

ABTO – Climate Change Resilience

A Coruna, Spain - October 2026

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TT CLUB
IS MANAGED
BY **THOMAS MILLER**

Agenda

- Introduction
- Risk landscape
- Climate risk – deep dive

TT Club overview

1968

The year TT Club was established and containers revolutionised freight transport.

80%

Percentage of the world's maritime containers insured by TT Club.

55%

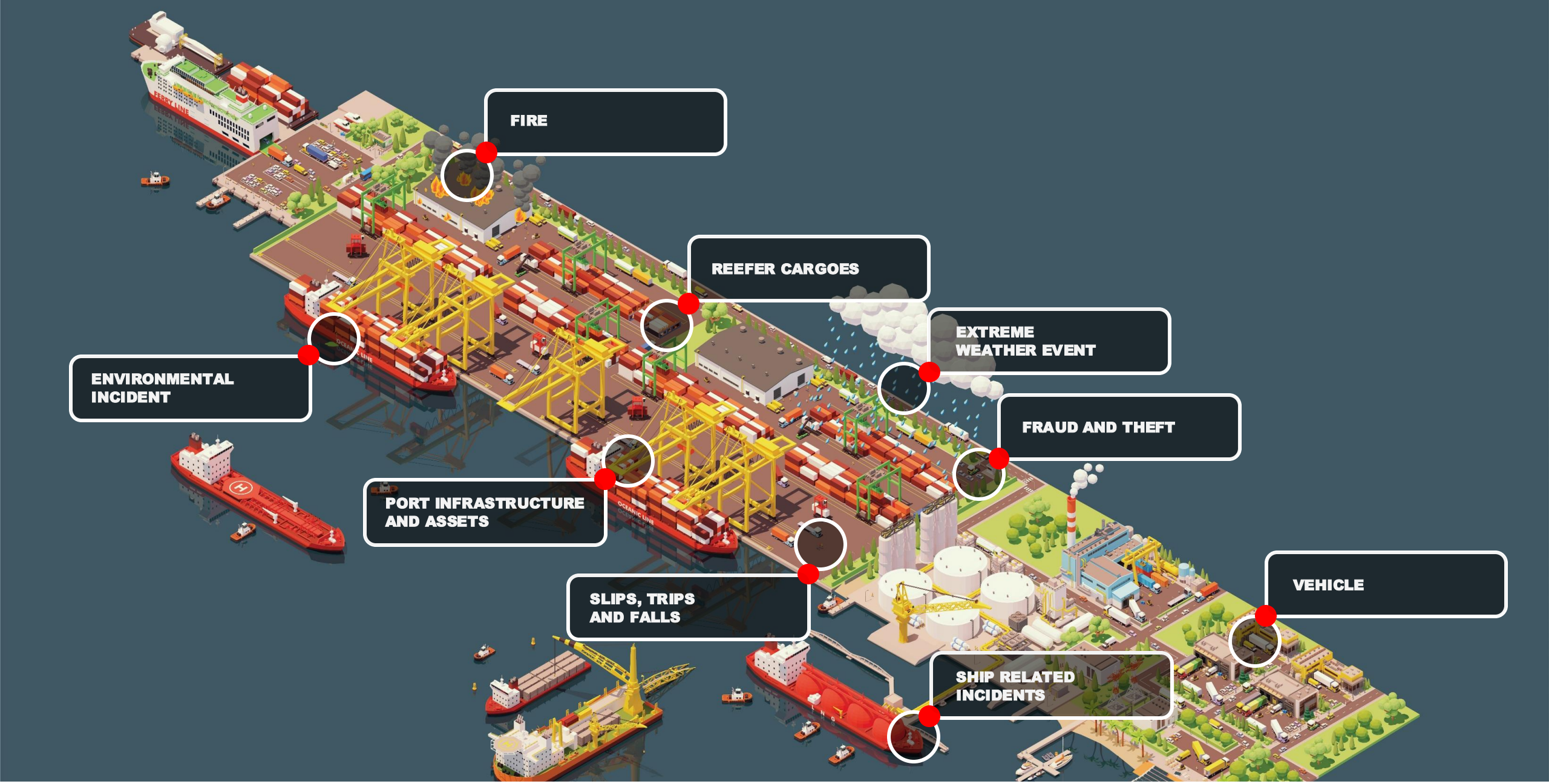
We have an insurable interest in over 1/2 of the top 100 ports worldwide.

20+

The number of dedicated countries in which TT Club has dedicated offices.

The TT Club’s mission is to make the global transport and logistics industry safer, more secure and more sustainable

Risk landscape



PORT AND TERMINAL RISKS



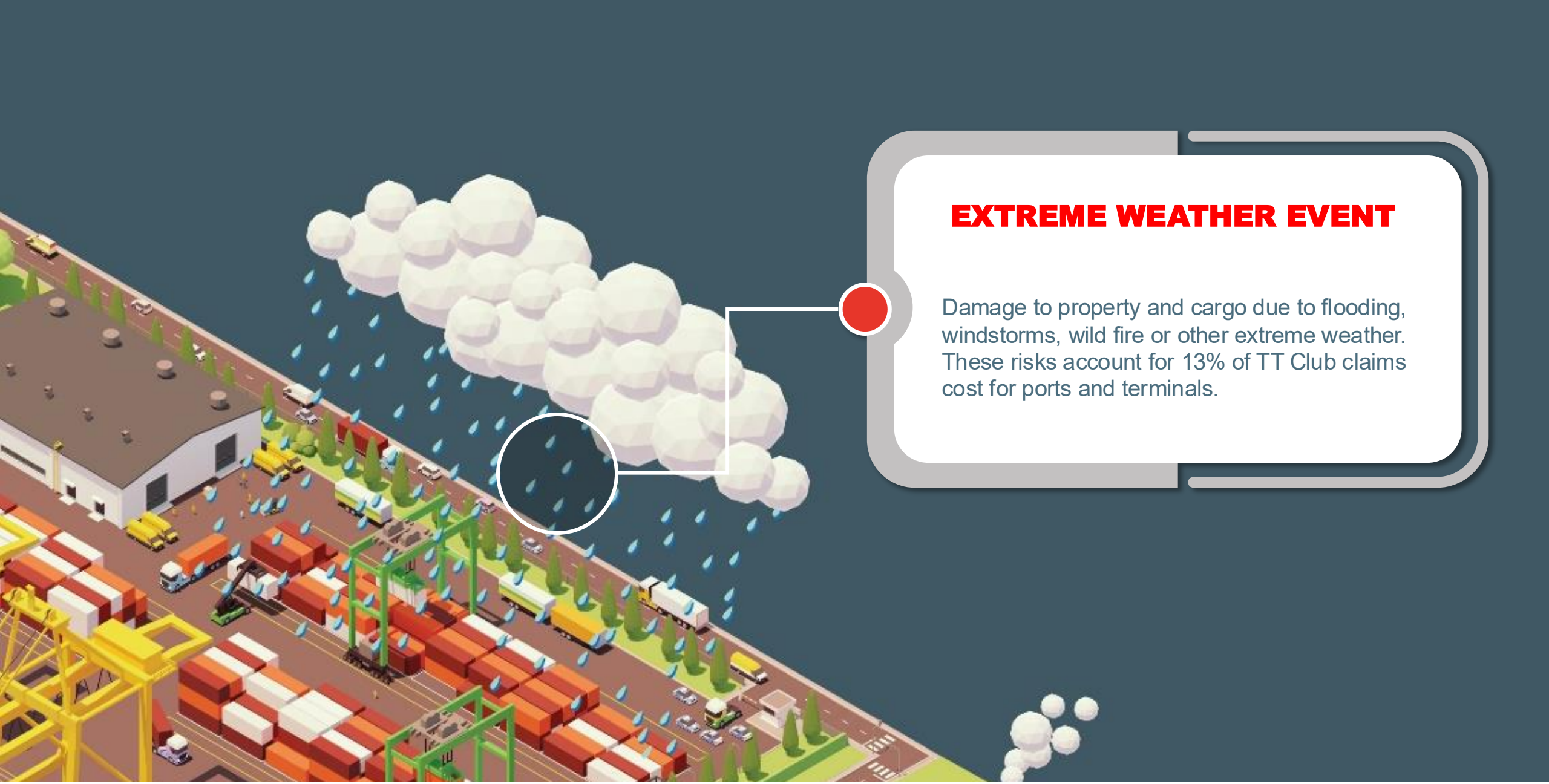
FIRE

Damage to property and cargo caused by fire from dangerous or flammable goods. These risks account for 11% of TT Club claims cost for ports and terminals.



REEFER CARGOES

Spoiled cargo due to temperature deviation, commonly caused by inaccurate communication, operational errors or equipment failure. These risks account for 4% of TT Club claims cost for ports and terminals.



EXTREME WEATHER EVENT

Damage to property and cargo due to flooding, windstorms, wild fire or other extreme weather. These risks account for 13% of TT Club claims cost for ports and terminals.



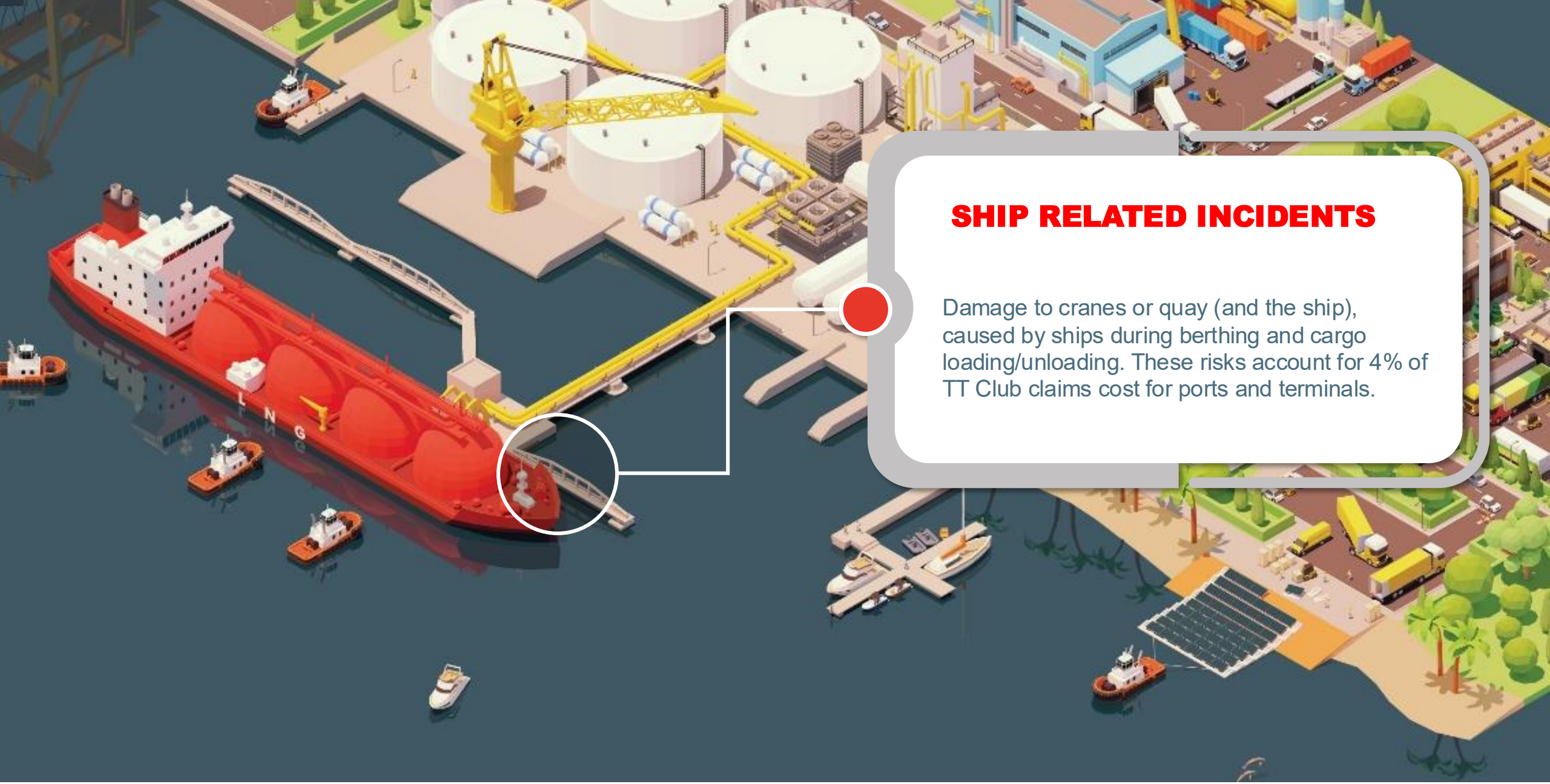
FRAUD AND THEFT

Loss of cargo caused by theft or fraud, including carrier fraud, cyber-crime and internal staff fraud.These risks account for 4% of TT Club claims cost for ports and terminals.



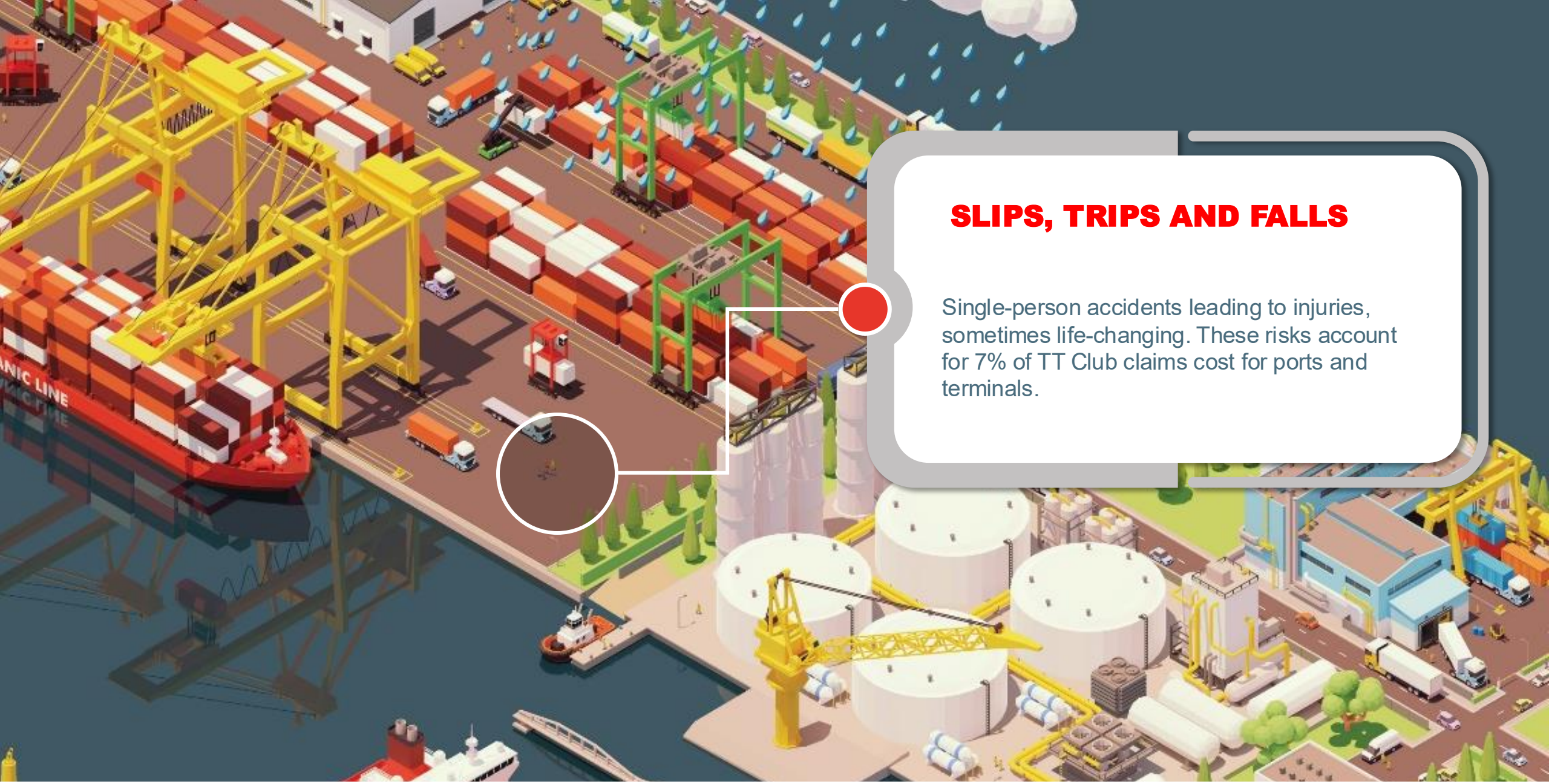
VEHICLE

Vehicle operating errors, often resulting in serious bodily injuries, as well as damage to vehicles and other assets. These risks account for 10% of TT Club claims cost for ports and terminals.



SHIP RELATED INCIDENTS

Damage to cranes or quay (and the ship), caused by ships during berthing and cargo loading/unloading. These risks account for 4% of TT Club claims cost for ports and terminals.



SLIPS, TRIPS AND FALLS

Single-person accidents leading to injuries, sometimes life-changing. These risks account for 7% of TT Club claims cost for ports and terminals.



PORT INFRASTRUCTURE AND ASSETS

Damage to cargo, infrastructure or assets such as cranes, plant/equipment, internal rail shunts, quays, buildings & port structures and quayside furniture. These risks account for 33% of TT Club claims cost for ports and terminals.



ENVIRONMENTAL INCIDENT

Spills or release of contaminants into the environment from damaged cargo or equipment/process failure. These risks account for 3% of TT Club claims cost for ports and terminals.

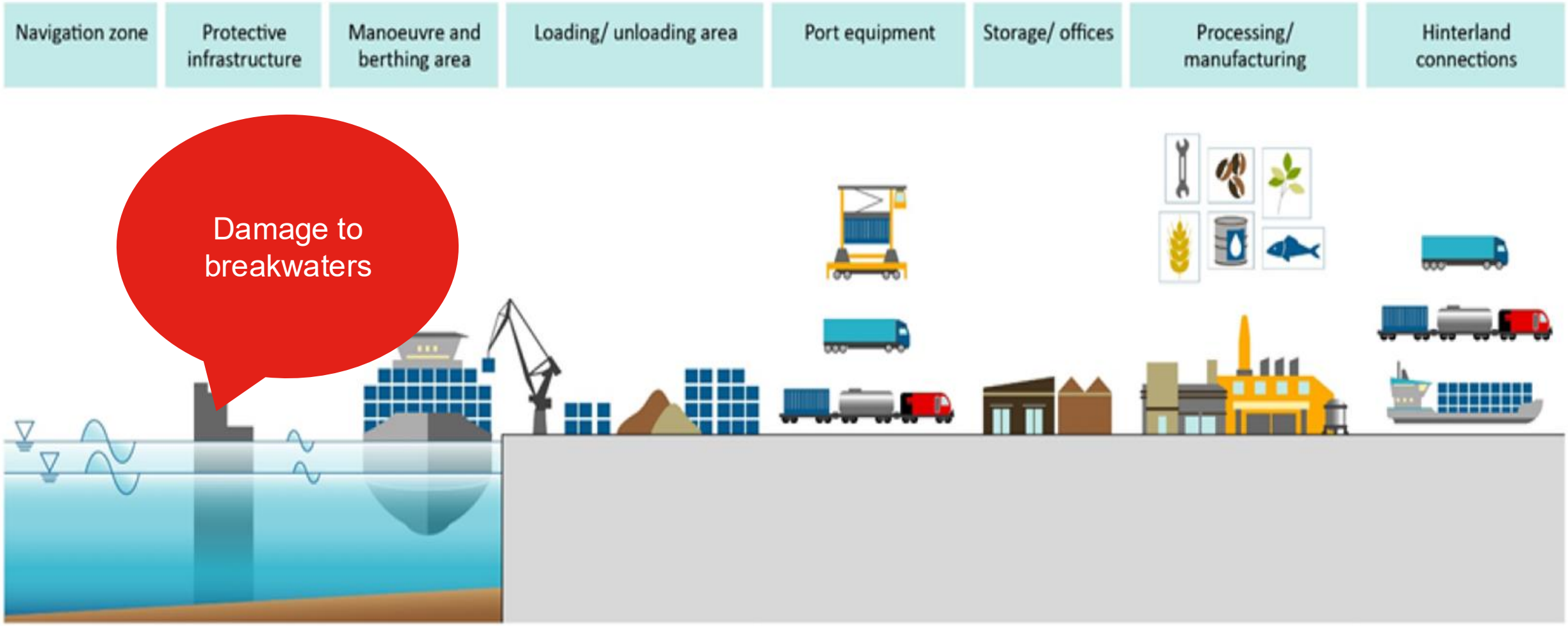
Risk landscape - Climate deeper dive

Climate Impact



Background image from PIANC WG 178, 2020

Climate Impact



Background image from PIANC WG 178, 2020

Climate Impact



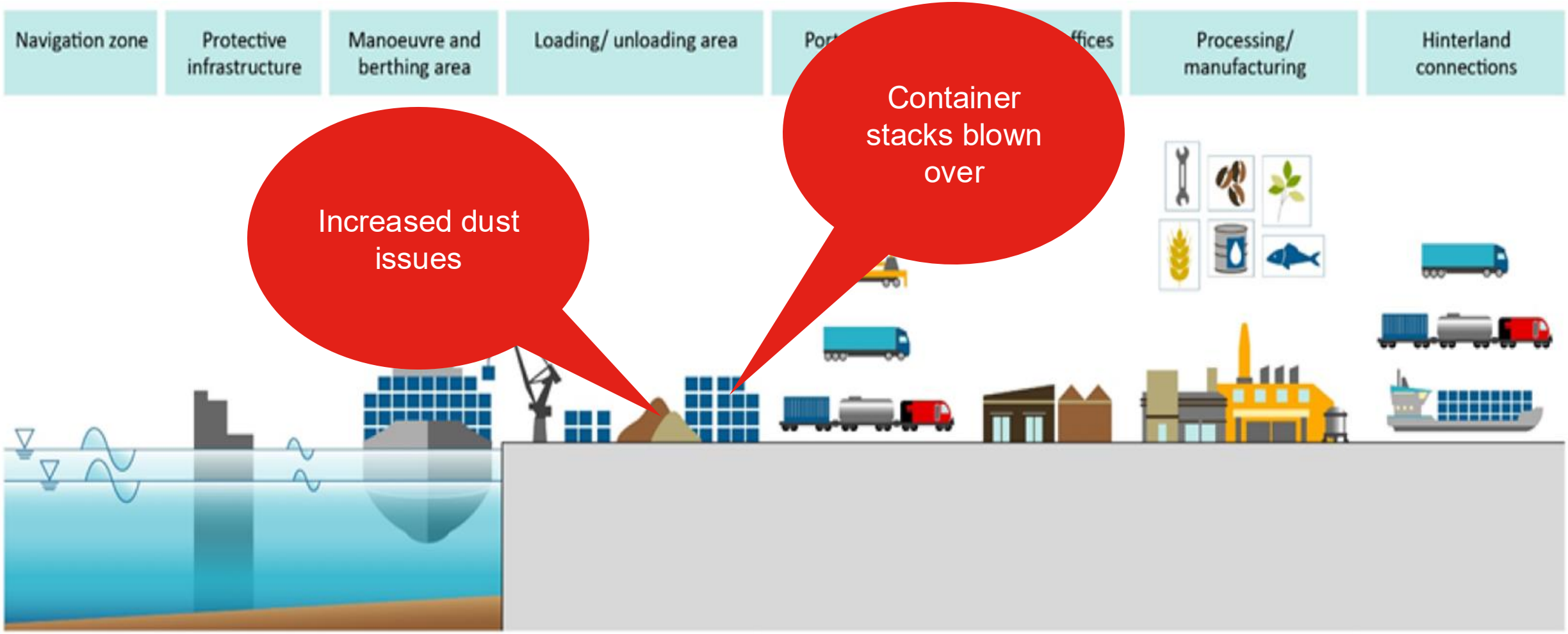
Background image from PIANC WG 178, 2020

Climate Impact



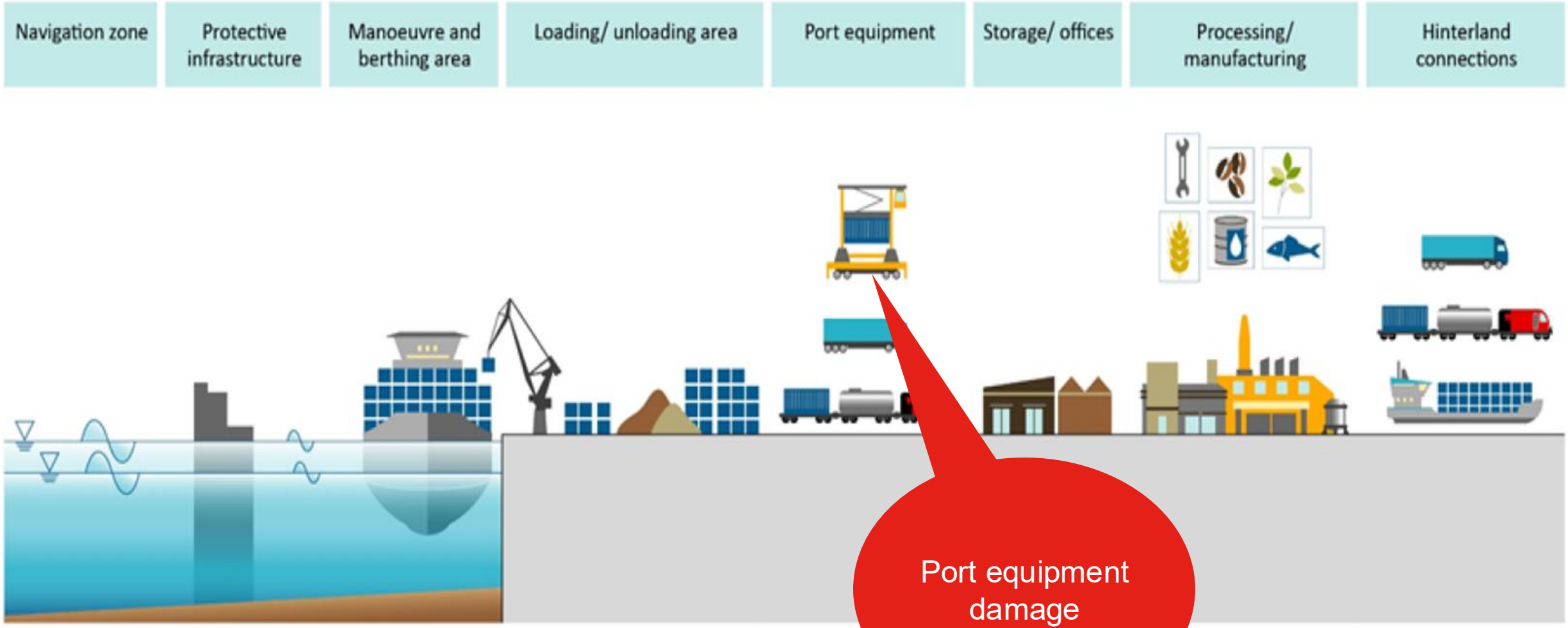
Background image from PIANC WG 178, 2020

Climate Impact



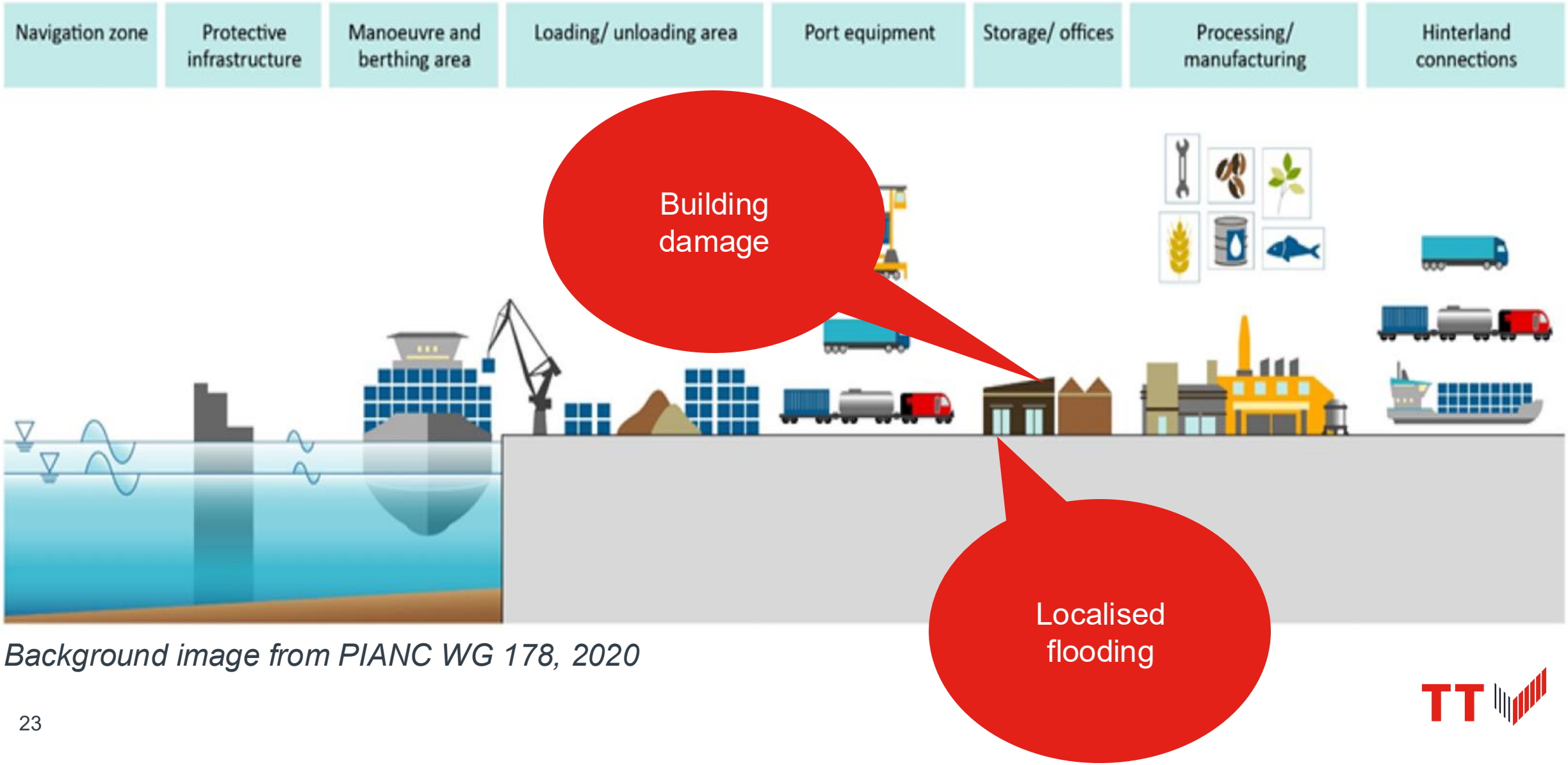
Background image from PIANC WG 178, 2020

Climate Impact



Background image from PIANC WG 178, 2020

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Background image from PIANC WG 178, 2020

Climate Impact



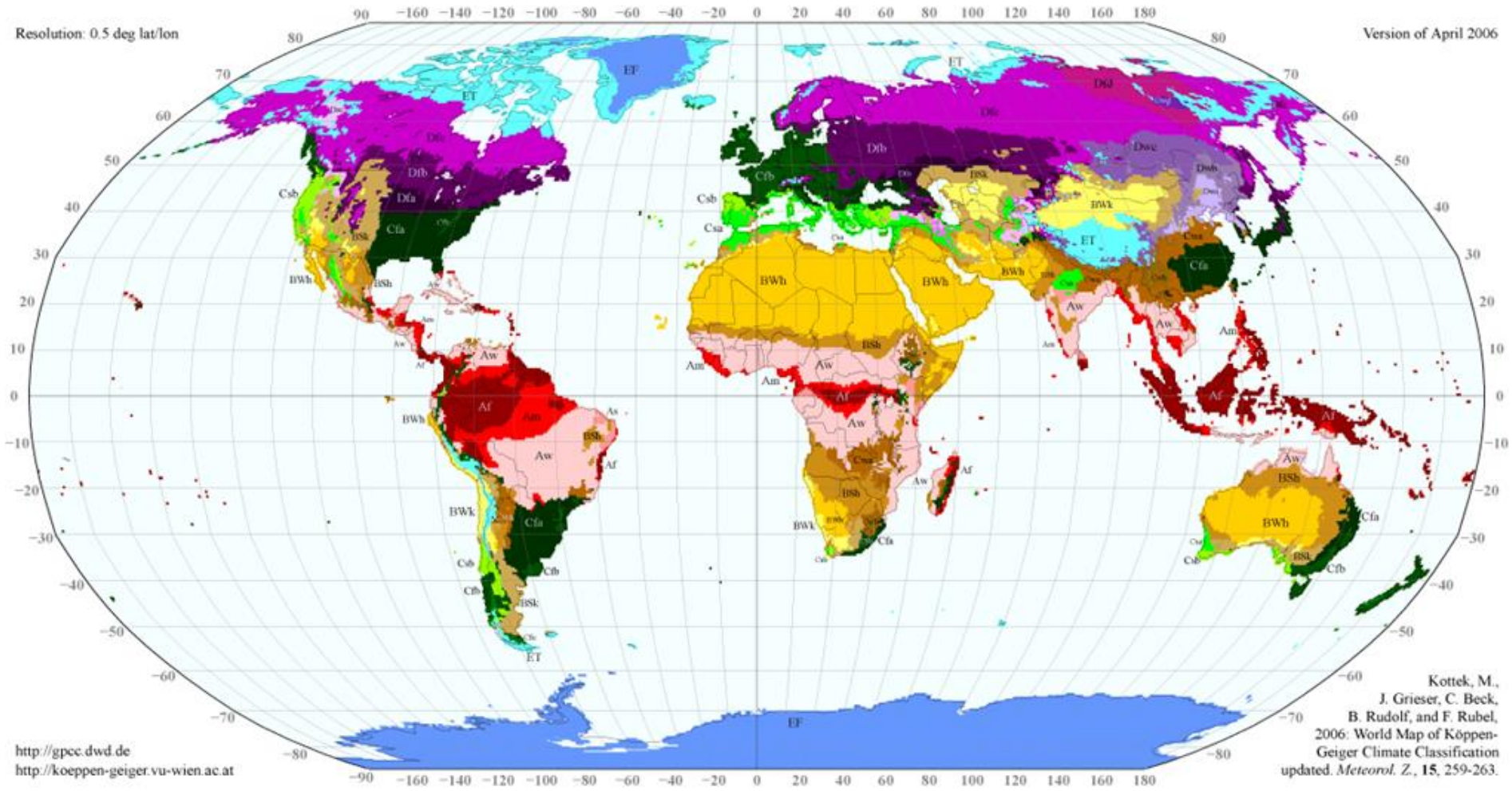
Background image from PIANC WG 178, 2020

Risk landscape - Climate challenges

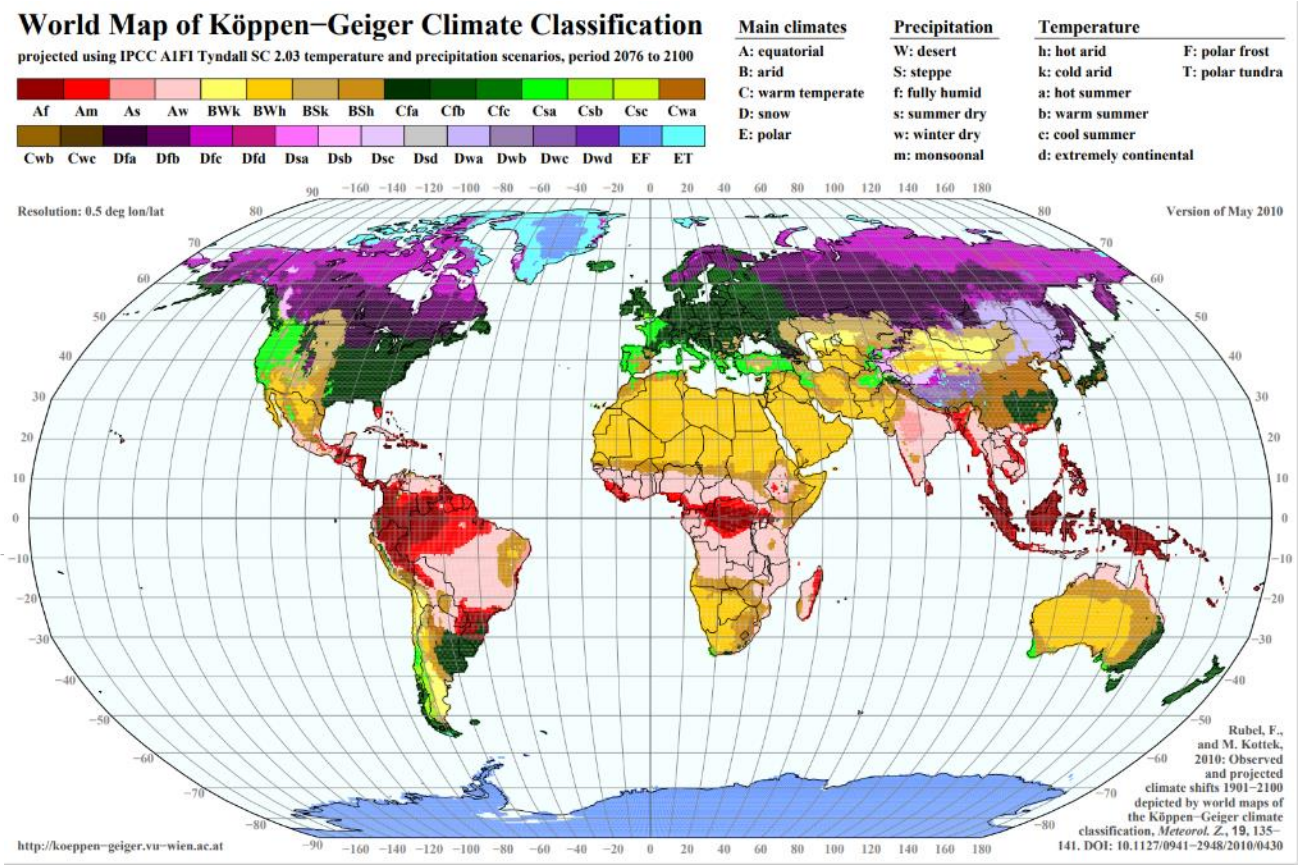







Resolution: 0.5 deg lat/lon
Version of April 2006
http://gpcc.dwd.de
http://koeppen-geiger.vu-wien.ac.at
Kottek, M., J. Grieser, C. Beck, B. Rudolf, and F. Rubel, 2006: World Map of Köppen-Geiger Climate Classification updated. Meteorol. Z., 15, 259-263.

Climate Change Adaptation

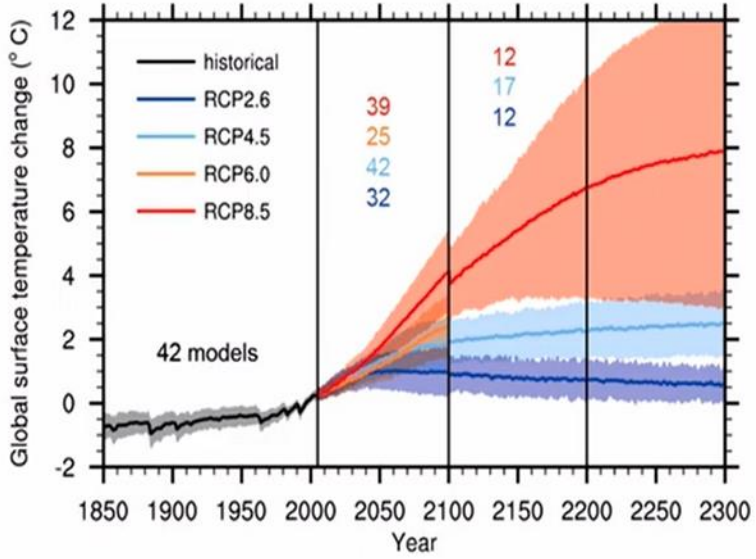


Climate Adaptation for Ports

- Why the need to adapt?
  - Changing weather patterns
  - Infrastructure limitations
  - Asset limitations

- Climate data

- Timescales



Sound bites – Insurance sector

- **2025 record hottest year.**
- **Global natural catastrophe losses exceed $100b for 5th year in a row.**
  Ref; SwissRe
- **SwissRe estimating insured losses could double in next 10 years.**



Super El Niño could act as a major risk multiplier, amplifying existing geopolitical, energy and supply chain pressures, creating simultaneous disruptions across global trade networks

Potential Impacts on Supply Chains

Climate Disruption
- Droughts in Australia, Asia and parts of Africa
- Flooding across the Americas
- Increased typhoon activity in the Western Pacific

Transport & Logistics
- Panama Canal transit restrictions
- Port and terminal disruption from storms
- Increased congestion, delays and freight costs

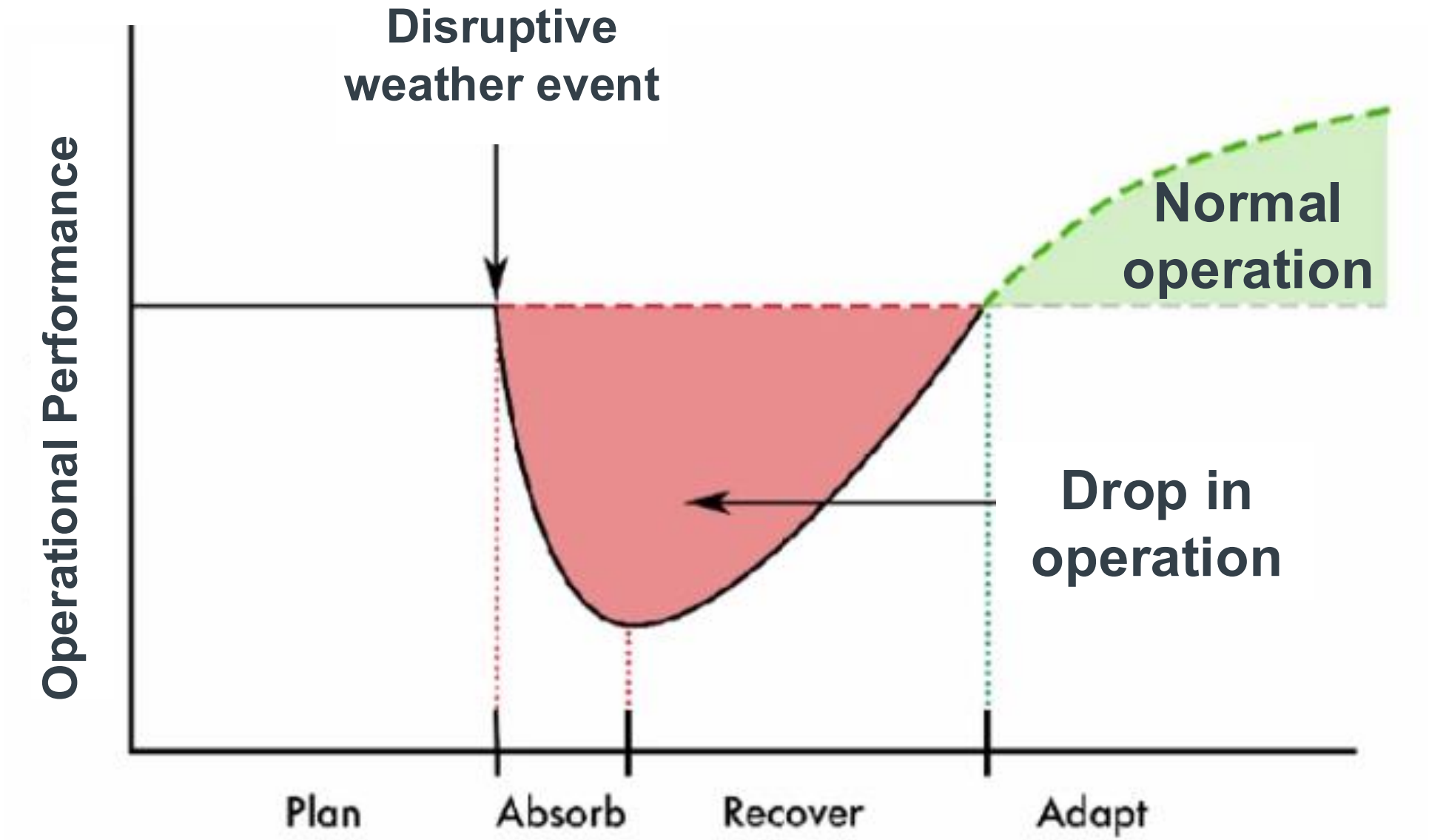
Energy & Industry
- Higher cooling-related energy demand
- Reduced hydropower generation
- Production slowdowns and raw material supply constraints

Business Consequences
- Commodity and food price inflation
- Service disruption and reduced reliability
- Increased insurance and working capital pressures

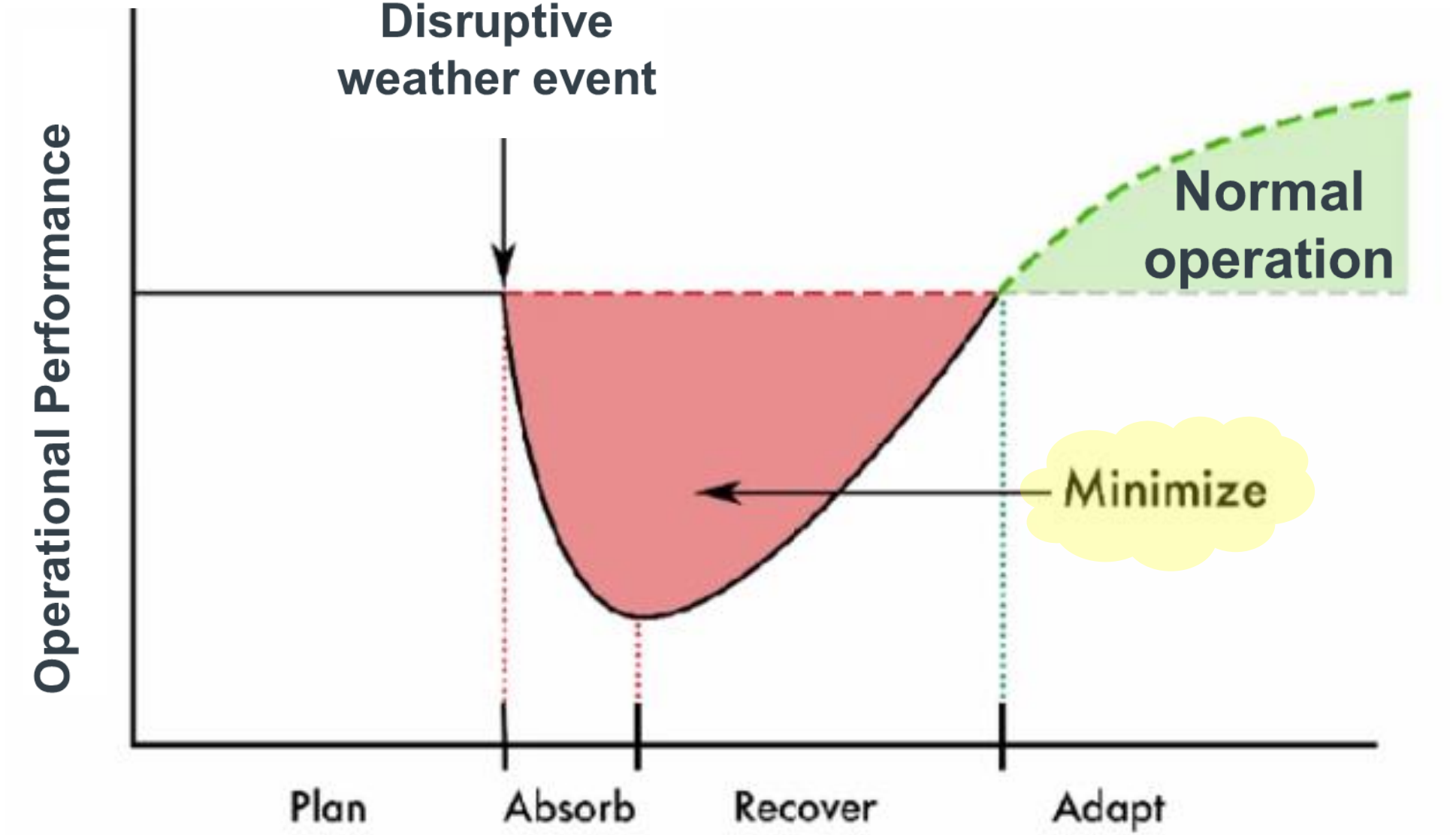


Risk landscape - Climate Resilience

Climate Resilience



Climate Resilience



Resilience Priorities

Scenario planning & stress testing	Integration of climate intelligence into ERM processes	Supply chain diversification & multi-sourcing	Dynamic routing & contingency planning	Enhanced supplier visibility & dependency mapping



Climate Resilience

- **Driven by operations?**
- **Multiple climate risks**
- **Criticality assessment**



New guidance - Climate-ready Supply Chain

Urgent guidance for port, waterways and logistics operations to adapt and build resilience in the face of climate change

- TT Club Member – Hot topic
- Guidance released **Q4 2025**
- Practical guidance for the industry
- Partnered with leading consultancy

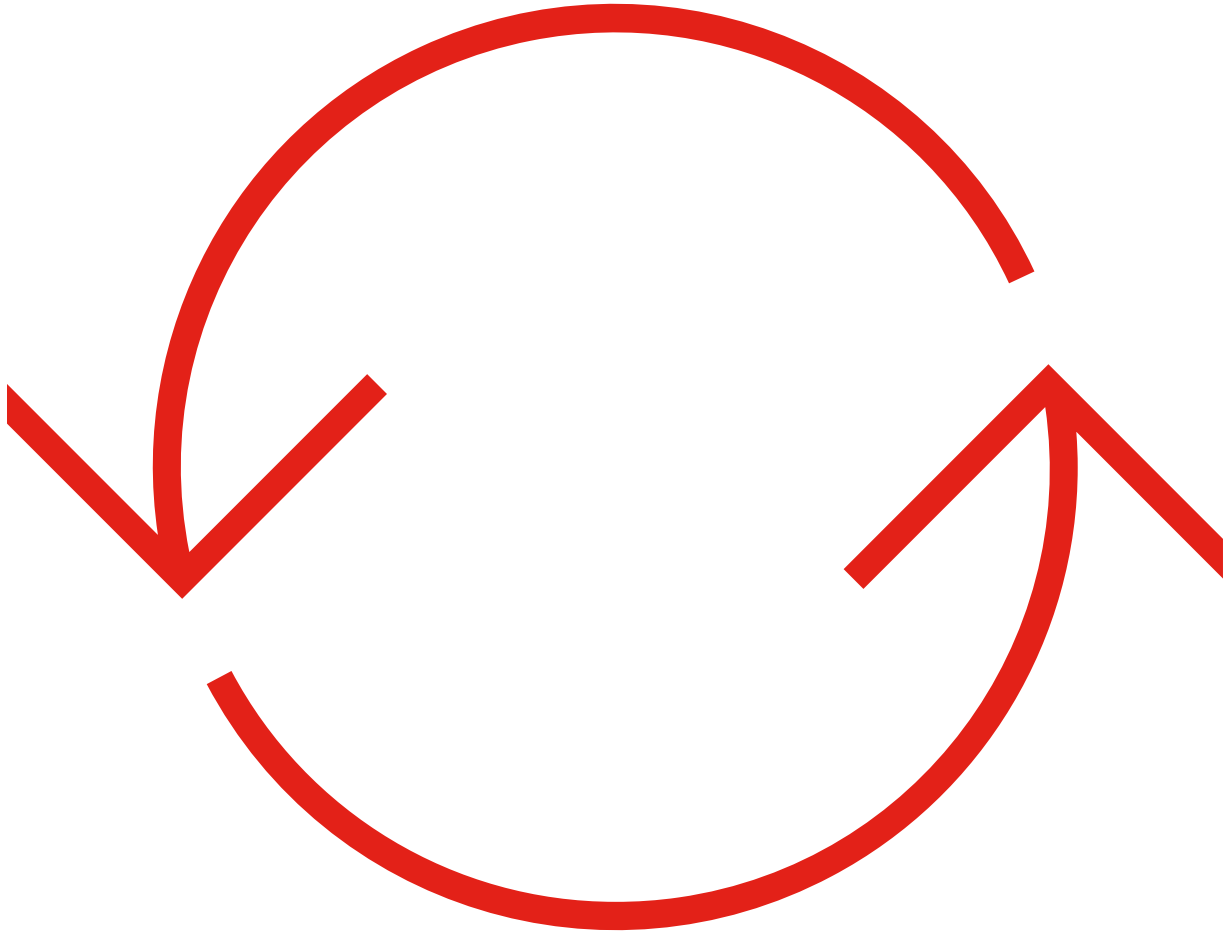
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Climate Resilience

- Avoiding focusing on one risk
- Short-term vs. long-term measures
- Accommodate uncertainty in design
- Understanding when to act?
- Continued review



Thank you
Any questions?

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TT CLUB
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