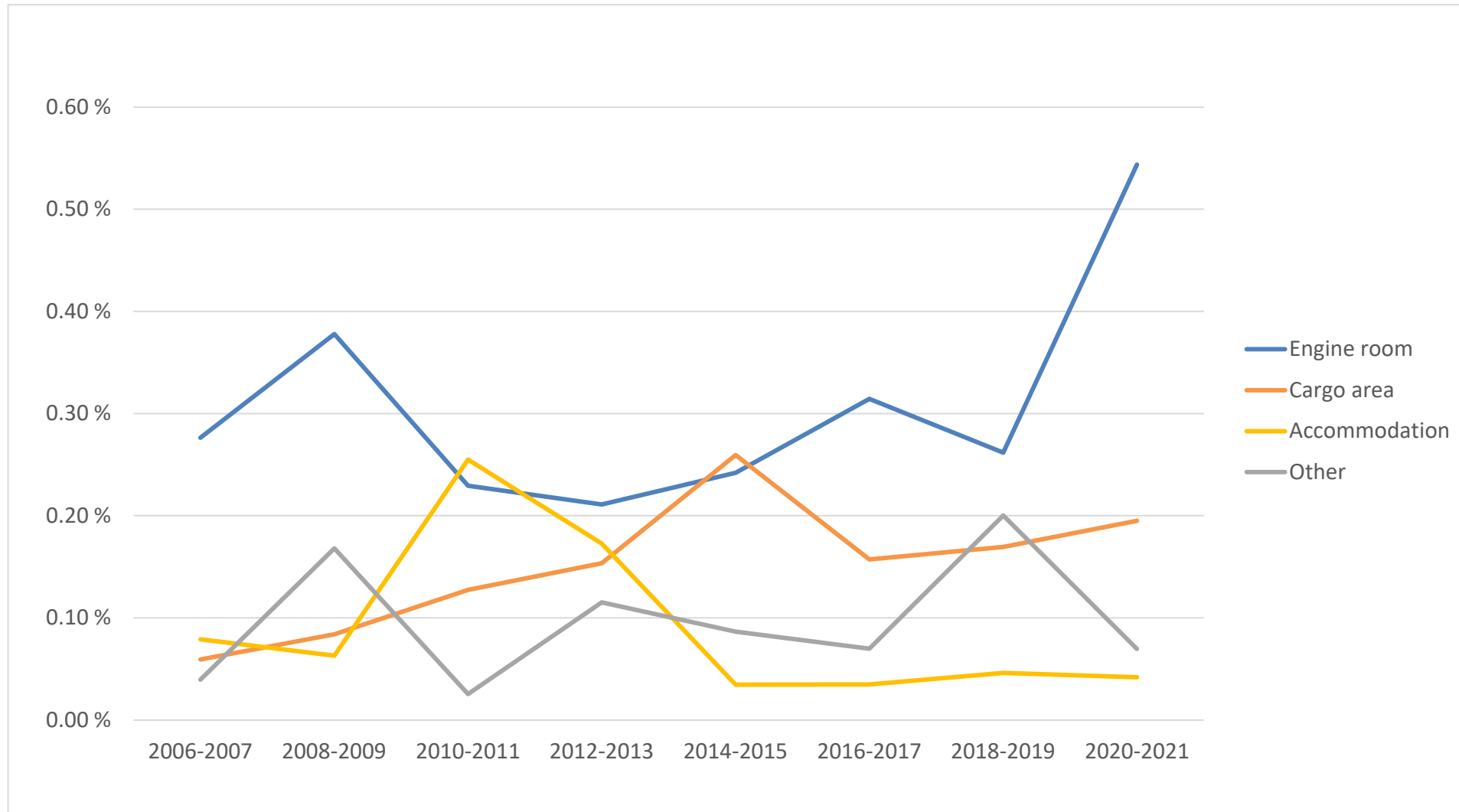
\* INCLUDING FULLY CELLULAR CONTAINER VESSELS AND RORO WITH CONTAINER-CARRYING CAPACITY



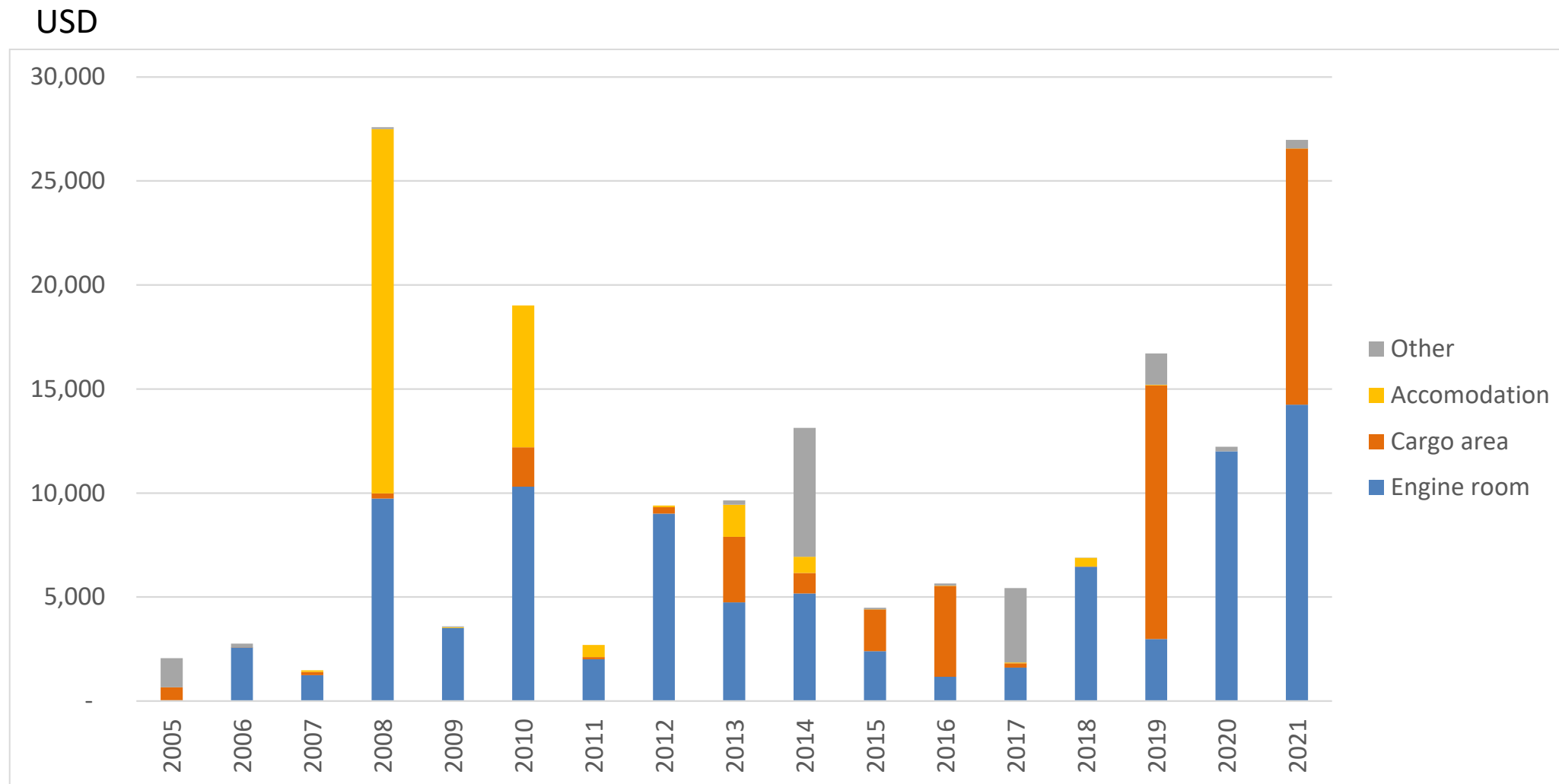
# FIRE FREQUENCY ON CONTAINER VESSELS: UPWARD TREND PARTICULARLY ON LARGER VESSELS



# FIRE FREQUENCY ON CONTAINER VESSELS: CONTINUOUS INCREASE IN CARGO FIRES & RECENT INCREASE IN ENGINE ROOM FIRES

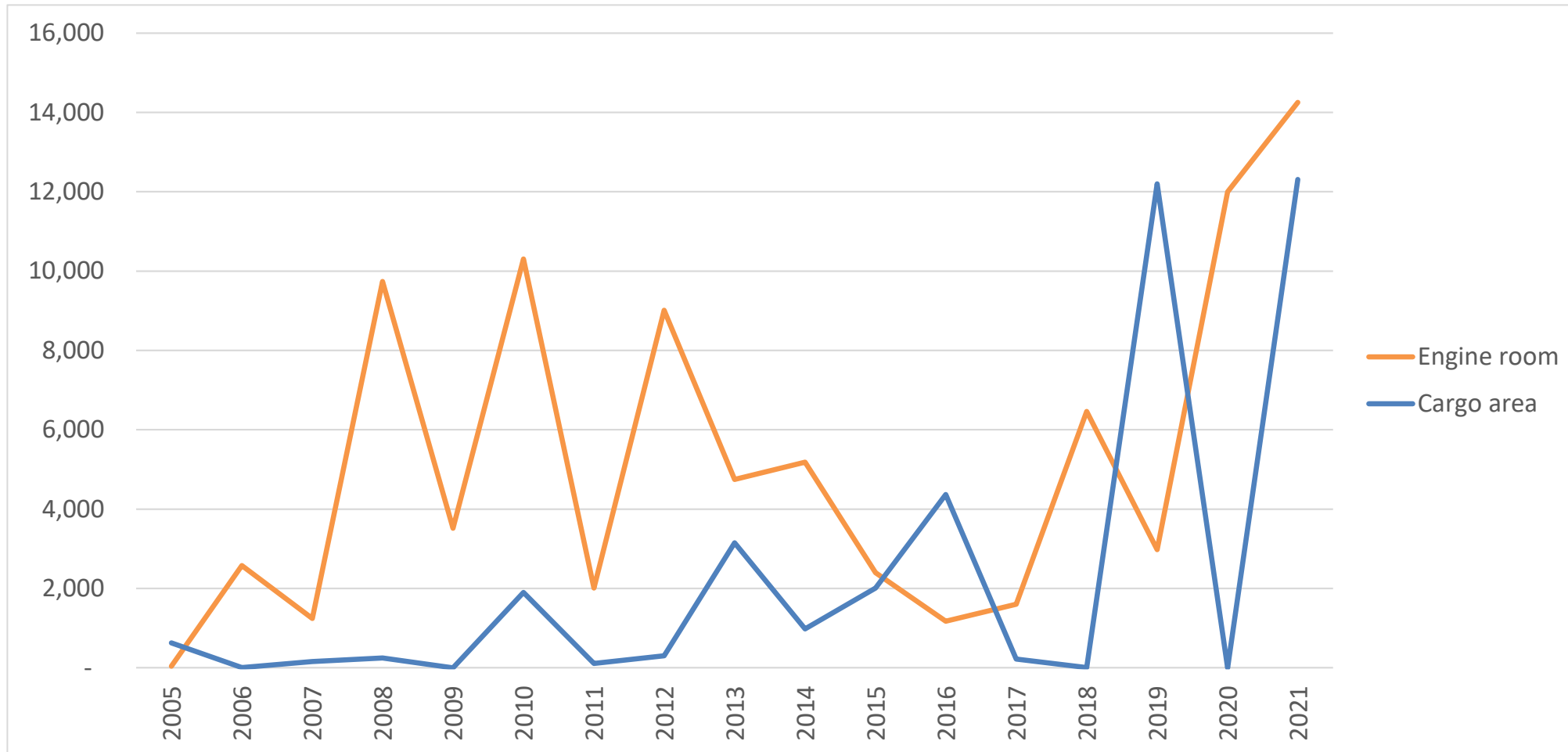


# CONTAINER FIRE CLAIM COST PER VESSEL (USD): RECENT HIGH CONTRIBUTION FROM CARGO FIRES



# 2019-2021: FIRE COST PER VESSEL HEAVILY INFLUENCED BY BOTH CARGO AND ENGINE ROOM FIRES

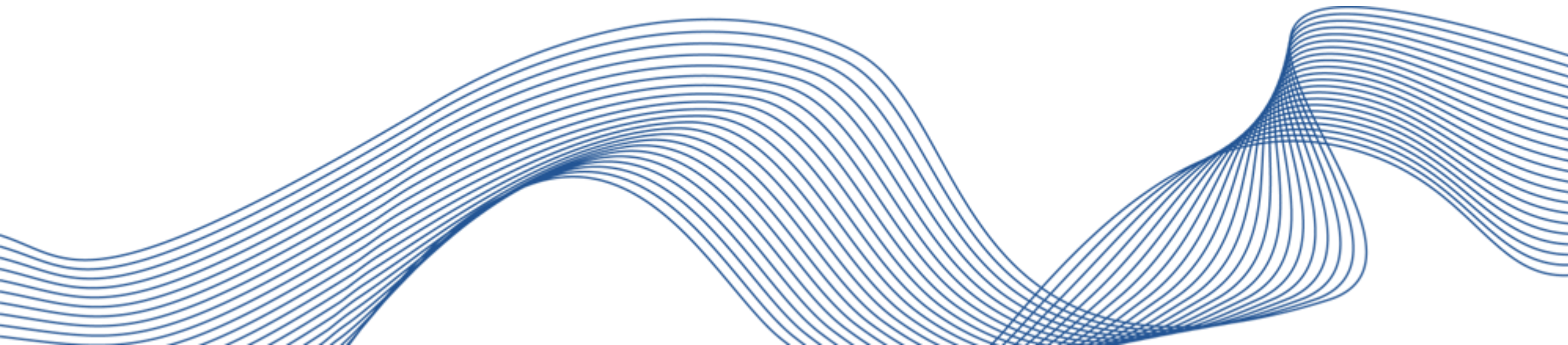
USD



# SUMMARY FIRES

- Fire frequency (all vessel types): No downward trend as for other types of casualties.
- Fire frequency highest on
  - Car/RoRo vessels
  - Large container vessels
  - Substantial reduction in passenger vessel fires (due to enforced cruise pause?)
- Container-carrying vessels:
  - Upward trend in fire frequency
  - Continuous increase in cost by cargo fires
  - Recent strong impact by engine room fires
  - The probability of a cargo fire increases with the vessel size: More containers = higher probability that at least one container contains cargo that may self-ignite.
  - No reduction in container vessel fires in neither 2020 nor 2021.

# SUMMING UP & OUTLOOK



# MAIN TAKE-AWAYS HULL TRENDS\*

- Vessel values: downward trend reversed despite ageing fleet (differs by vessel type, main driver demand for container transport)
- Positive claims frequency & cost trend continued
  - Increase in 2021 after extraordinary drop in 2020 but not exceeding (low) 2017/2018 level.
  - Low major loss impact continued
  - Context: 2021 vessel activity still below pre-Covid level
- Exceptions:
  - Fires: No reduction as for other casualty types.
  - Container vessels: No reduction in large losses. Fires especially prevalent.
- Inflation a concern but no big effect in 2021 figures yet.

\* LOH, P&I, cargo not part of NoMIS analysis. These lines were more affected by Covid-19 (delays, crew, passengers).

# ONE SEGMENT STICKS OUT: CONTAINER

- High demand in 2021 – reflected by **30% average value increase** on renewals
- 7% reduced activity level in both 2020 and 2021 compared to 2019 (av. daily mileage)
- **Supply chain issues**  
(port congestion, port quarantine rules, missing containers, blocking of Suez Canal,...)
- Despite the above no downward claims trend as for most other vessel types
- **Fires!**
  - Frequency of fires increases on container vessels of all sizes
  - The larger the vessel, the higher the statistical probability of severe fires
  - Recent years saw high costs from cargo and engine room fires.

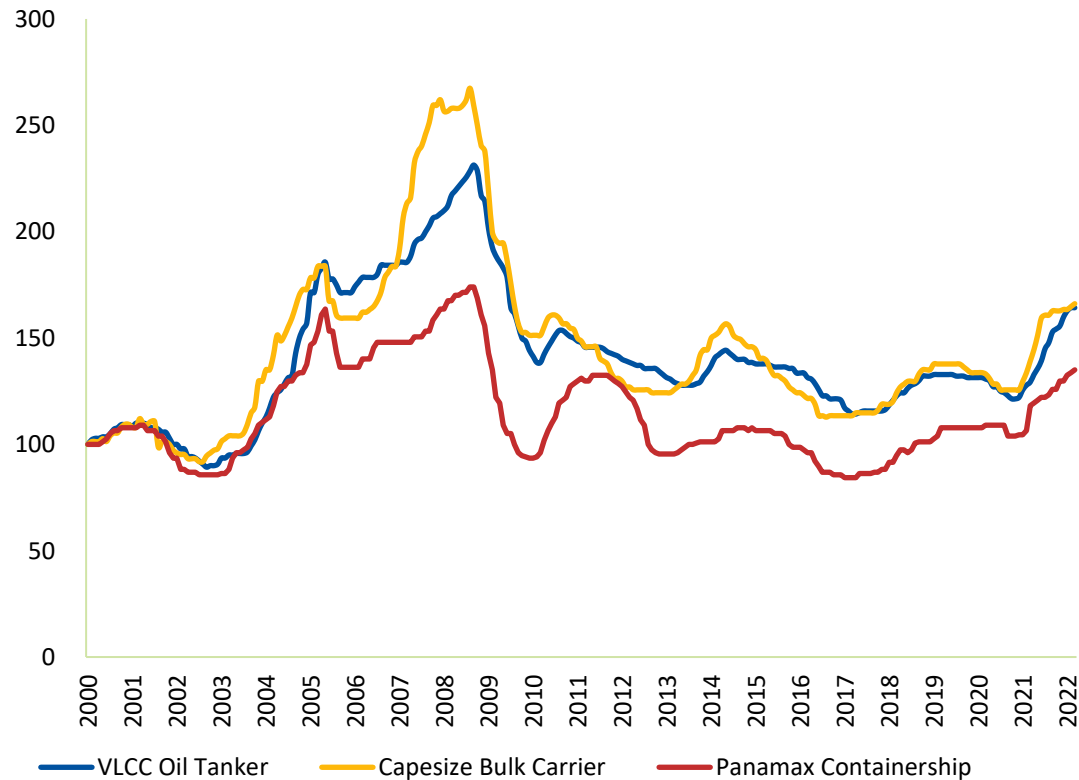
# THE 2022 ORACLE – NEEDED MORE THAN EVER



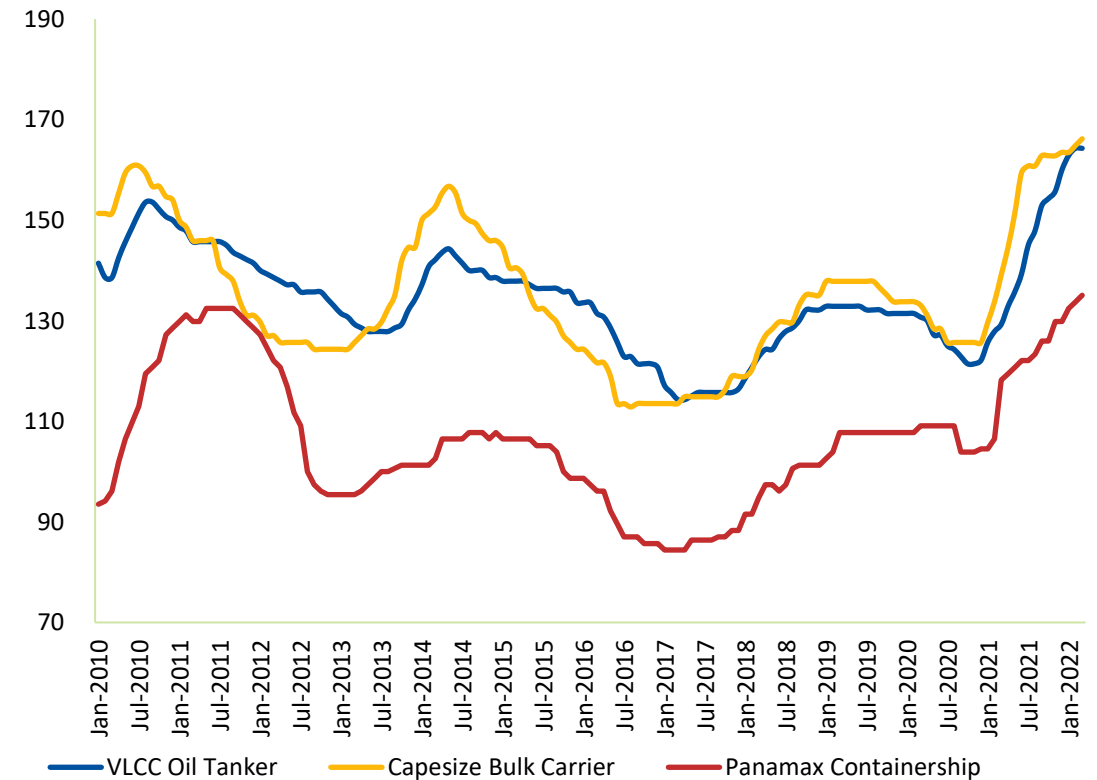
Photo: Astrid Seltmann

# STEEL PRICES DRIVING NEWBUILDING PRICES UPWARDS

Long-Term (Index, Jan-2000 = 100)



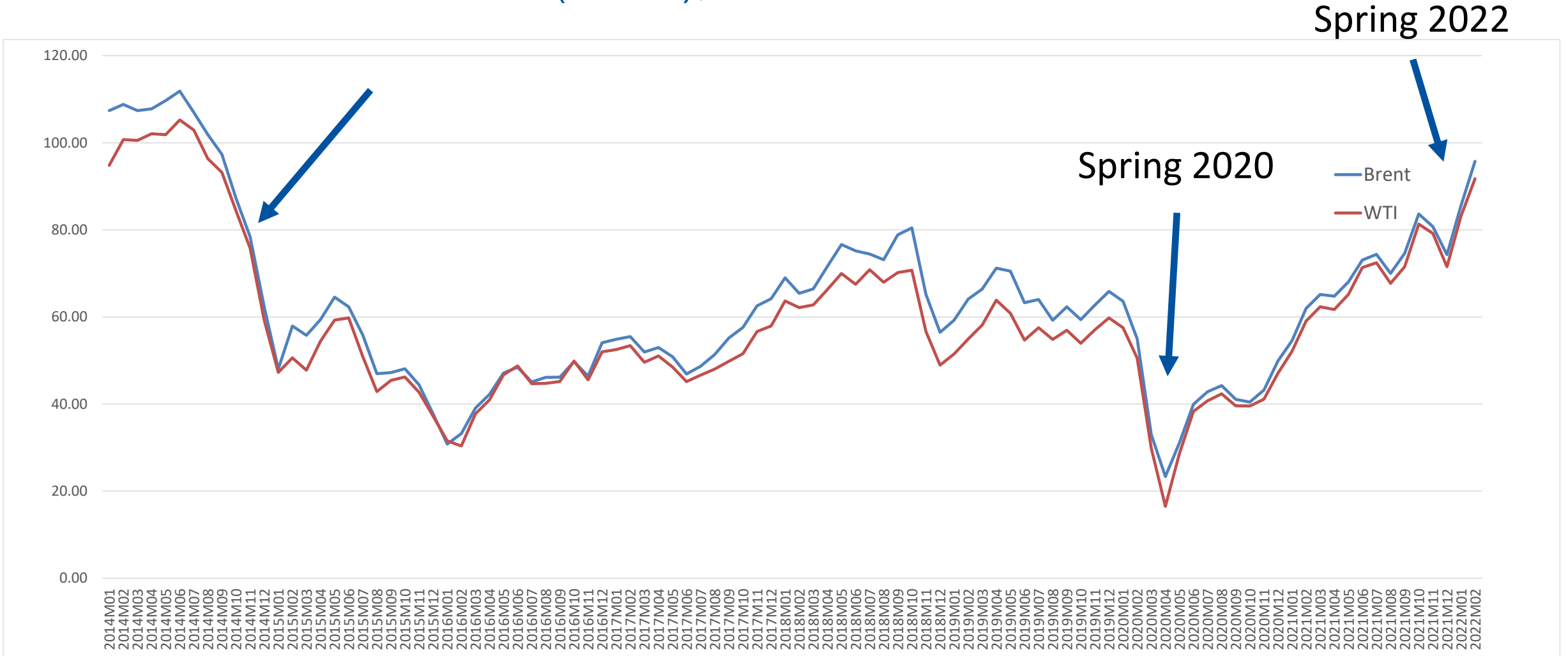
Short-Term (Index, Jan-2000 = 100)



Note (1): The newbuilding prices are as recorded at the time (nominal) and have not been adjusted for inflation.

# OIL PRICES RALLY AFTER RECORD-LOW IN 2020

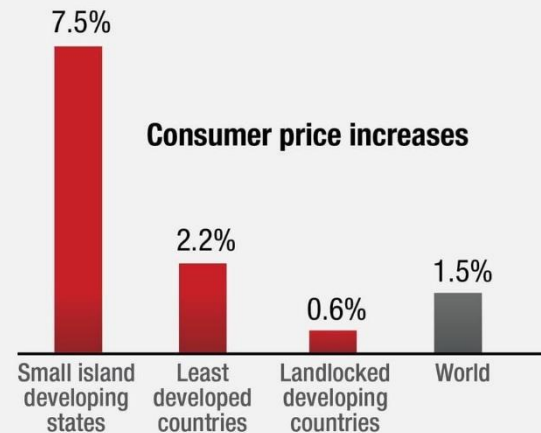
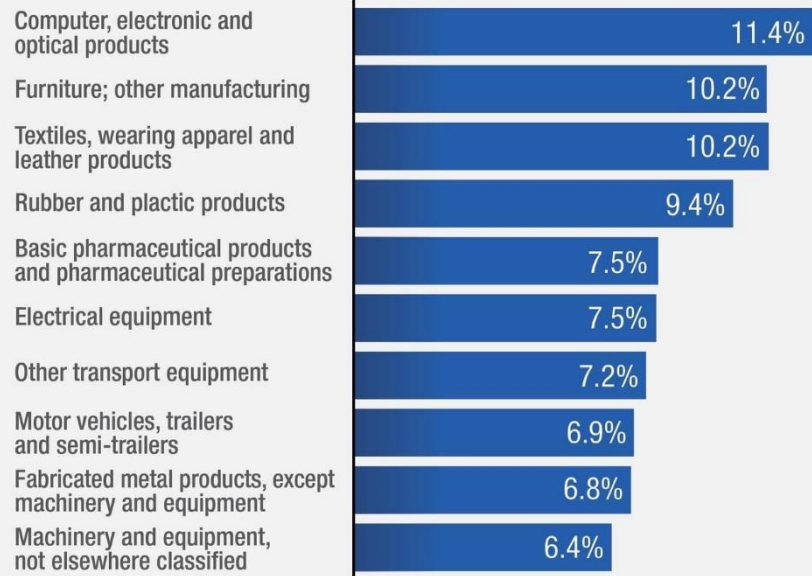
## OIL PRICE PER MONTH (\$/BBL), BRENT & WTI



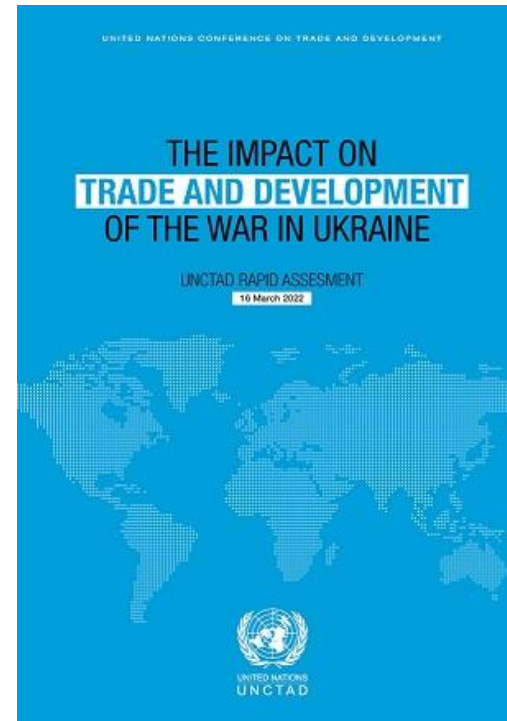
Source: World Bank - Commodity markets – ‘Pink Sheet’ data – monthly prices: <https://www.worldbank.org/en/research/commodity-markets>

# INFLATION! – SIMULATED IMPACT OF HIGHER CONTAINER FREIGHT RATES\*

## Top 10 products: Impact on consumer prices



Source: UNCTAD, Review of Maritime Transport 2021 (United Nations publication, Sales No. E.21.II.D.21, Geneva).  
 \* The simulation does not reflect consequences of the war in Ukraine. It can only illustrate the prices, by product group and country group, more strongly impacted in general by an increase in maritime freight rates.



# 2022 ISSUES – WITH POTENTIAL EFFECT ON HULL TRENDS

- **Inflation**
  - Little impact on 2021 stats but likely to change in 2022
  - Increasing steel prices, oil & gas prices (fuel), freight rates, wages, ...
  - New increase in vessel values (cost of total losses)
  - Ageing fleet
  - Supply chain issues not resolved yet
- **Crew** (pandemic & war disruptions, crew crucial to vessel safety)
- **Vessel activity**
  - High demand for marine cargo transport may lead to more attritional losses
  - Cruise vessels back in business in 2022 (likely to affect both frequency & cost)
- **Fires** – once again
  - One event ‘which had it all’ – car carrier which sank subsequently, with high risk to crew, expensive cargo, environmental aspect
  - New engine room fires on container vessels
- **Green transition** / alternative fuels & propulsion methods

# INDUSTRY ISSUES



High-value risks



Human factor/  
Crew qualification



## Supply chain issues

## Emission reduction/ESG goals

Fuel quality & price, oil price

Climate change/  
Increase in Nat-cat

## Fires (RoRo & Container vessels)

Changes in regulation (liabilities)



Value accumulation (in ports and on vessels)

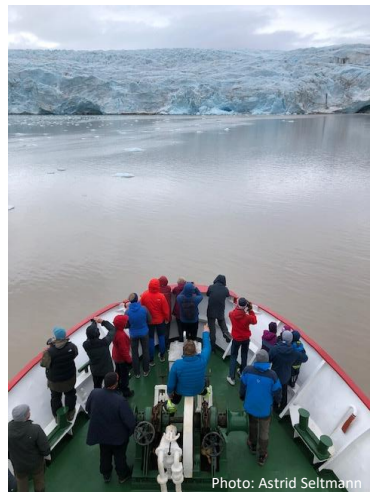
Geopolitical tensions/sanctions

Cyber risk

## Ukraine war

Arctic risks

New/complex technology



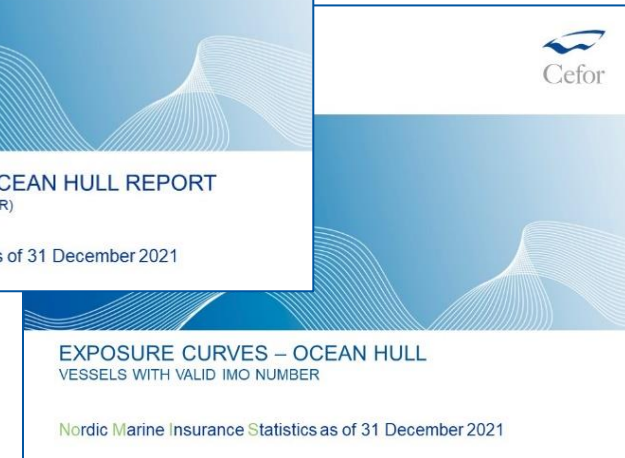
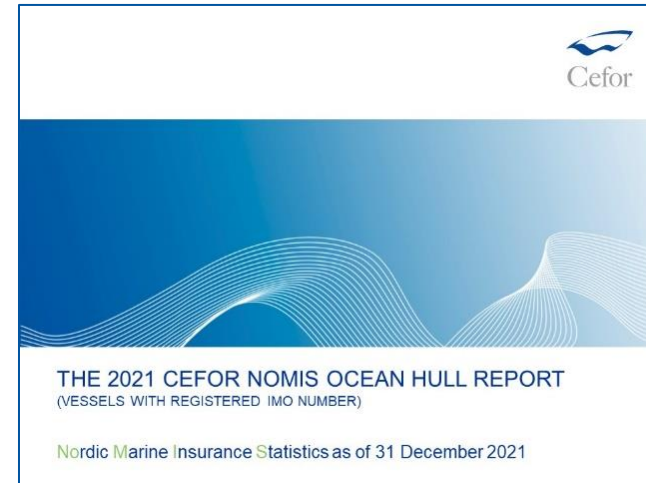
## Inflation

Navigation



# OCEAN HULL TRENDS PUBLISHED BY CEFOR 7 APRIL 2022

AS PRESENTED IN THIS WEBINAR



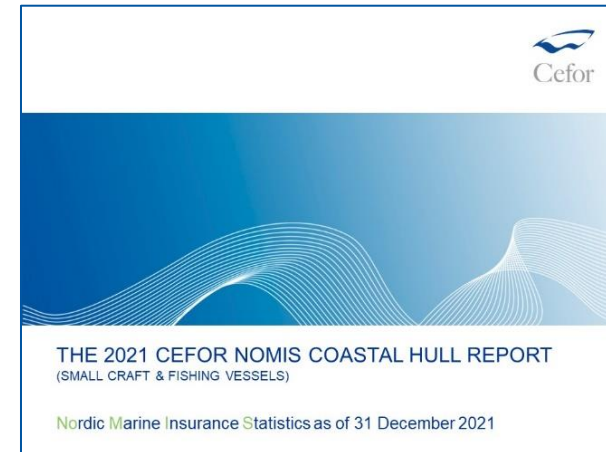
Mid-year Cefor hull trend update scheduled for August 2022.  
(Effect of 2022 disruptions – Inflation – Fires - Sustainability/emissions – Geodata (claims))

**NoMIS**  
Nordic Marine  
Insurance Statistics



# COASTAL HULL TRENDS PUBLISHED BY CEFOR 7 APRIL 2022

NORDIC COASTAL PORTFOLIO AND FISHING VESSEL TRENDS:



**NoMIS**  
Nordic Marine  
Insurance Statistics



# NOMIS HULL TRENDS @ [STATISTICS \(CEFOR.NO\)](https://cefor.no/statistics)

## NoMIS hull trends 2021:

<https://cefor.no/statistics/nomis/2021/>

The screenshot shows the Cefor website interface. The header includes the Cefor logo and navigation links: About Cefor, Statistics, Clauses, Education, and Industry Policy. The main content area features an article titled "Fires - still burning" with a sub-header "2021 Cefor June Hull trends report". The article text discusses fire trends in 2021, mentioning specific incidents like the 'Felicity Ace' and 'Euroferry Dilympia'. A sidebar on the left contains a "Statistics" menu with options for "Nordic Marine Insurance Statistics (NoMIS)" and "NoMIS Special focus analyses". A "Latest Statistics" section shows a line graph. A "Market Overview" section shows a magnifying glass over a document. A "Print this page" button is visible at the bottom.

## Special focus analyses:

<https://cefor.no/statistics/analysis-with-special-focus/>

The screenshot shows the Cefor website interface for "Special focus analyses". The header is identical to the previous page. The main content area features a "Statistics" section with a sub-header "NoMIS Special focus analyses". The text describes the special focus analysis prepared by Cefor, which identifies claims trends in the context of portfolio and fleet characteristics. A "Fires" section lists several analyses, including "2022: Fires - still burning", "2021 - Fire trends mid-year update", "2021 - Fires - No all-clear signal", "2020 - The fire challenge - containers et al", "2019 - Fires on container vessels", and "2015 - FIRE! (Car/RoRo vessels versus other types)". A "Claims frequency versus vessel speed" section lists "2021 - Claims frequency versus vessel speed - Update as of Dec 2020" and "2020 - Claims frequency versus vessel speed". A "Geography of claims" section lists "2020 - Analysing claims by geography - Seasonality and rivers". A "Detentions - Indicators of casualties" section lists "2019 - Detentions - Indicators of casualties". A "Change of owner or flag" section lists "2018 - Change of owner or flag". A "Layup - Impact on claims frequency" section lists "2017 - Container - in Layup 2009 versus active vessels". A sidebar on the right contains a "Latest Statistics" section with a line graph, an "Annual Reports" section with a document icon, and a "Market Overview" section with a magnifying glass over a document. A "For further information, contact:" section lists Astrid Seltmann with phone and email details.

THANK YOU!

[astrid.seltmann@cefor.no](mailto:astrid.seltmann@cefor.no)

