







IUMI Claims Database 2025

SEPTEMBER 2025



In total, we have collected ~17,400 claim records from 30 countries that sum up to ~\$26b of total losses

	 Hull	 Cargo
Countries		
Data fields	<ul style="list-style-type: none">• Date of accident• Underwriting year• Loss amount• Type of loss• Location of loss• Event name• IMO number• Vessel name• Vessel type• Comments	<ul style="list-style-type: none">• Date of accident• Underwriting year• Loss amount• Type of loss• Location of loss• Event name• IMO number• Vessel name• Mode of transport• Type of cargo• Standard industrial classification• Comments
Cumulated losses	<div><div>~\$14.8b</div><div>~10,500 observations</div><div>+1.4%¹</div></div>	<div><div>~\$11.2b</div><div>~ 6,900 observations</div><div>+2.7%¹</div></div>

1. Based on cumulated losses, YoY growth



Cargo: Further emphasis in data quality is needed despite minor improvements in certain fields like 'type of loss' and mode of transport'

Categories\ Countries																												
Years collected	14-24	14-24	14-24	14-24	14-24	14-24	14-24	14-22	14-24	14-24	14-24	17-24	16-22	14-24	14-24	15-24	19-24	19-21	14-24	16-23	14-24	14-24	15-24	14-24	14-24	14-23	16-24	17-22
Date of accident	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
UW year	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Loss amount	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Type of loss	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Location of loss (General)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Mode of Transport	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Event name	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
IMO number	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Vessel name	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SIC	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Type of cargo	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

Methodology: Share of meaningful filled data fields (e.g., n/a or unprecise answers) out of all received data fields
High quality equals >75%; some limitations equals 25-75%; strong limitations or no data available equals <25%

● Data available in high quality

● Data available but some limitations

● Strong limitations or no data available



Hull: Data quality and consistency still show room for improvement, esp. with respect to 'location of loss', 'IMO number' and 'vessel name'

Categories\ Countries



Years collected	14-24	14-24	14-24	14-24	14-24	14-20	14-24	14-22	14-24	14-24	14-24	14-24	14-17	14-24	14-24	14-24	13-23	15-24	19-24	18-23	20-21	16-23	17-24	14-24	14-24	14-23	14-23	19-24	16-23	
Date of accident	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
UW year	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Loss amount	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Type of loss	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Location of loss (General)	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Event name	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
IMO number	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Vessel name	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Type of vessel	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>

Methodology: Share of meaningful filled data fields (e.g., n/a or unprecise answers) out of all received data fields
High quality equals >75%; some limitations equals 25-75%; strong limitations or no data available equals <25%

● Data available in high quality

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● Strong limitations or no data available

3.
Analyses results
based on the
2025 data
submission

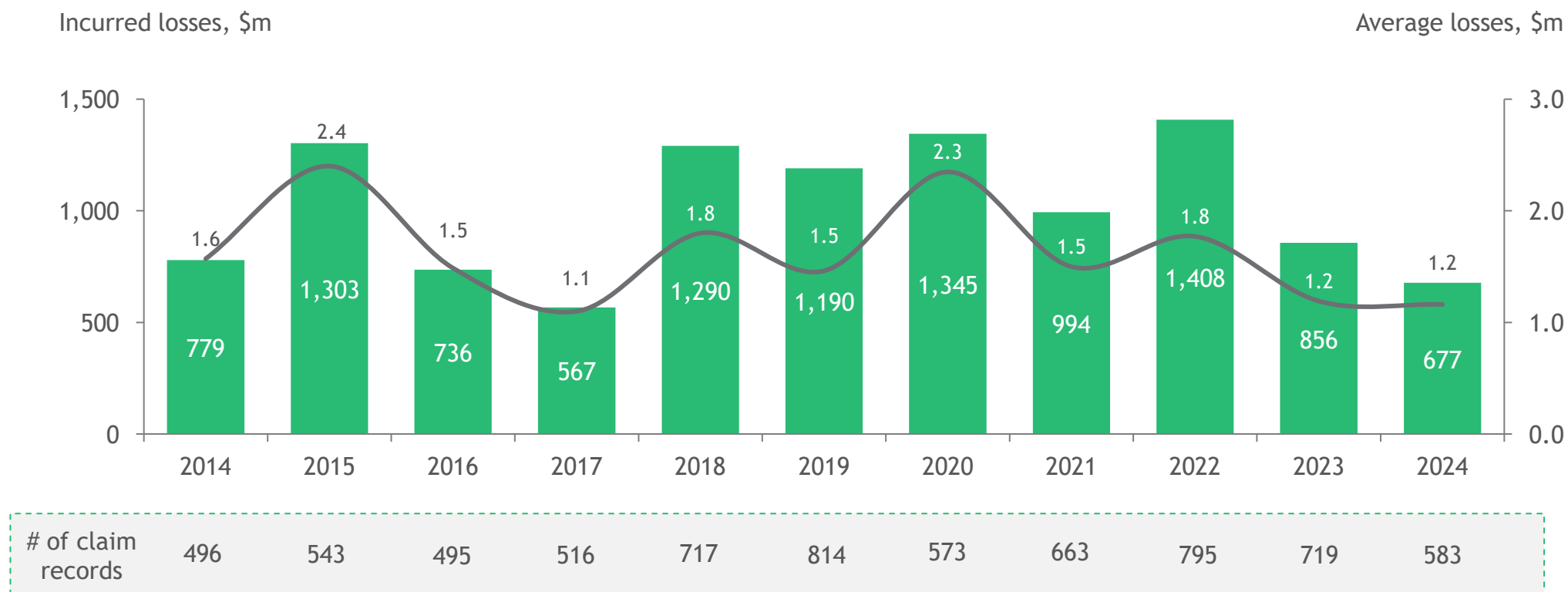


Cargo





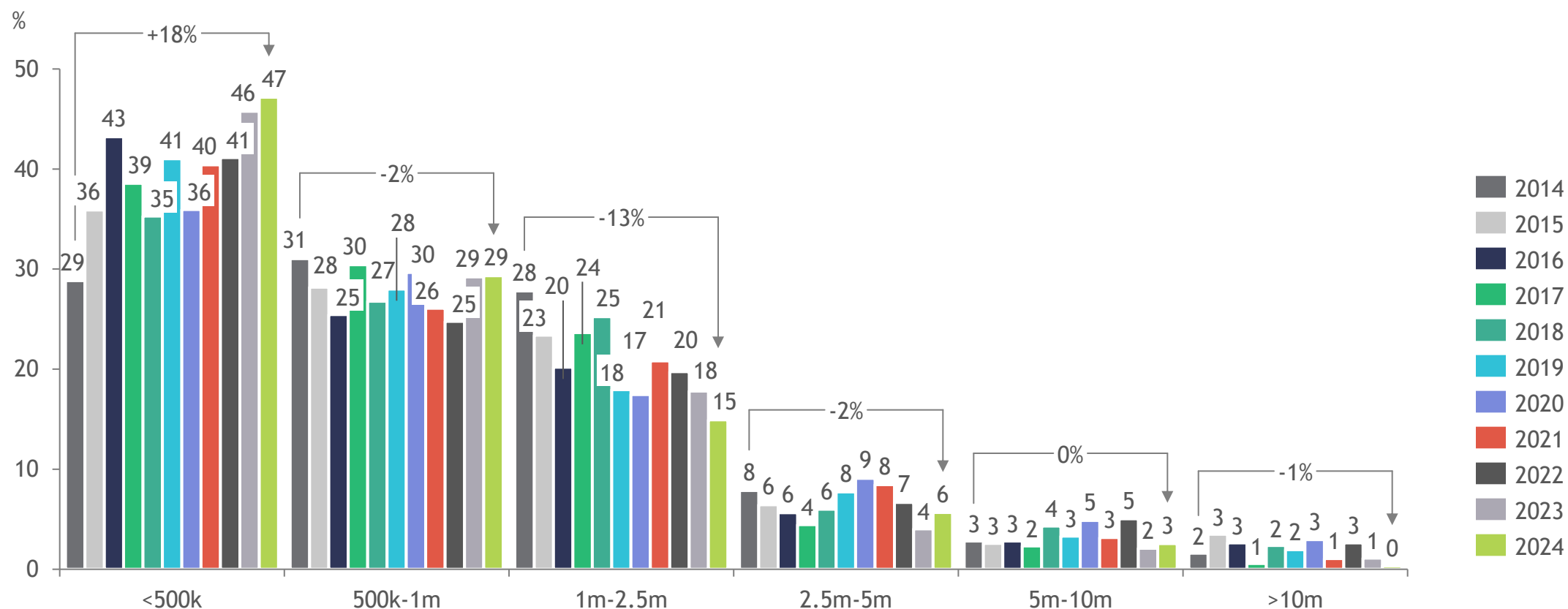
Cargo: Incurred losses and average losses in the period 2014-2024



Note: More than 99% of all observations can be used for analysis
Source: IUMI Major Claims Database



Cargo: Normalized¹ number of losses across different loss size buckets in the period 2014-2024



1. Number of losses divided by number of claim records for every year

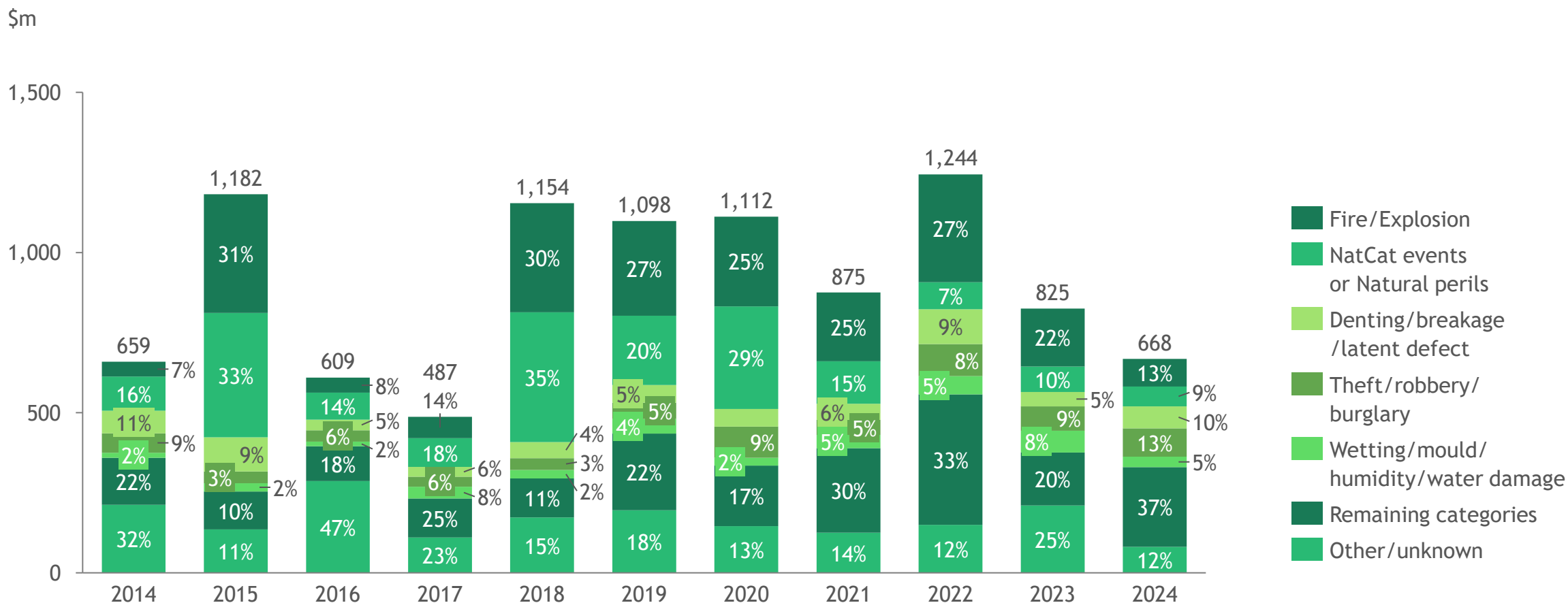
Note: More than 99% of all observations can be used for analysis

Note: Losses are categorized by individual claim records rather than aggregates / events

Source: IUMI Major Claims Database



Cargo: Top 5 major losses by type of loss in the period 2014-2024, \$m



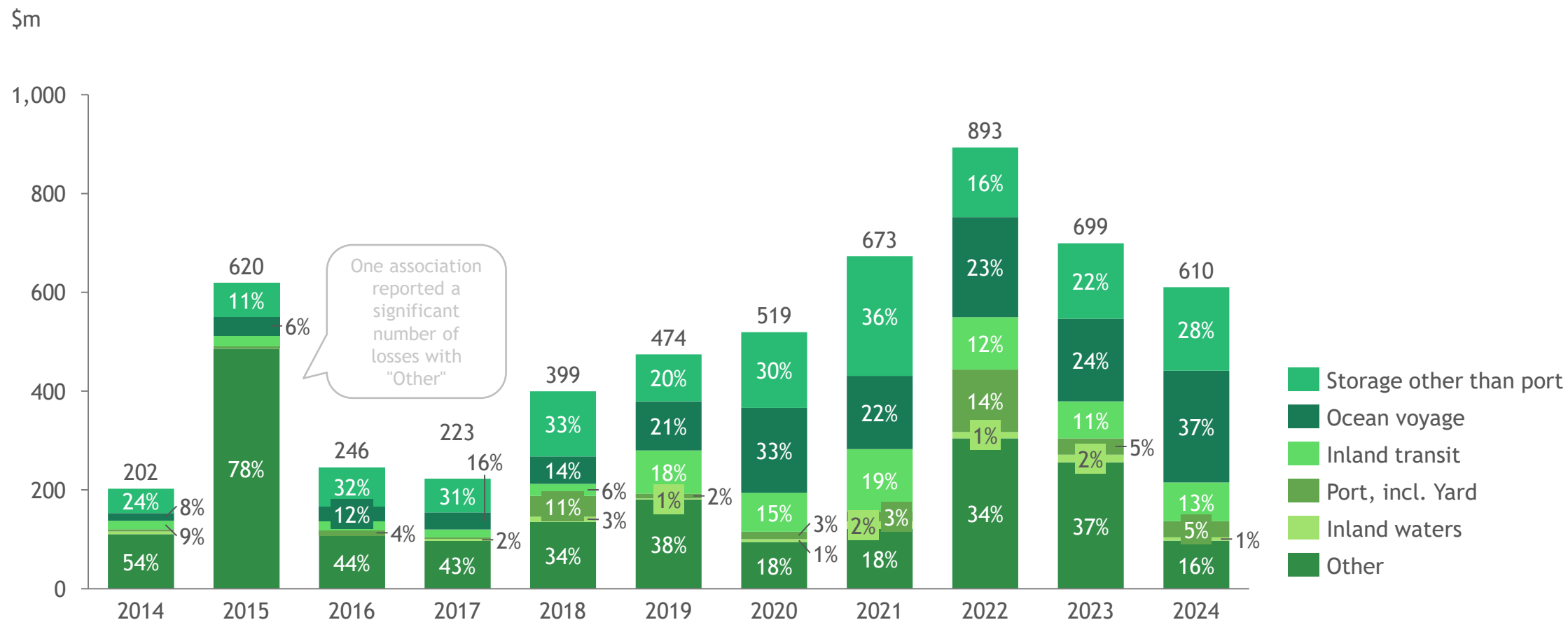
Note: More than 89% of all observations in scope can be used for analysis

Note: Remaining categories includes minor types of losses (i.e. contamination, transport accident, general average, sabotage, road accident, temperature damage, flooding, war, misappropriation, lost overboard, full outturn guarantee, inherent vice, crew negligence, piracy, cyber)

Source: IUMI Major Claims Database



Cargo: Incurred losses by loss location (general) in the period 2014-2024, \$m



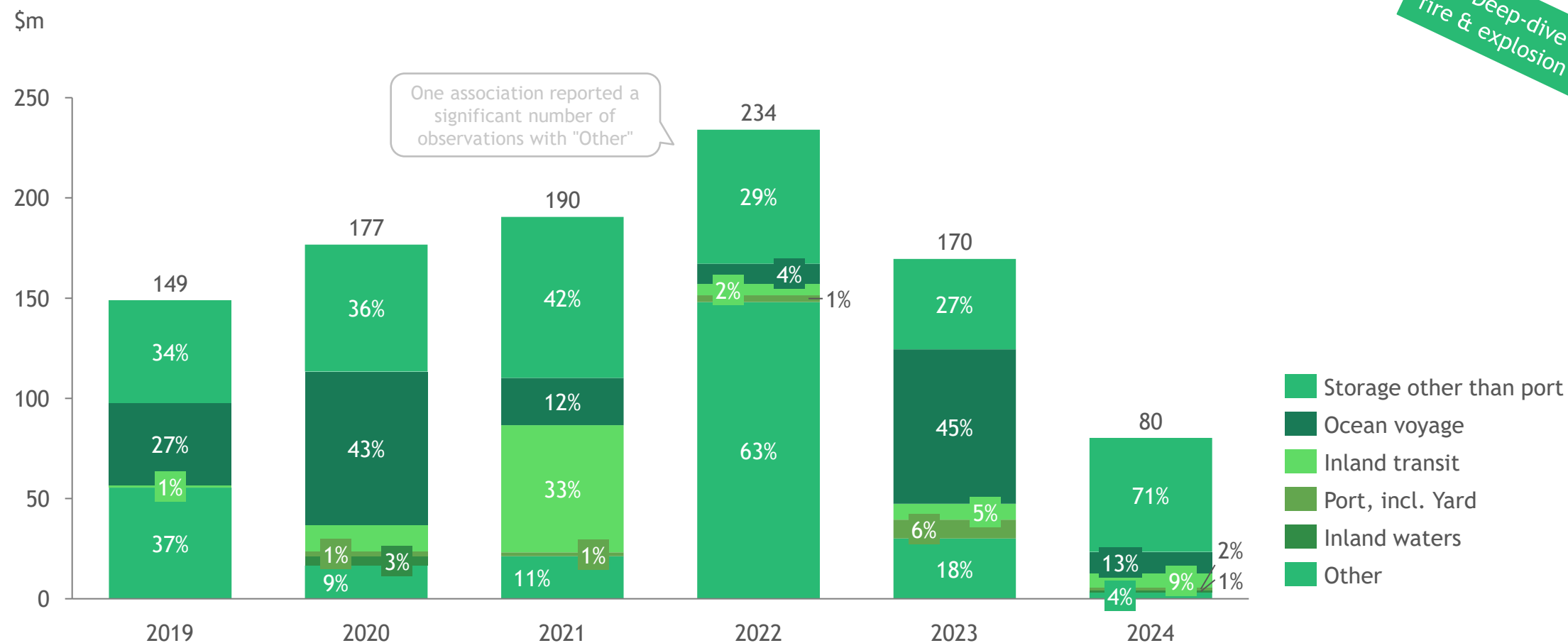
Note: Data field has been collected in 2021 for the first time

Note: More than 50% of all observations in scope can be used for analysis

Source: IUMI Major Claims Database



Cargo: Incurred fire & explosion losses by location of loss in the period 2019-2024, \$m



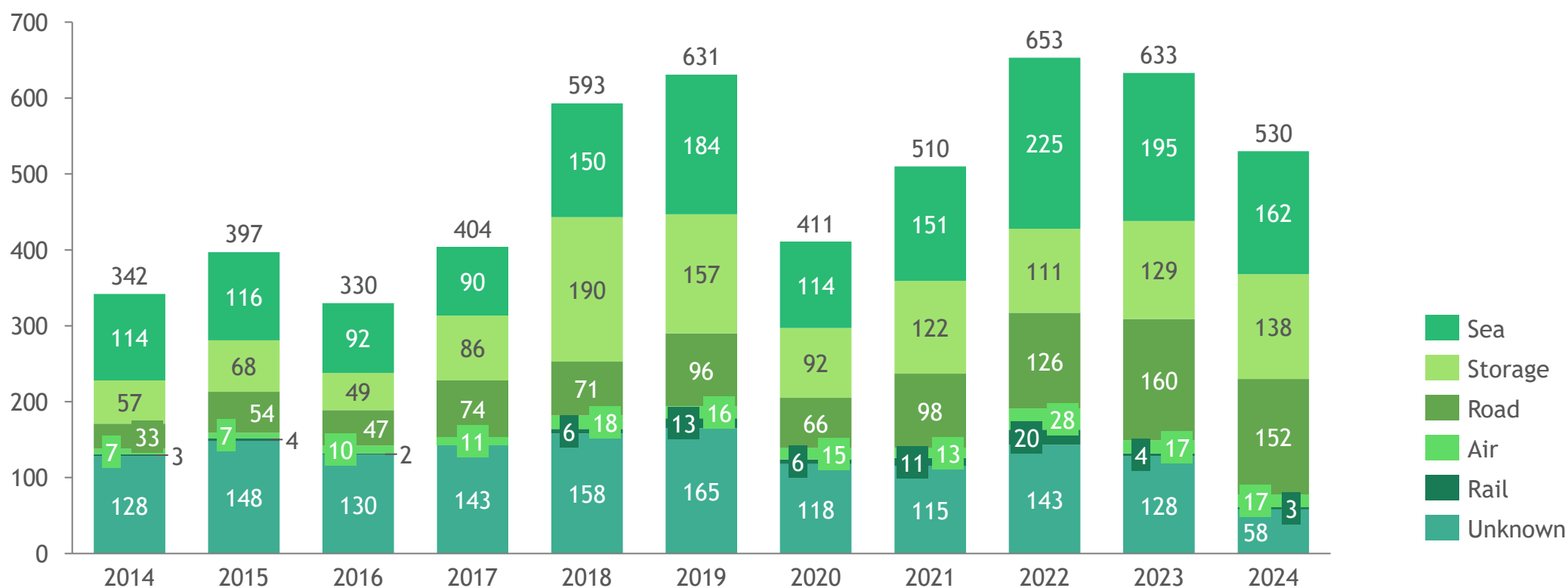
Note: Data field has been collected in 2021 for the first time

Note: More than 69% of all observations in scope can be used for analysis

Source: IUMI Major Claims Database



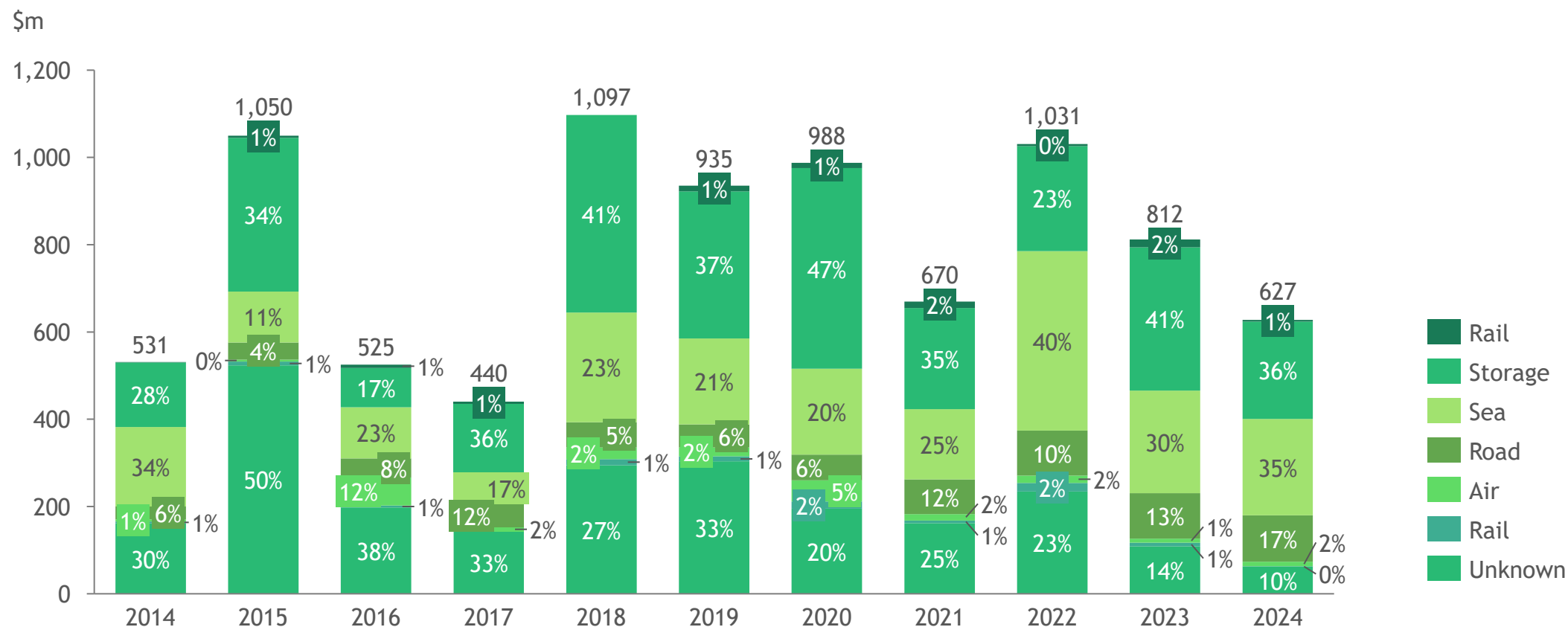
Cargo: Number of losses by mode of transport in the period 2014-2024



Note: More than 77% of all observations in scope can be used for analysis
Source: IUMI Major Claims Database



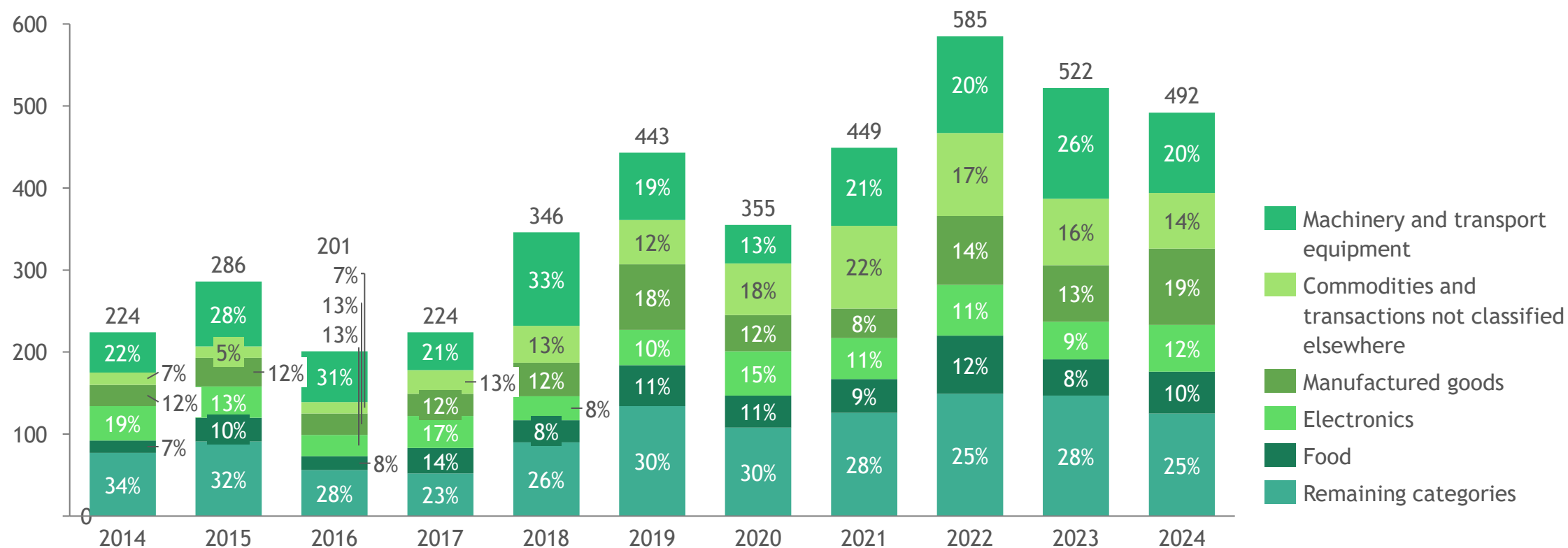
Cargo: Incurred losses by mode of transport in the period 2014-2024, \$m



Note: More than 77% of all observations in scope can be used for analysis
 Source: IUMI Major Claims Database



Cargo: Number of losses by top 5 type of cargo in the period 2014-2024



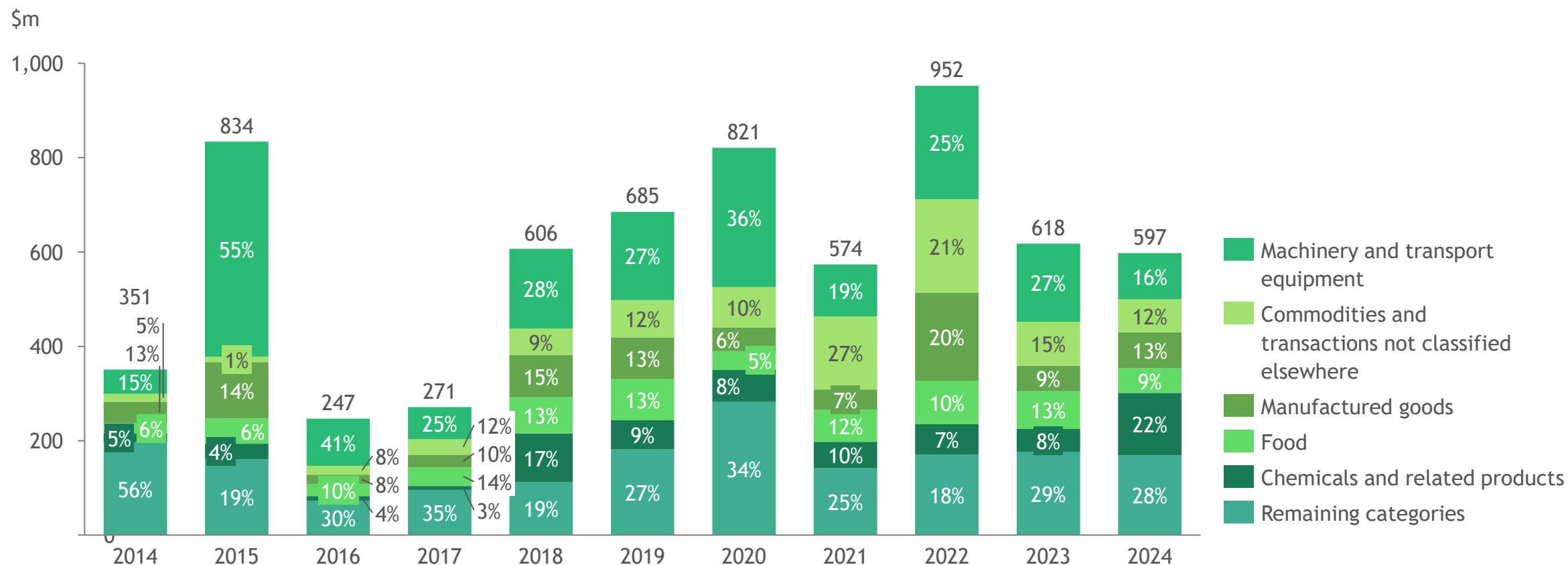
Note: More than 57% of all observations in scope can be used for analysis

Note: Remaining categories includes minor types of cargo (e.g., live animals, beverages and tobacco, oils, fats and waxes, works of art, chemicals)

Source: IUMI Major Claims Database



Cargo: Incurred losses by top 5 type of cargo in the period 2014-2024, \$m



Note: More than 57% of all observations in scope can be used for analysis

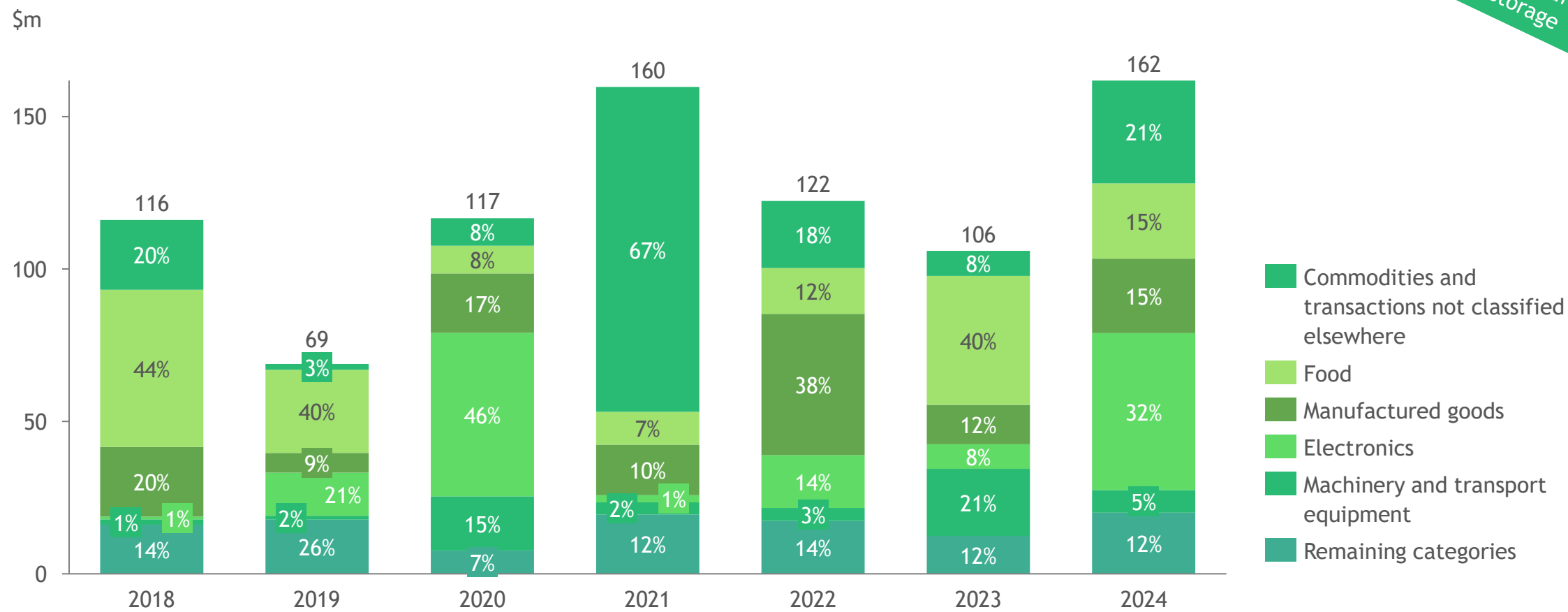
Note: Remaining categories includes minor types of cargo (e.g., live animals, beverages and tobacco, oils, fats and waxes, works of art, chemicals)

Source: IUMI Major Claims Database



Cargo: Incurred storage losses by top 5 type of cargo in the period 2018-2024, \$m

New deep dive
on storage



Note: Remaining categories includes minor types of cargo (e.g., live animals)

Note: More than 83% of all observations in scope can be used for analysis

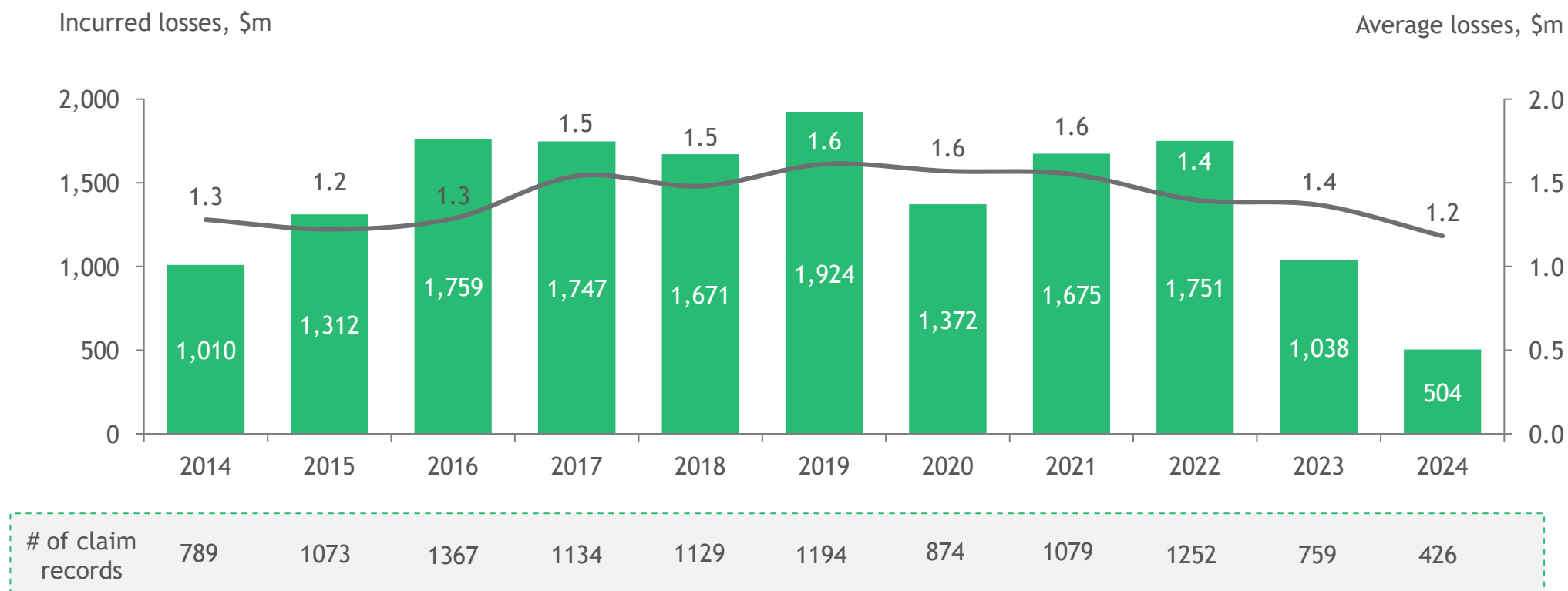
Source: IUMI Major Claims Database

Hull





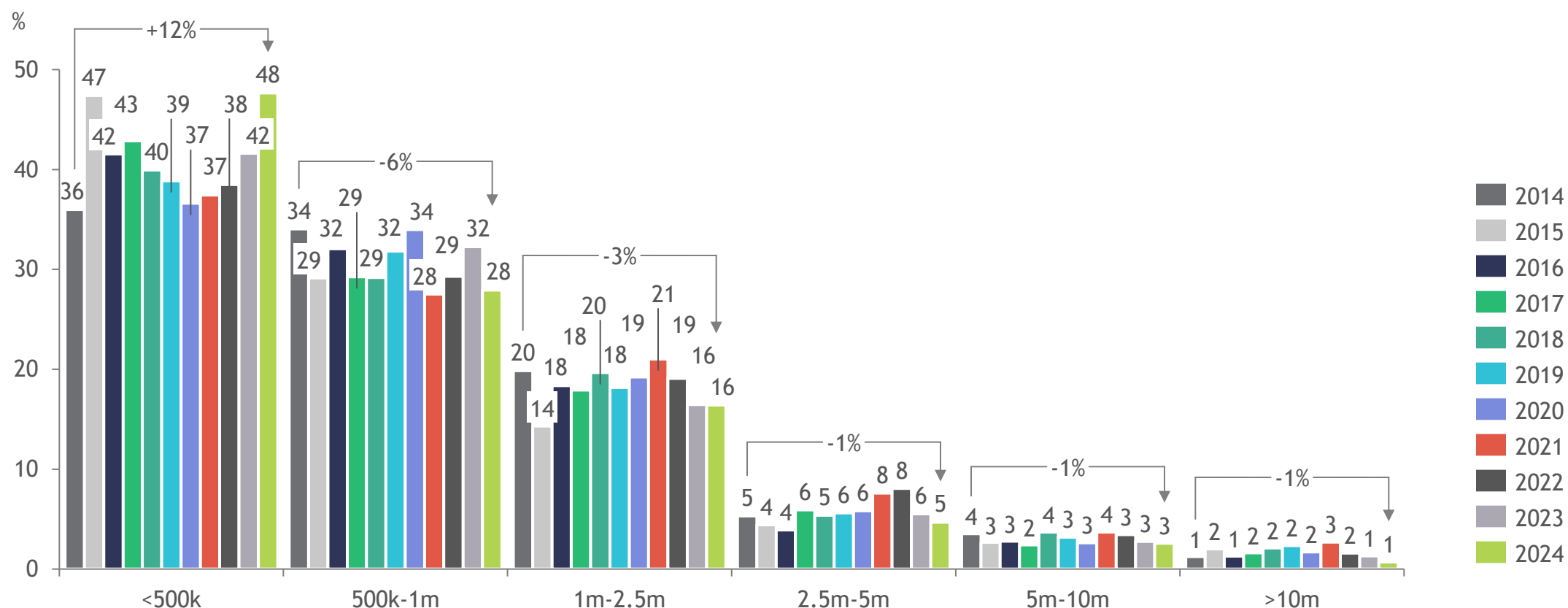
Hull: Incurred losses and average losses in the period 2014-2024, \$m



Note: More than 99% of all observations can be used for analysis
Source: IUMI Major Claims Database



Hull: Normalized¹ number of losses across loss size buckets in the period 2014-2024



1. Number of losses divided by number of claim records for every year

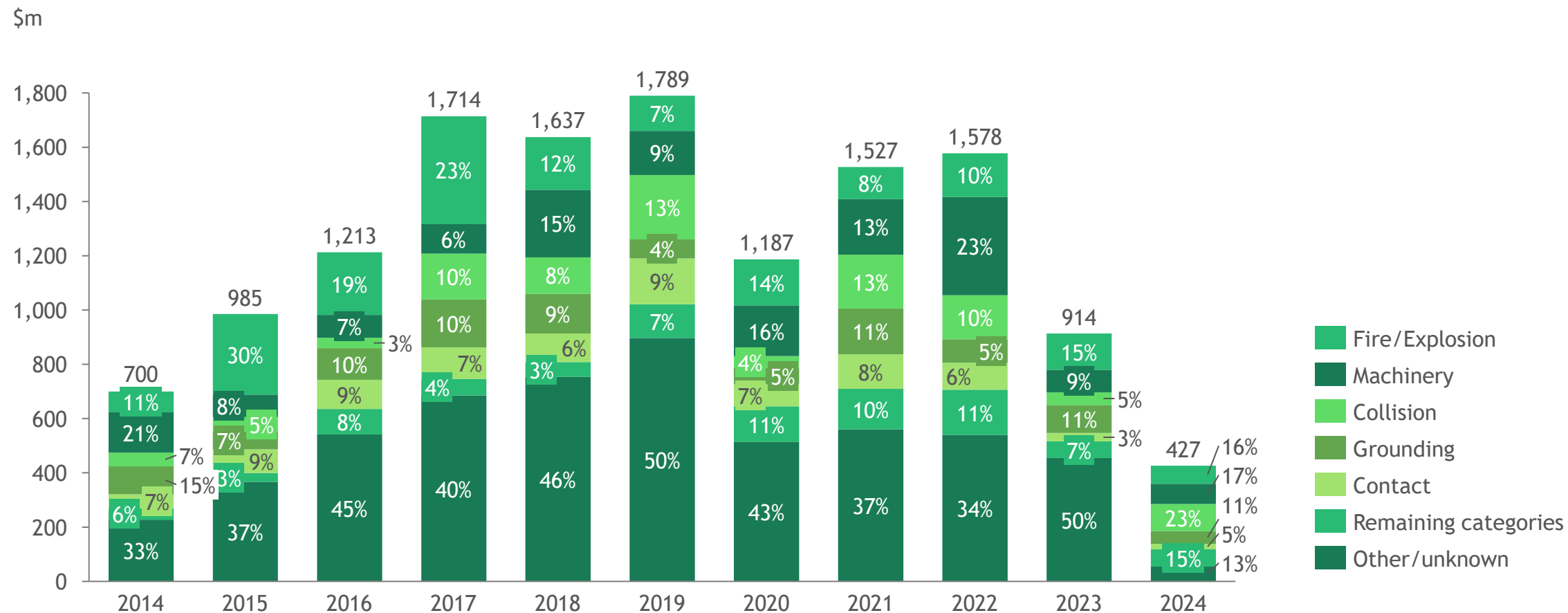
Note: More than 99% of all observations can be used for analysis

Note: Losses are categorized by individual claim records rather than aggregates / events

Source: IUMI Major Claims Database



Hull: Incurred losses by top 5 type of loss in the period 2014-2024, \$m



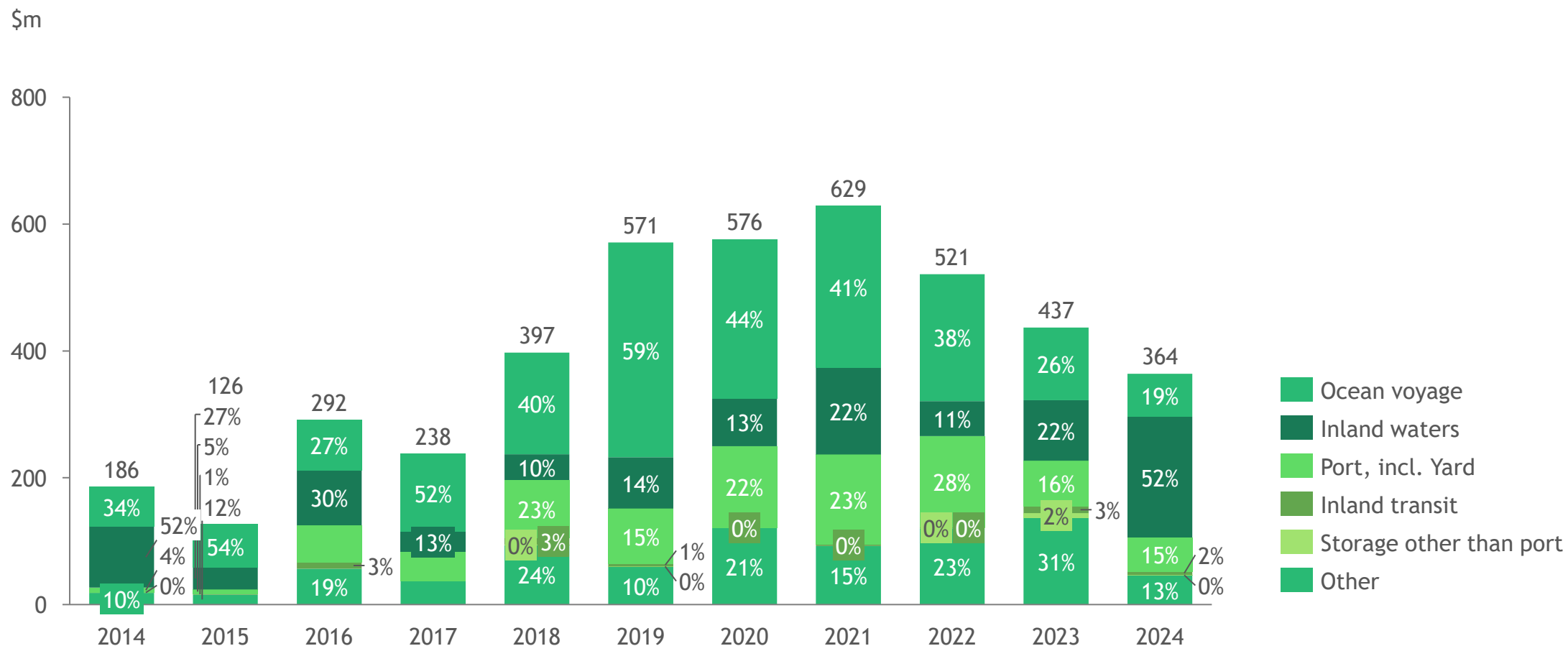
Note: Note: Remaining categories include minor types of losses (e.g., cyber)

Note: More than 97% of all observations can be used for analysis

Source: IUMI Major Claims Database



Hull: Incurred losses by loss location (general) in the period 2014-2024, \$m



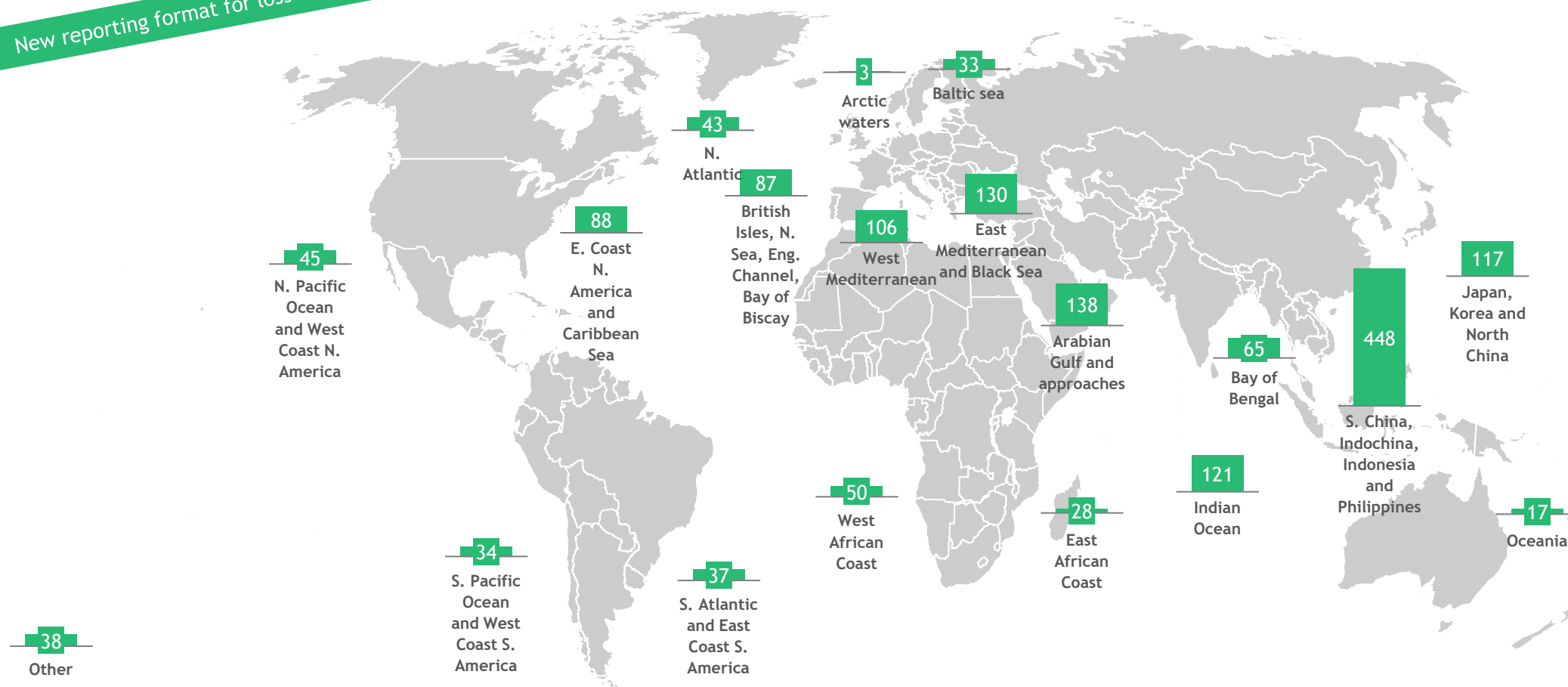
Note: Data field has been collected in 2021 for the first time
 Note: More than 29% of all observations can be used for analysis
 Source: IUMI Major Claims Database



Hull: Incurred losses by loss location for ocean voyage in the period 2014-2024, \$m

2014-24

New reporting format for loss location



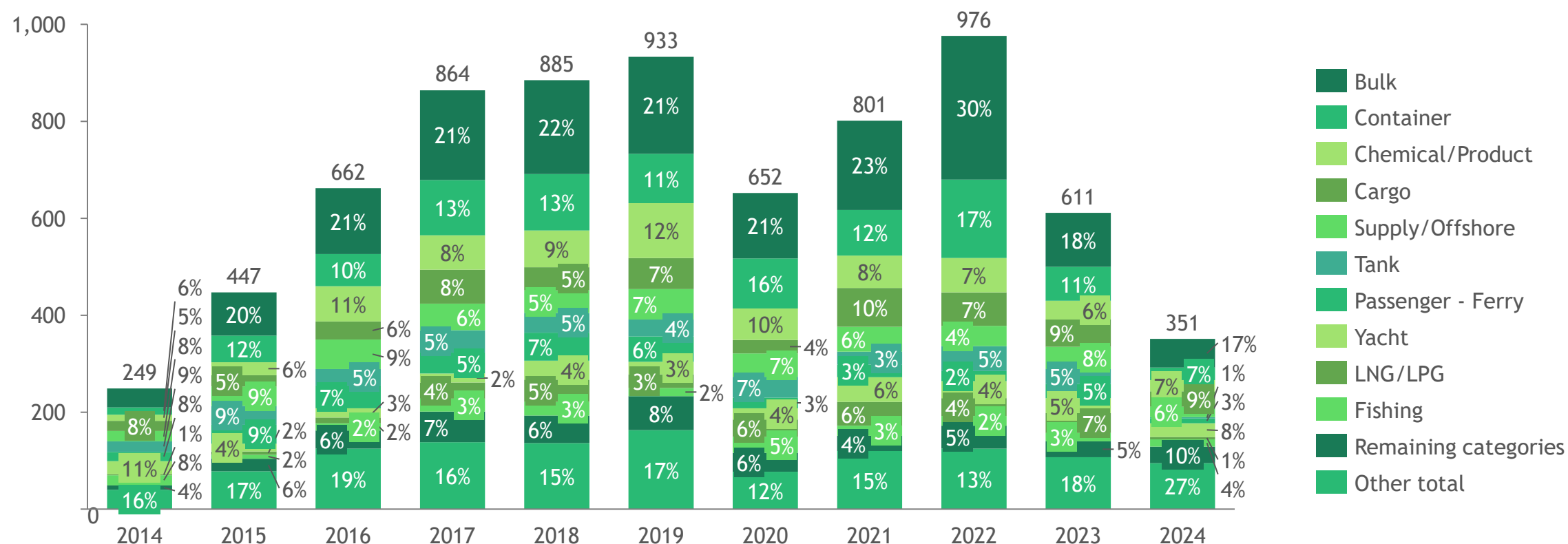
Note: Data field has been collected in 2021 for the first time, i.e. this representation/analysis will get more meaningful in the coming years

Note: More than 95% of all observations can be used for analysis

Source: IUMI Major Claims Database



Hull: Number of losses for top 10 type of vessel in the period 2014-2024



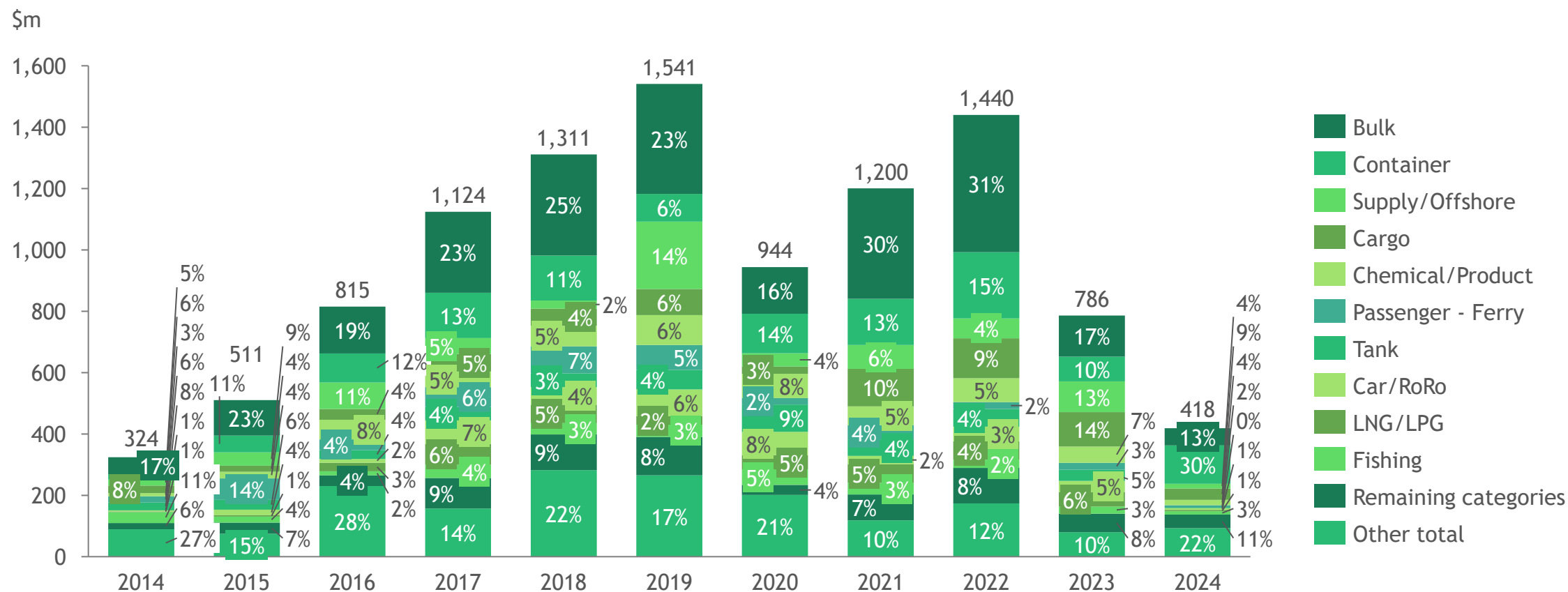
Note: Remaining categories include minor types of vessels (e.g. passenger - cruise)

Note: More than 71% of all observations can be used for analysis

Source: IUMI Major Claims Database



Hull: Incurred losses for top 10 type of vessel in the period 2014-2024, \$m



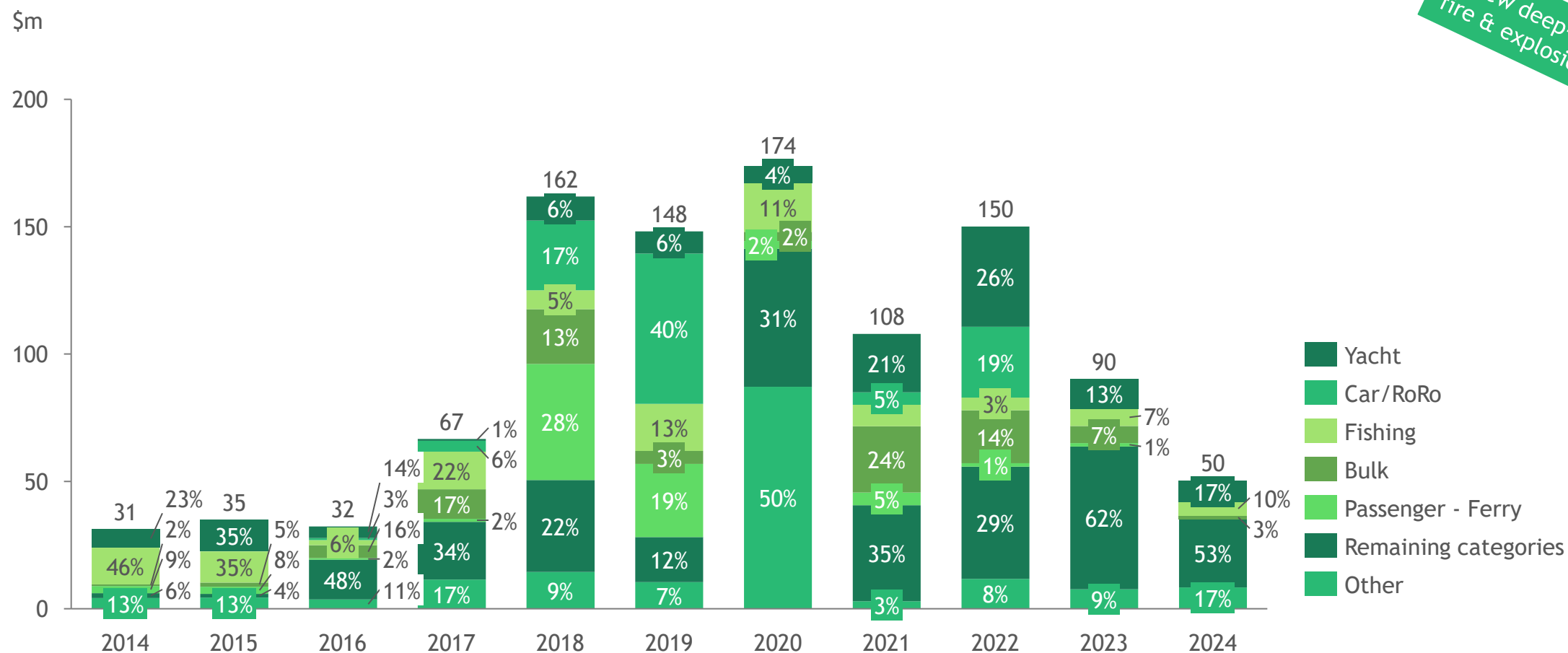
Note: Remaining categories include minor types of vessels (e.g. passenger - cruise)

Note: More than 71% of all observations can be used for analysis

Source: IUMI Major Claims Database



Hull: Incurred fire & explosion losses by top 5 type of vessel in the period 2014-2024, \$m



Note: Remaining categories includes minor types of vessels (e.g., passenger - cruise)

Note: More than 49% of all observations can be used for analysis

Source: IUMI Major Claims Database

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