



IUMI Major Claims Database 2026

Workshop with the Facts & Figures Committee

SEPTEMBER 2026



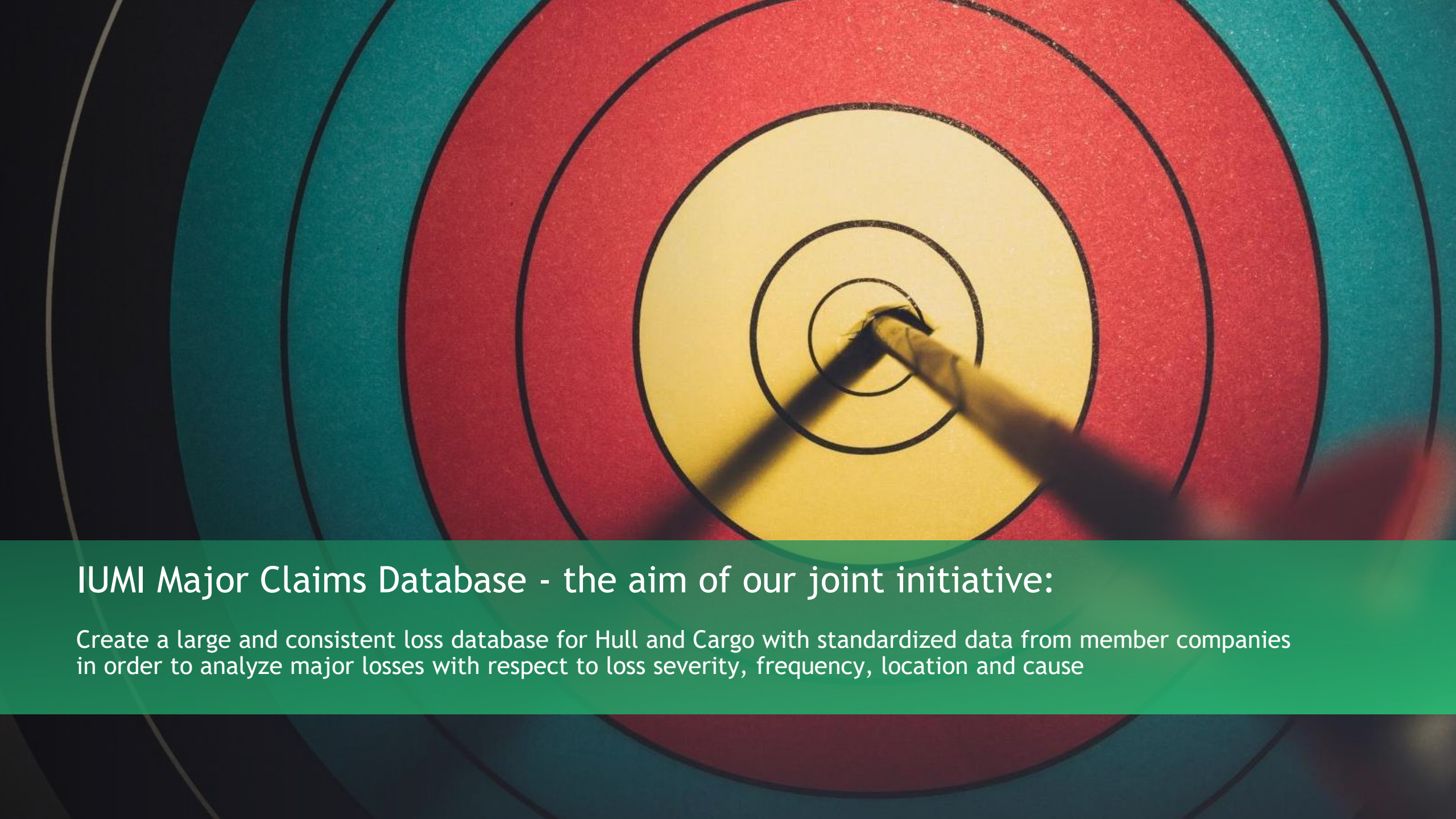
Agenda

1. Recap and status quo
2. Data quality
3. Analyses results based on the 2026 data submission
 - Cargo
 - Hull
4. Next steps

Appendix – Data quality deep dive

1. Recap and status quo

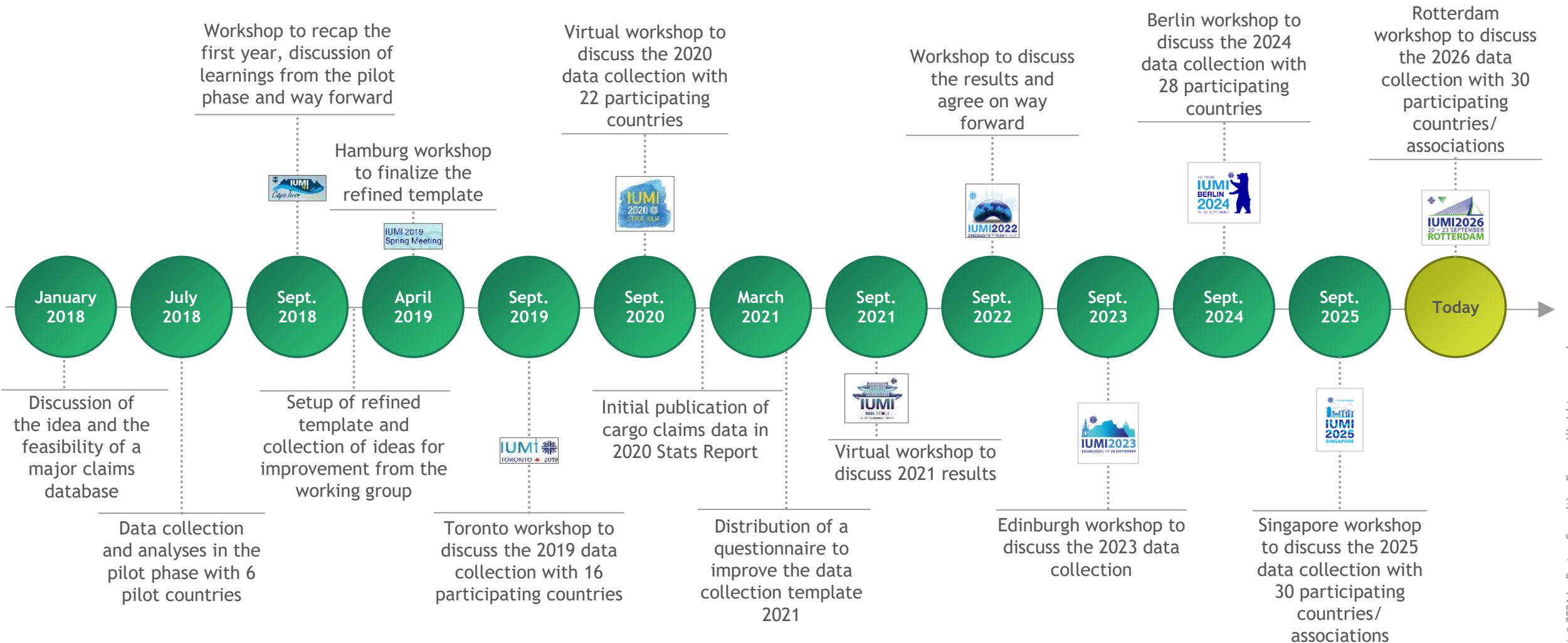




IUMI Major Claims Database - the aim of our joint initiative:

Create a large and consistent loss database for Hull and Cargo with standardized data from member companies in order to analyze major losses with respect to loss severity, frequency, location and cause

We have come a long way since the beginning of the initiative – data collection for 2026 is now completed and analyses are available!



Participation held steady at 30 countries/associations in 2026 – focus shifts from expansion to data quality and comparability across Hull & Cargo

Countries/ Associations	Working Group Member	Scope of data	Countries/ Associations	Working Group Member	Scope of data	Countries/ Associations	Working Group Member	Scope of data
 Belgium	Aniela Everaert	Hull & Cargo	 India	Sengupta Kasturi	Hull & Cargo	 United Arab Emirates ^{1,2}	Fareed Lutfi	Hull & Cargo
 Germany	Jens Jaeger	Hull & Cargo	 Italy	Flavia Melillo	Hull & Cargo	 New Zealand ^{1,2}	John Lucas	Hull & Cargo
 Japan	Shuya Ashizawa	Hull & Cargo	 Malaysia	Elaine Yew	Hull & Cargo	 Hong Kong	Jasmine Kwong	Hull & Cargo
 Netherlands	Marko v. Leeuwen	Hull & Cargo	 Poland	Marek Lewandowski	Hull & Cargo	 Cyprus ¹	Andreas Athanasiades	Hull
 Singapore	Kai Weng & Iris Ng	Hull & Cargo	 Slovenia ^{1,2}	Mateja Lamovšek	Hull & Cargo	 Philippines ^{1,2}	Michael Rellosa	Hull & Cargo
 Sweden	Mikaela Tamm	Hull & Cargo	 Spain ²	Sergio Ortega Linares	Hull & Cargo	 Croatia ¹	Tanja Stahuljak	Hull
 Switzerland	Tanja Wilke	Cargo	 Turkey	Ceyda Çaptuğ	Hull & Cargo	 South Africa	Zakes Sondiyazi	Hull & Cargo
 Greece	Yiannis Fasois	Hull & Cargo	 United Kingdom ^{1,2}	Christopher Jones	Hull & Cargo	 Egypt ^{1,2}	Mohamed H. Farghaly	Hull & Cargo
 Australia	Sam Xu	Hull & Cargo	 France	Jean-Paul Thomas	Hull & Cargo	 China	Xu Feng	Hull & Cargo
 Chinese Taipei ^{1,2}	Alice Wang	Hull & Cargo	 United States of America ¹	John Miklus	Hull & Cargo	 Alsum ^{1,2}	Susana Aladro de Estevaz	Hull & Cargo

2018 pilot participants

- Country did not participate in the 2026 Hull data collection but is expected to be part of the 2027 data collection again
 - Country did not participate in the 2026 Cargo data collection but is expected to be part of the 2027 data collection again
- Note: Thailand is no longer member of IUMI and is, therefore, not part of the large claims database initiative

2. Data quality



2026 data
collection finished

With ~\$26.5b in
total losses, the
database is now
larger than ever
before

Data quality and
consistency still
showing room for
improvement in
certain areas

- We have collected hull and/or cargo data from 30 countries/associations:
 - Over 17,900 observations covering the period 2015-2025
 - Amounting to total losses of ~\$26.5b
 - 12/14 different data fields requested for hull/cargo
- While maintaining a rolling past 10-year period, the database continued to expand — reaching ~17,900 entries and ~\$26.5b in total losses, the largest dataset since the initiative began
- While we are heading in the right direction, we still see data inconsistencies, especially in the categories 'location of loss' and 'type of cargo'
- Many participating countries still omitting key data fields, e.g., IMO number, vessel name or event name. These data fields are crucial to the further development of the database

In total, we have collected ~17,900 claim records from 30 countries and associations that sum up to ~\$26.5b of total losses

	 Hull	 Cargo
Countries		
Data fields	• Date of accident • Underwriting year • Loss amount • Type of loss • Location of loss • Event name • IMO number • Vessel name • Vessel type • Comments	• 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	~\$15.1b ~10,700 observations +1.7%¹	~\$11.4b ~ 7,200 observations +1.9%¹

1. Based on cumulated losses, YoY growth



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

Categories\ Countries																												
Years collected	15-25	15-25	15-25	15-25	15-25	15-24	15-25	18-22	15-25	15-25	15-25	17-25	16-22	15-24	15-25	15-24	19-25	19-21	15-25	16-25	16-25	15-25	15-23	15-24	15-25	15-22	16-25	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 'event name'

Categories\ Countries



Years collected	15-25	15-25	15-25	15-25	15-25	15-20	15-25	15-25	15-25	15-25	15-25	15-25	17-17	15-25	15-25	15-24	19-25	15-24	19-24	18-24	20-21	16-23	15-25	16-25	15-25	15-23	15-23	19-25	16-23
Date of accident	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
UW year	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Loss amount	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Type of loss	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Location of loss (General)	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Event name	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
IMO number	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Vessel name	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Type of vessel	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●

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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3.
Analyses results
based on the
2026 data
submission

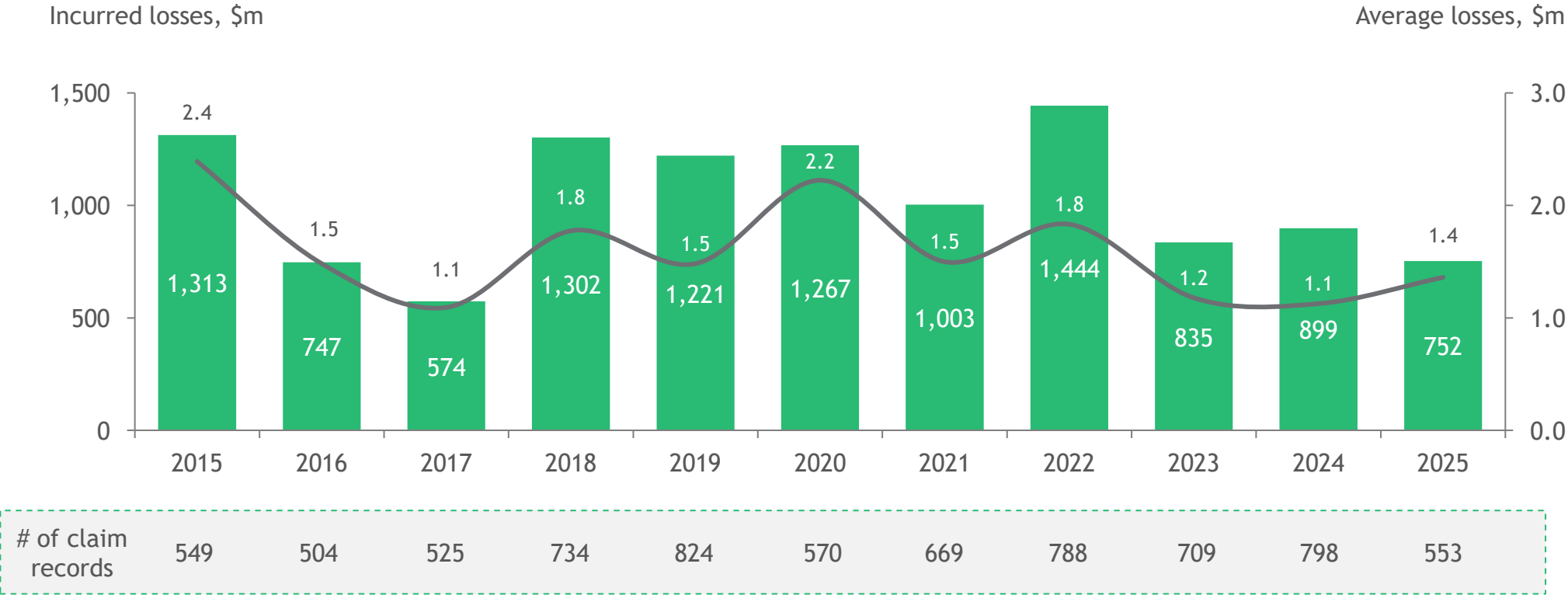


Cargo





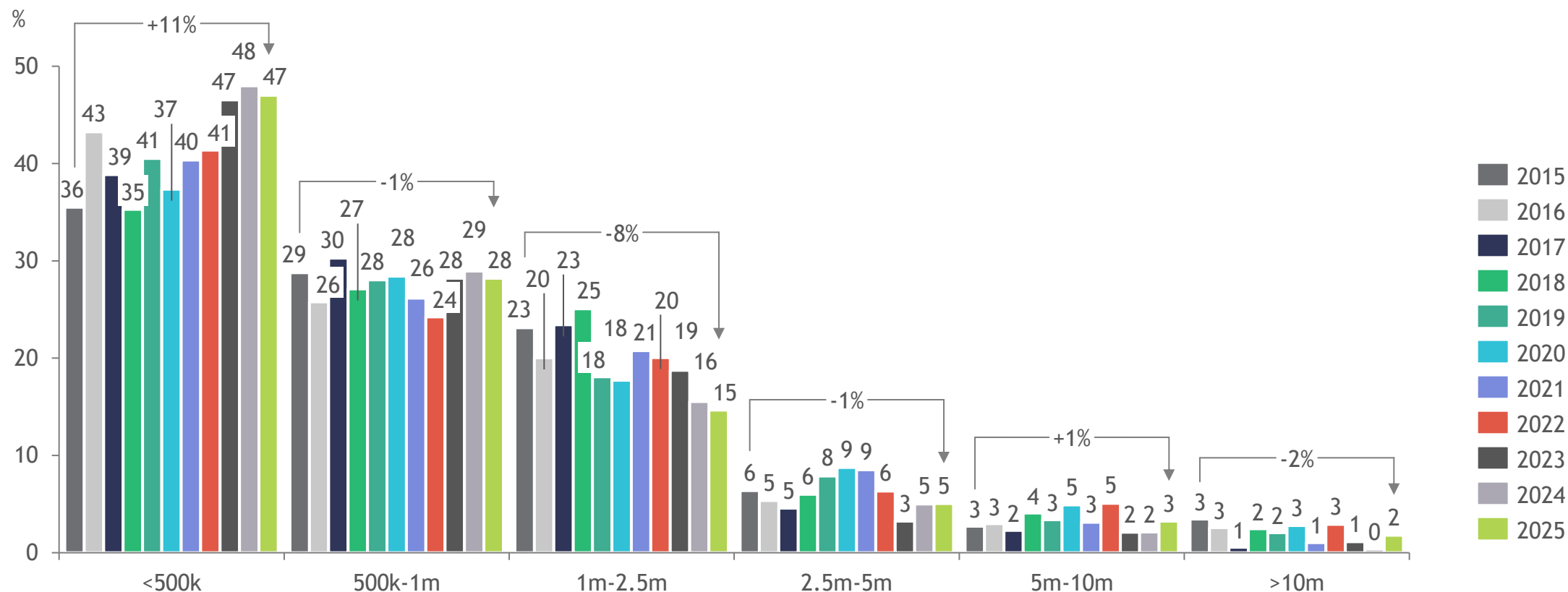
Cargo: Incurred losses and average losses in the period 2015-2025, \$m



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 2015-2025



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

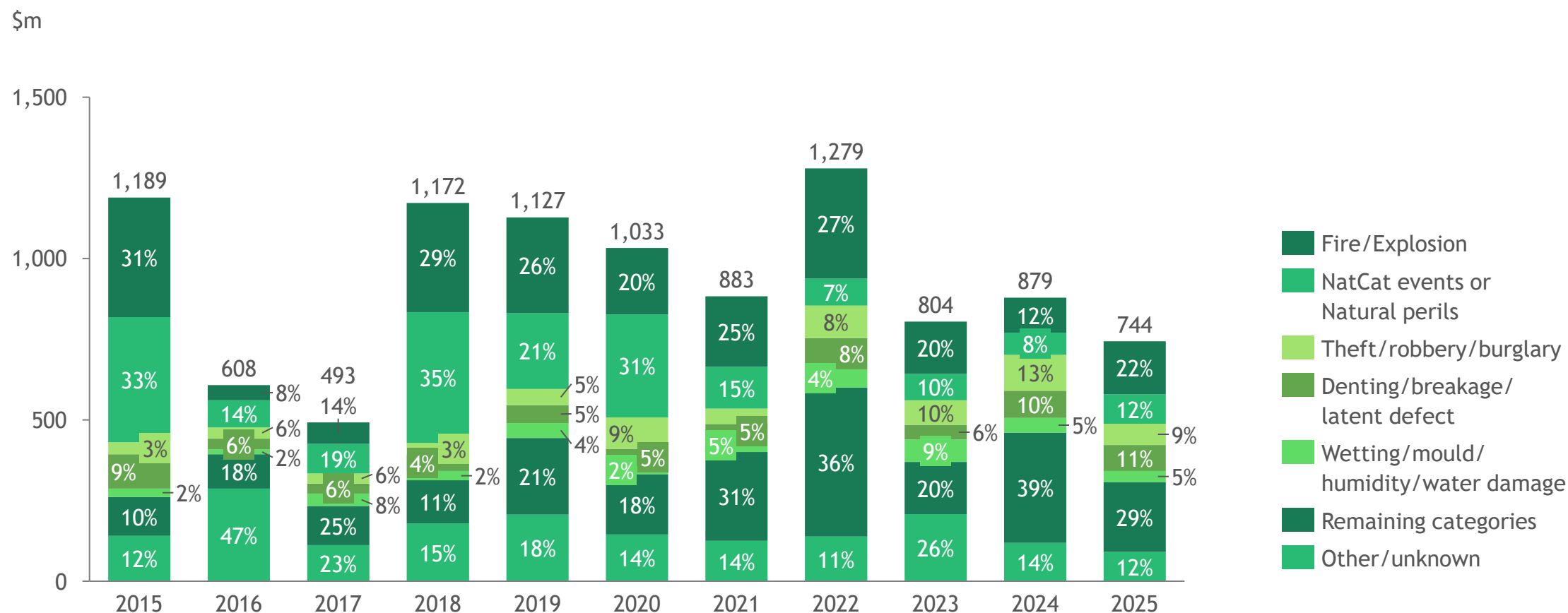
Note: More than 99% of all observations can be used for analysis

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 2015-2025, \$m



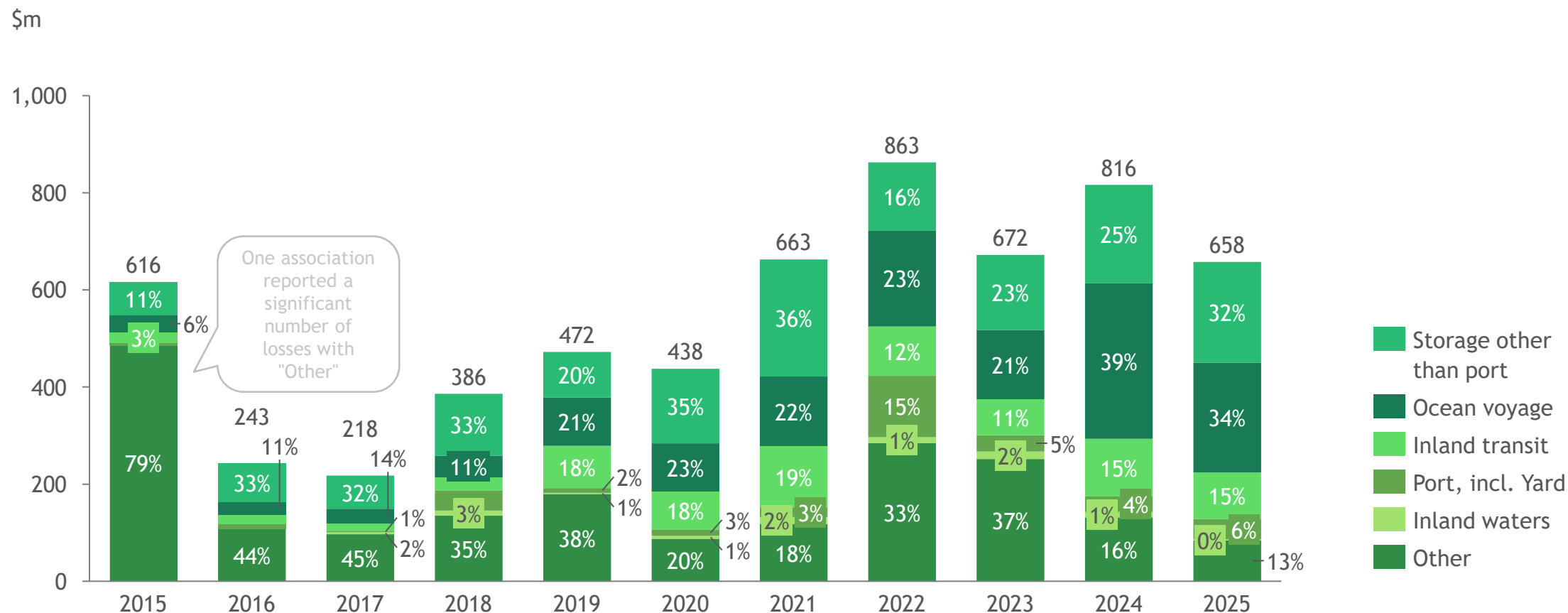
Note: More than 89% of all observations in scope can be used for analysis

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 2015-2025, \$m

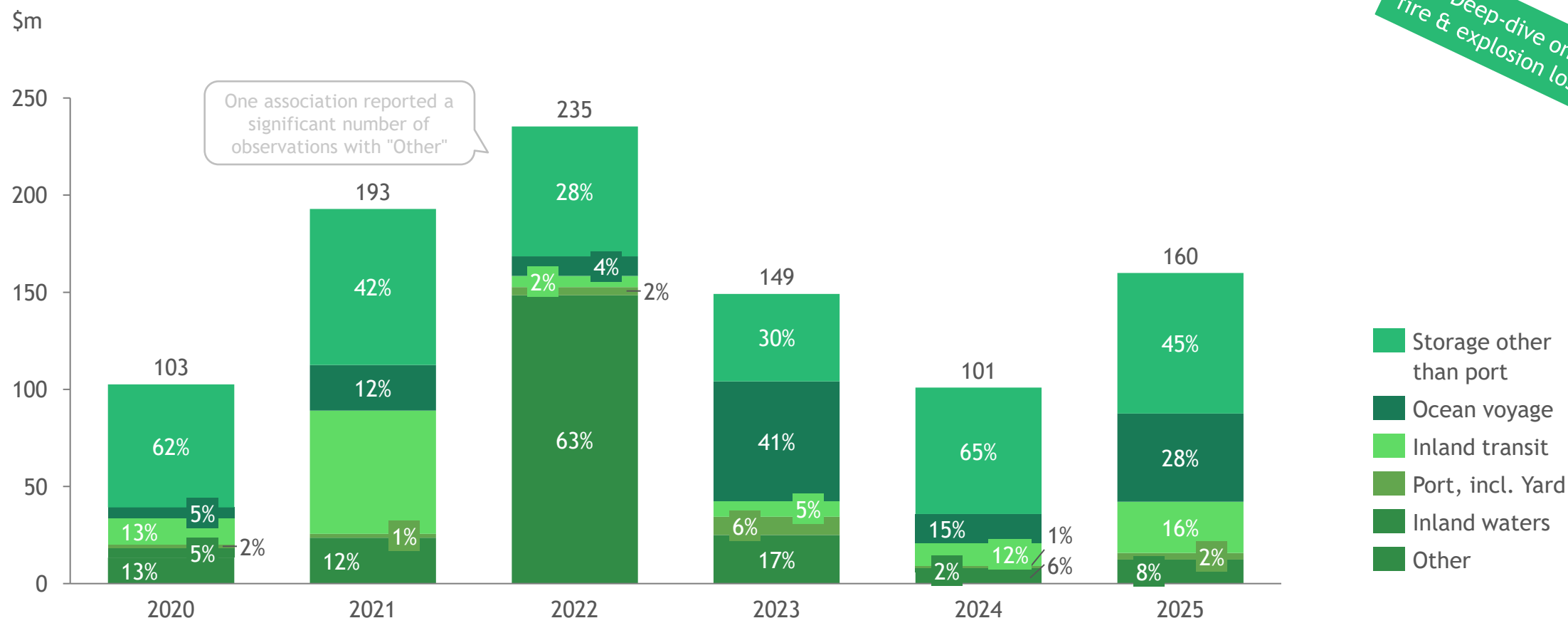


Note: Data field has been collected in 2021 for the first time
 Note: More than 53% of all observations in scope can be used for analysis
 Source: IUMI Major Claims Database



Cargo: Incurred fire & explosion losses by location of loss in the period 2020-2025, \$m

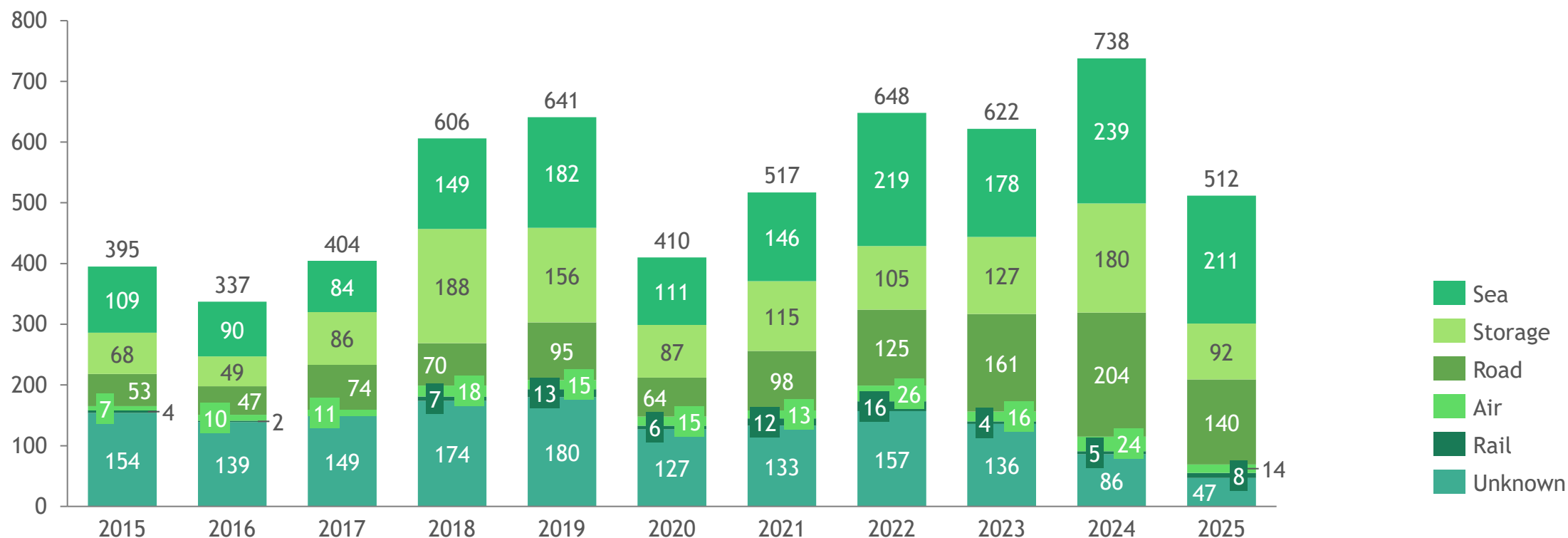
Deep-dive on
fire & explosion losses



Note: Data field has been collected in 2021 for the first time
 Note: More than 70% 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 2015-2025

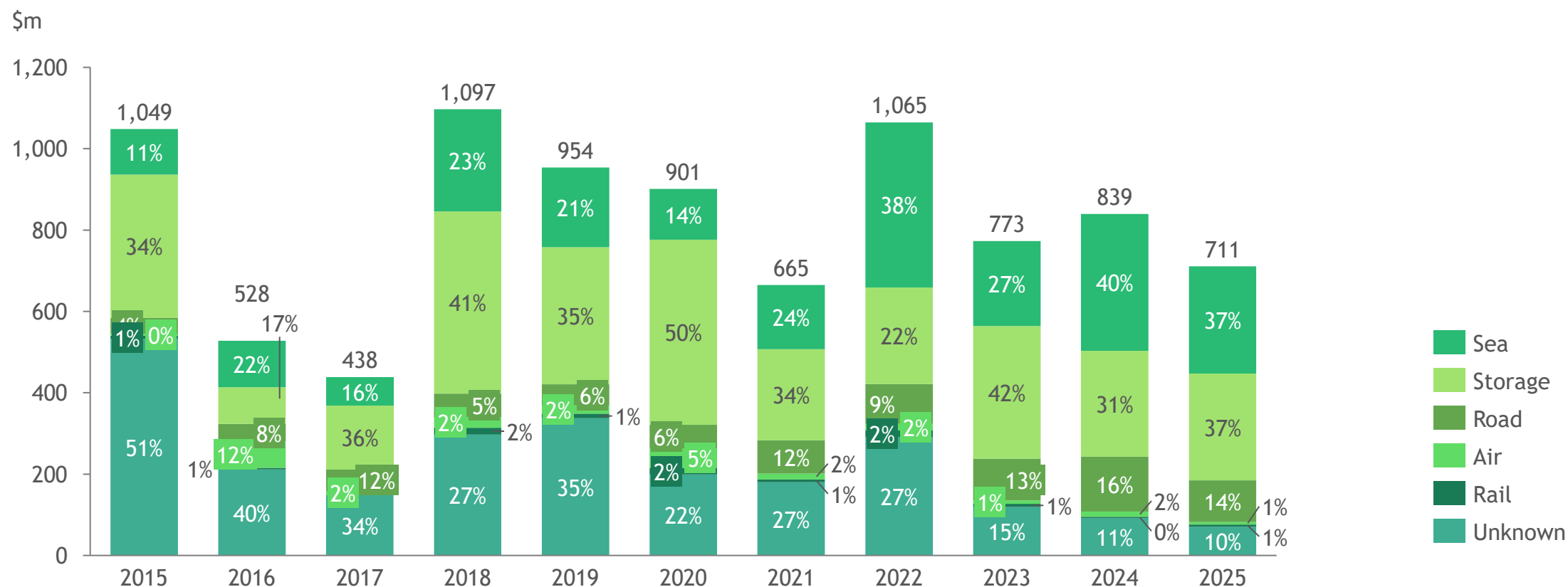


Note: More than 80% of all observations in scope can be used for analysis (including 'unknown')

Source: IUMI Major Claims Database



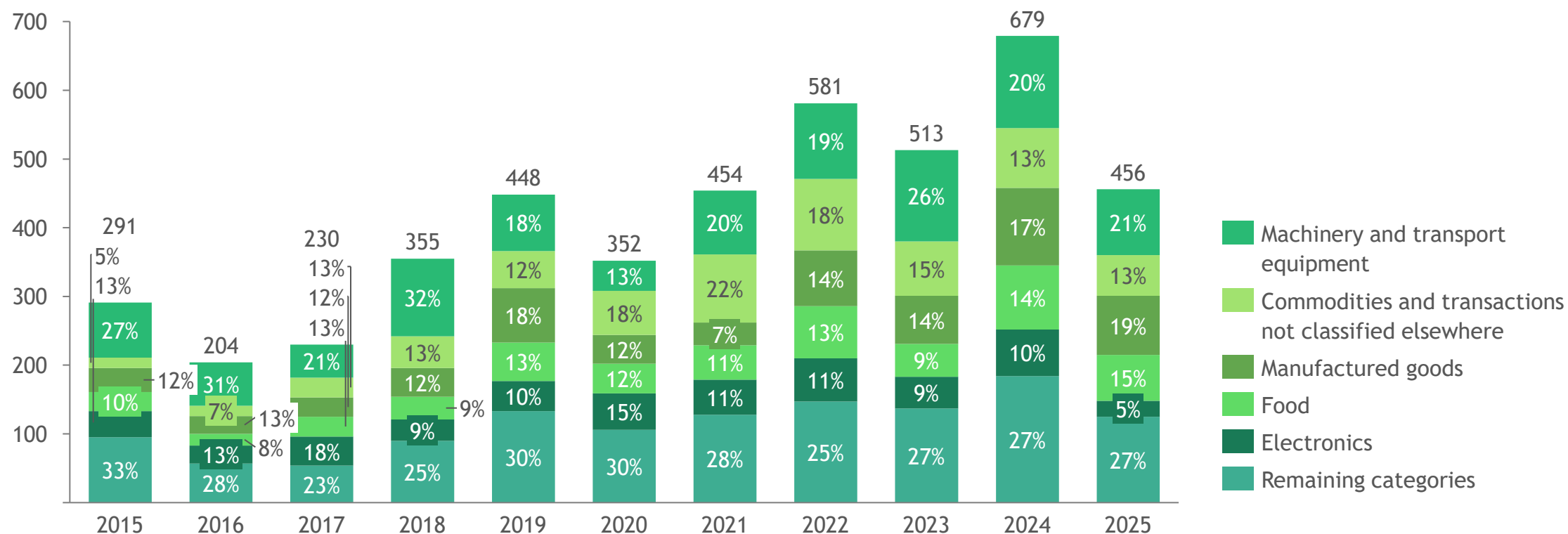
Cargo: Incurred losses by mode of transport in the period 2015-2025, \$m



Note: More than 80% of all observations in scope can be used for analysis (including 'unknown')
 Source: IUMI Major Claims Database



Cargo: Number of losses by top 5 type of cargo in the period 2015-2025



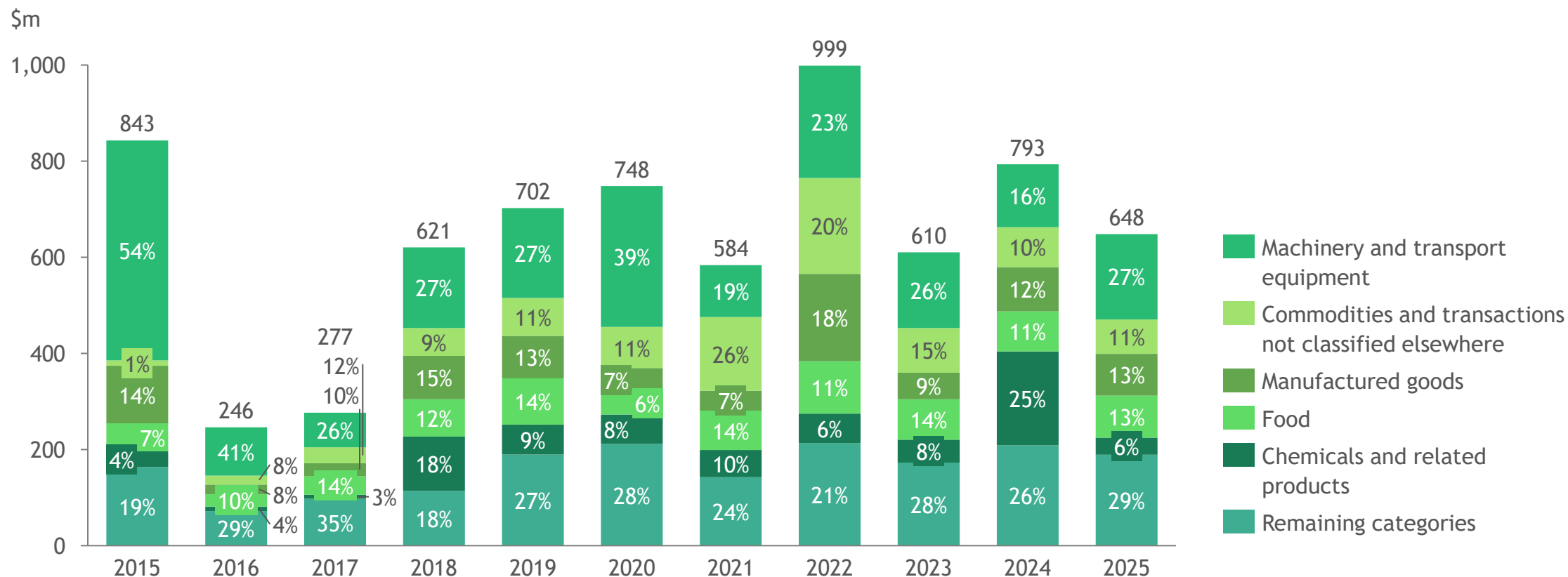
Note: More than 63% of all observations in scope can be used for analysis

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 2015-2025, \$m



Note: More than 63% 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)

Source: IUMI Major Claims Database

4. Next steps

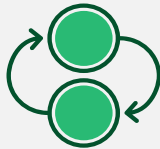


Proposed next steps



Ongoing publication of analyses of the IUMI major claims database

- With focus on Cargo and/or Hull on a yearly basis



Repeat major claims data collection next year again

- With same data template
- Continue improving data quality
- Onboard further new associations

Appendix

Data quality deep dive

Cargo: Data quality and consistency has slightly improved compared to last year, but there is still room for improvement (I/III)

Data field	Completeness ¹	Usability ²	Note / Issue	Examples of critical data points
Date of accident	99+%	99+%	Target format DD.MM.YYYY is not always applied consistently	09-06-2025 05/06/2024
Underwriting year	96%	96%	Generally good quality, sometimes longer UW period or policy number instead of a year	2017 - 2020 2021/2022
Loss amount & currency	99+%	99+%	Generally good quality, few ambiguously filled with mixed currencies or numbers as text	31,1164,42 - PLN (incl. GBP + USD) - AUS instead of AUD
Type of loss	96%	92%	Some not filled in the standardized format nor in accordance with the definitions template. Inconsistencies appear in	- Cargo - Carriage/storage * Contamination * TBD - Turkey
Mode of transport	85%	60%	- language - format / style - Category	- Import - Inland - Vessel & Truck

1. Share of filled data fields out of all data fields 2. Share of meaningful filled data fields (e.g. no n/a or unprecise answers)
 High quality (green) equals >75%; some limitations (yellow) equals 25-75%; strong limitations or no data available (red) equals <25%

Cargo: Location of loss is a critical point with inconsistencies in reporting, especially when it comes to ocean voyage (II/III)

Data field	Completeness ¹	Usability ²	Note / Issue	Examples of critical data points
Location of loss - General	78%	55%	Some data points not filled and many flagged as not available; several cities and routes included as free text	• Inland transit / Ocean voyage • Bhuj, Gujarat
Location of loss - Specific area for ocean voyage	89%	74%	Standardized sea areas replaced by routes or text in foreign languages	• Seeweg • USA - China • Deutschland - USA
Location of loss - Specific area for inland transit/waters	98%	95%	Standardized country names replaced by country pairs; some data points refer to ocean names Inconsistencies appear in – language – format / style	• Lettland/Irland • Deutschland - Türkei • Atlantik

1. Share of filled data fields out of all data fields 2. Share of meaningful filled data fields (e.g. no n/a or unprecise answers)
 High quality (green) equals >75%; some limitations (yellow) equals 25-75%; strong limitations or no data available (red) equals <25%

Cargo: Still inconsistencies in 'type of cargo', with IMO number rarely filled (III/III)

Data field	Completeness ¹	Usability ²	Note / Issue	Examples of critical data points
Event name	62%	41%	Data rarely available, some SIC codes delivered in this field	D (Manufacturing)
IMO	19%	7%	Rarely provided; if available few filled with non-standardized text	- Hong Kong - NIL
Vessel name	34%	27%	Good quality, but many fields not filled	n/a
SIC code	69%	56%	Good quality, but many fields not filled	n/a
Type of cargo	82%	63%	Not filled in the standardized format Inconsistencies appear in – language – format / style – category	- Plasma - General Cargo - Door Delivery - MS XY

1. Share of filled data fields out of all data fields 2. Share of meaningful filled data fields (e.g. no n/a or unprecise answers)
 High quality (green) equals >75%; some limitations (yellow) equals 25-75%; strong limitations or no data available (red) equals <25%

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