

# CATASTROPHY ADJUSTING ISSUES

FELIPE RAMÍREZ NICOLAI

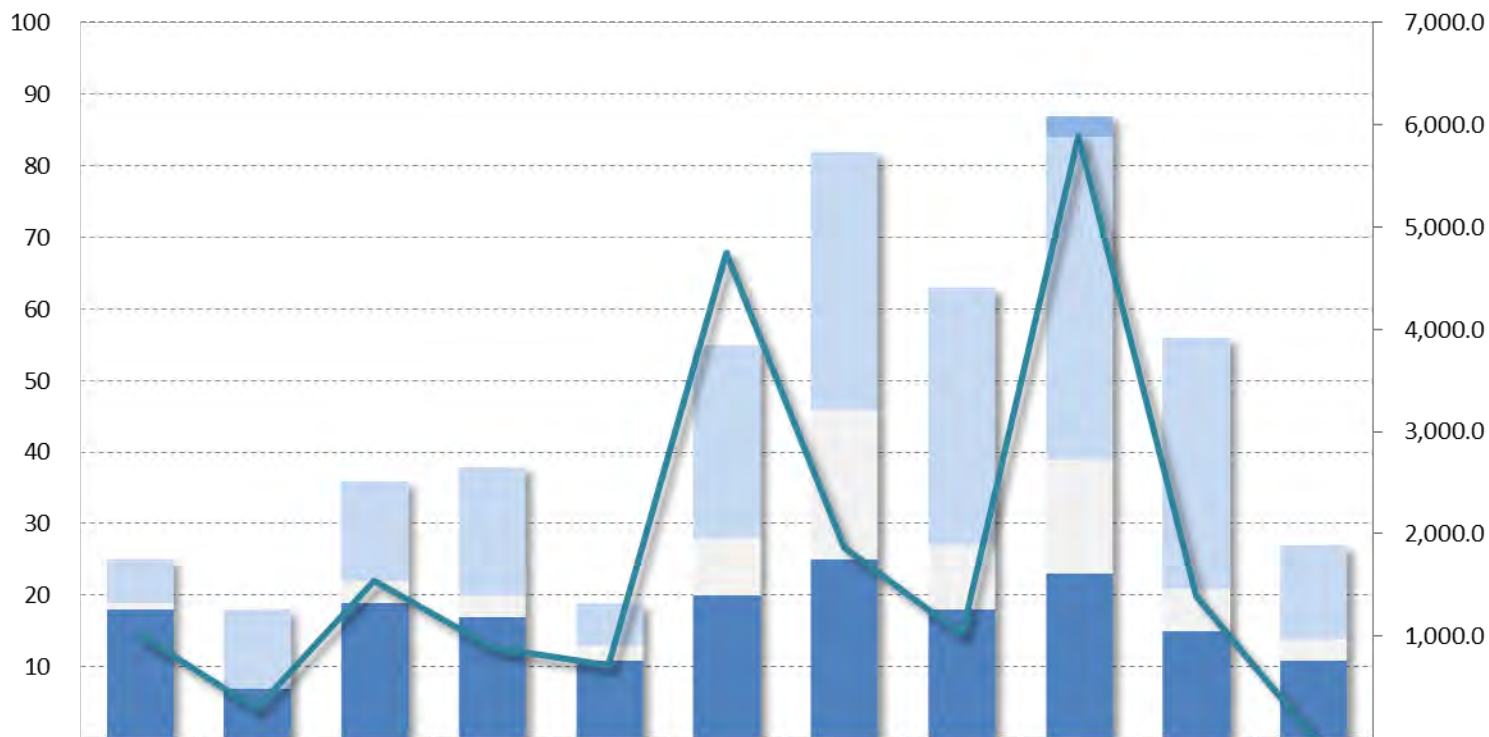
# SOME HISTORY...

# NATIONAL DISASTER DECLARATIONS SINCE 2005



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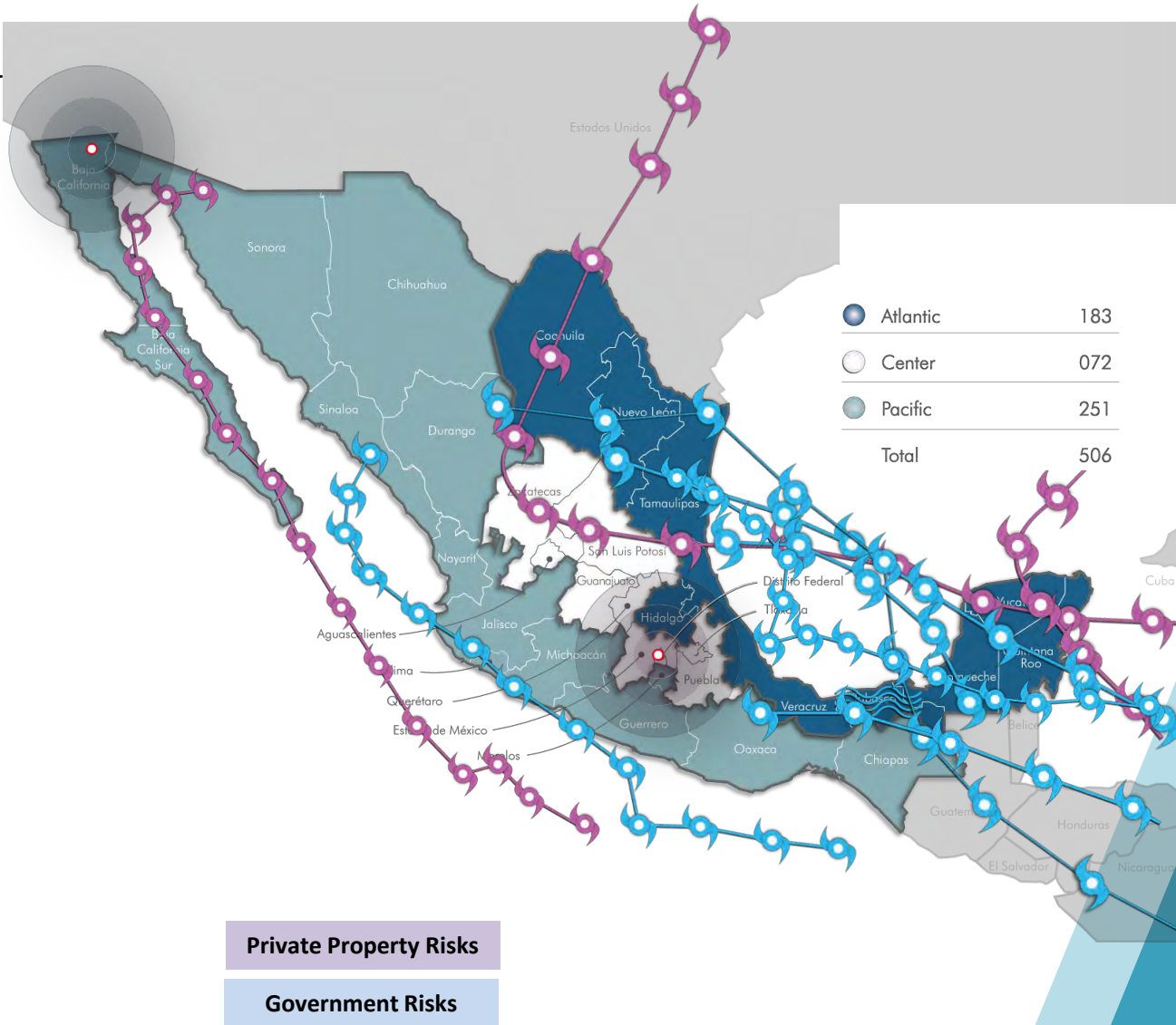
Declarations per Year with Awarded Amounts in US\$ x 000,000



	2005 (25)	2006 (18)	2007 (36)	2008 (38)	2009 (19)	2010 (55)	2011 (82)	2012 (63)	2013 (87)	2014 (56)	2015 (27)
Pacific/Atlantic	-	-	-	-	-	-	-	-	3	-	-
Pacific	6	11	14	18	6	27	36	36	45	35	13
Center	1		3	3	2	8	21	9	16	6	3
Atlantic	18	7	19	17	11	20	25	18	23	15	11
US\$ x 000,000	1,009.2	287.9	1,544.9	883.1	708.0	4,747.0	1,858.7	1,012.3	5,890.7	1,383.6	0.5

# LIST OF CATASTROPHIC EVENTS WHICH HAVE TRULY IMPACTED THE INSURANCE INDUSTRY

Event	Year	Area of Influence
Mexico City Earthquake	1985	Mexico City
Hurricane Gilberto	1988	Mexico Yucatán
Hurricane Wilma	2005	Mexico Yucatán
Hurricane Dean	2007	Mexico Yucatán, Veracruz, Tamaulipas
Tabasco Floods	2009	Mexico Tabasco
Mexicali Earthquake	2010	Mexico Mexicali
Hurricane Alex	2010	Mexico Guerrero, Oaxaca, Chiapas, Tamaulipas, Nuevo León y Coahuila
Hurricane Mathew	2010	Mexico Chiapas, Tabasco
Hurricane Arlene	2011	Mexico Tamaulipas, Veracruz
Hurricane Manuel	2013	Mexico Guerrero, Michoacán, Jalisco, Nayarit, Sinaloa
Hurricane Ingrid	2013	Mexico Veracruz, Tamaulipas
Hurricane Odile	2014	Mexico Guerrero, Jalisco, Nayarit, Baja California, Sonora



# POLICY ALLOCATION ISSUES

# SLOPE STABILIZATION V. DEBRIS REMOVAL



# SLOPE STABILIZATION V. DEBRIS REMOVAL

**Total Cost MX\$**

**42,393,041.58**

**Volume m<sup>3</sup>**

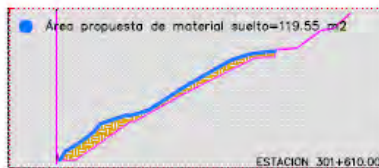
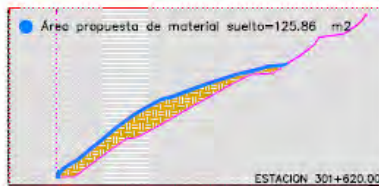
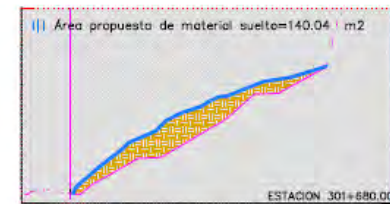
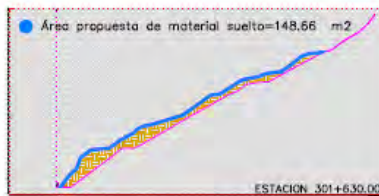
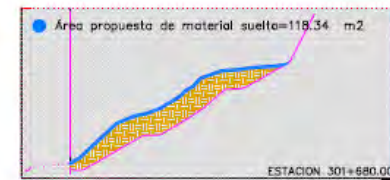
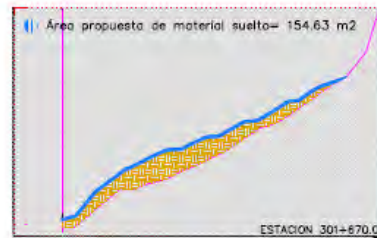
**145,600.50**





# SLOPE STABILIZATION V. DEBRIS REMOVAL

## Secciones Transversales Km . 301+780



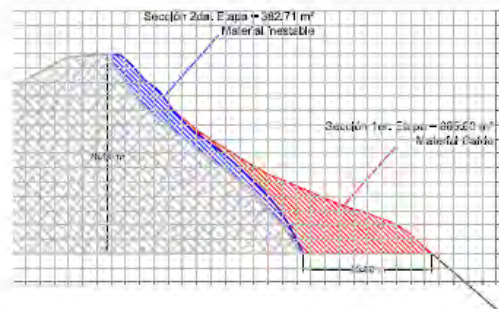
	Total Cost MX\$	Volume m <sup>3</sup>
Debris Removal	4,479,252.03	15,364.16
Slope Stabilization	37,913,789.97	130,236.34

# BETTERMENTS

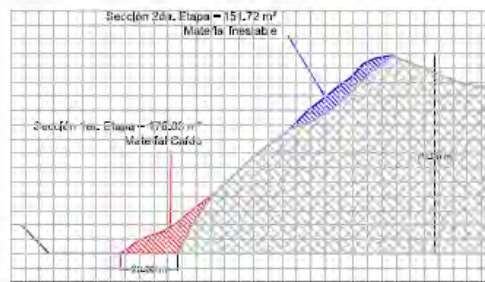
# BETTERMENTS

**Contrato No. 4500020509 CONSTRUCTORA SIGLO 2001 S. A. de C. V.**

Salida de tunel cuerpos A y B



Entrada de tunel cuerpo B



**Partida 19- Concreto hidráulico f'c=200 kg/cm2 en cara de portal. Incluye: preparación de cimbra, andamios metálicos, concreto bombeable, acarreo y todo lo necesario para su correcta ejecución P.U.O.T.**

Volumen Reclamado= 7.58 m³

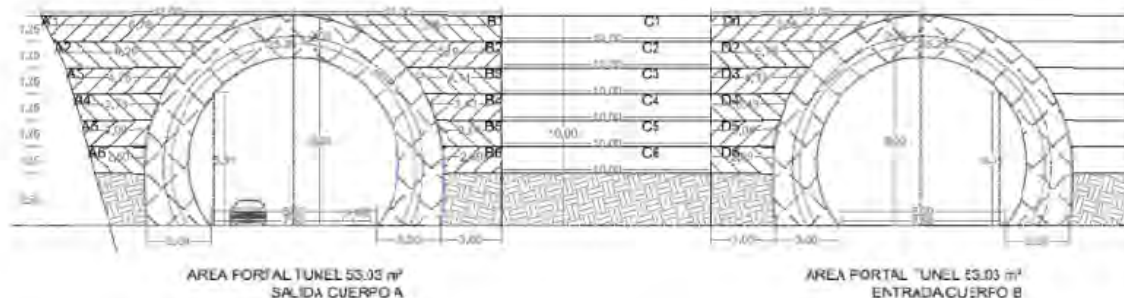
Volumen Aplicable= 7.58 m³

**Partida AD/C-05 - Concreto lanzado de F'c=200kg/cm2 para protección. Incluye acarreo, material y mano de obra. P.U.O.T.**

Volumen Reclamado= 401.78m³

Volumen Aplicable= 401.78m³

**SECCIONES DE PROTECCIONES MENORES Y PORTALES EN EL Km 301+000. SALIDA TUNEL AGUA DE CBISPO.**



Importe Reclamado MX\$	Aplicable GE MX\$	Aplicable Daño Físico MX\$	Mejoras MX\$
295,682,507.48	48,163,404.38	11,901,697.99	235,617,405.11



# BETTERMENTS





# BETTERMENTS



# MITIGATION WORKS



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Total Cost MX\$  
2,341,900.94





# MAINTENANCE IDENTIFICATION

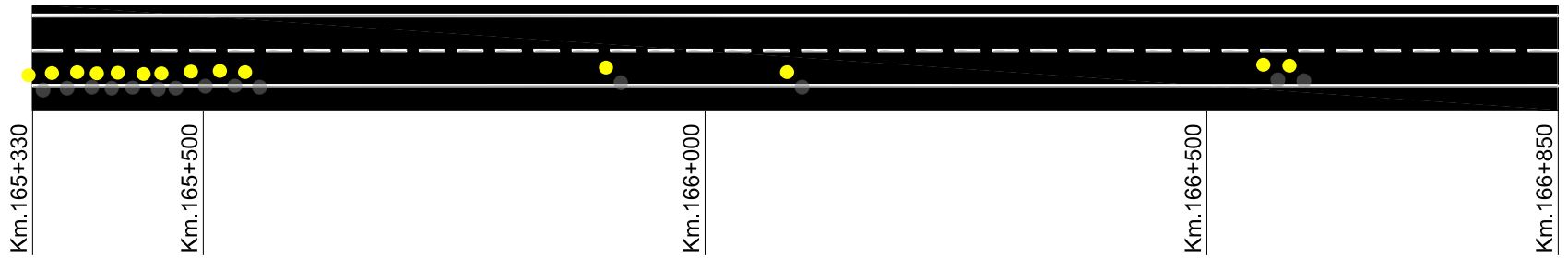
# MAINTENANCE IDENTIFICATION





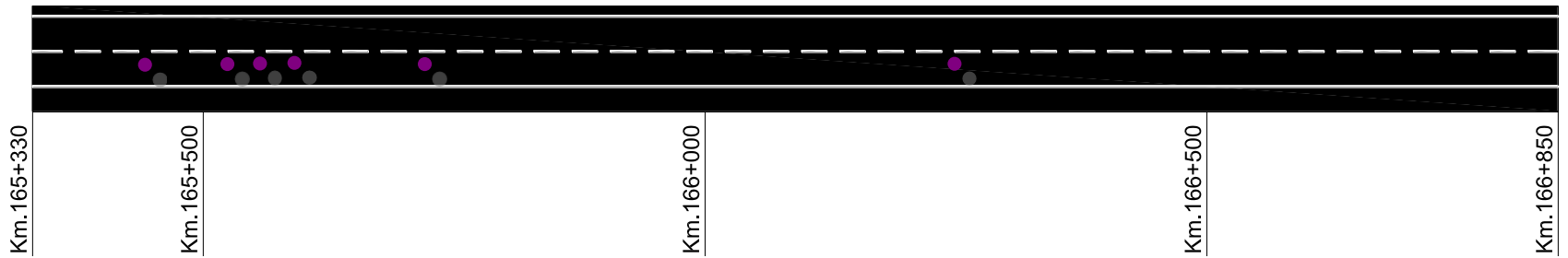
# MAINTENANCE IDENTIFICATION

## Pothole Type 1: Incorrect Repair



# MAINTENANCE IDENTIFICATION

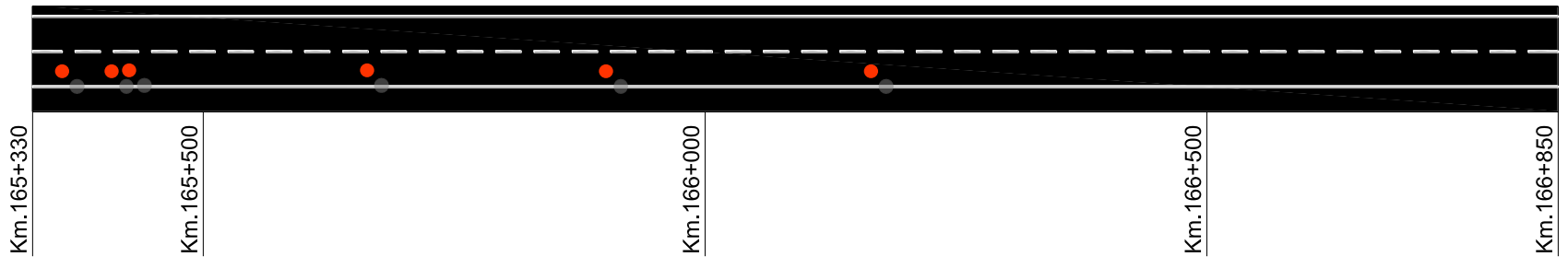
## Pothole Type 2: Loss of Granular Material





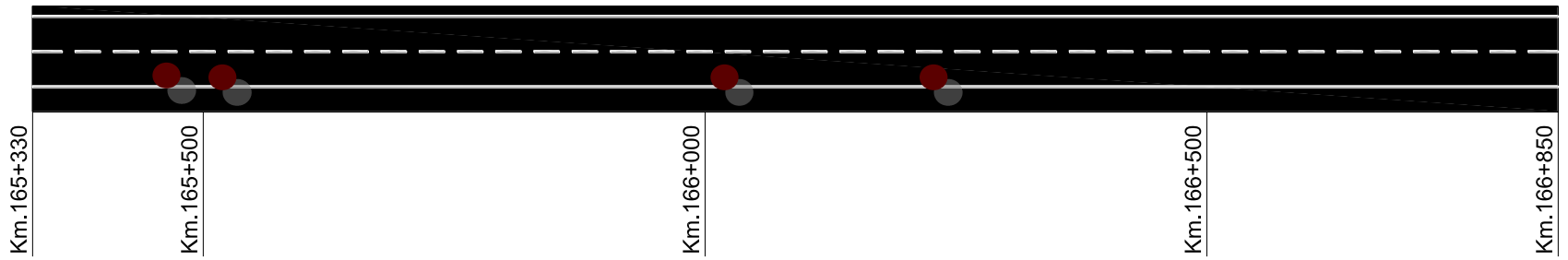
# MAINTENANCE IDENTIFICATION

## Pothole Type 3: Out of Specification



# MAINTENANCE IDENTIFICATION

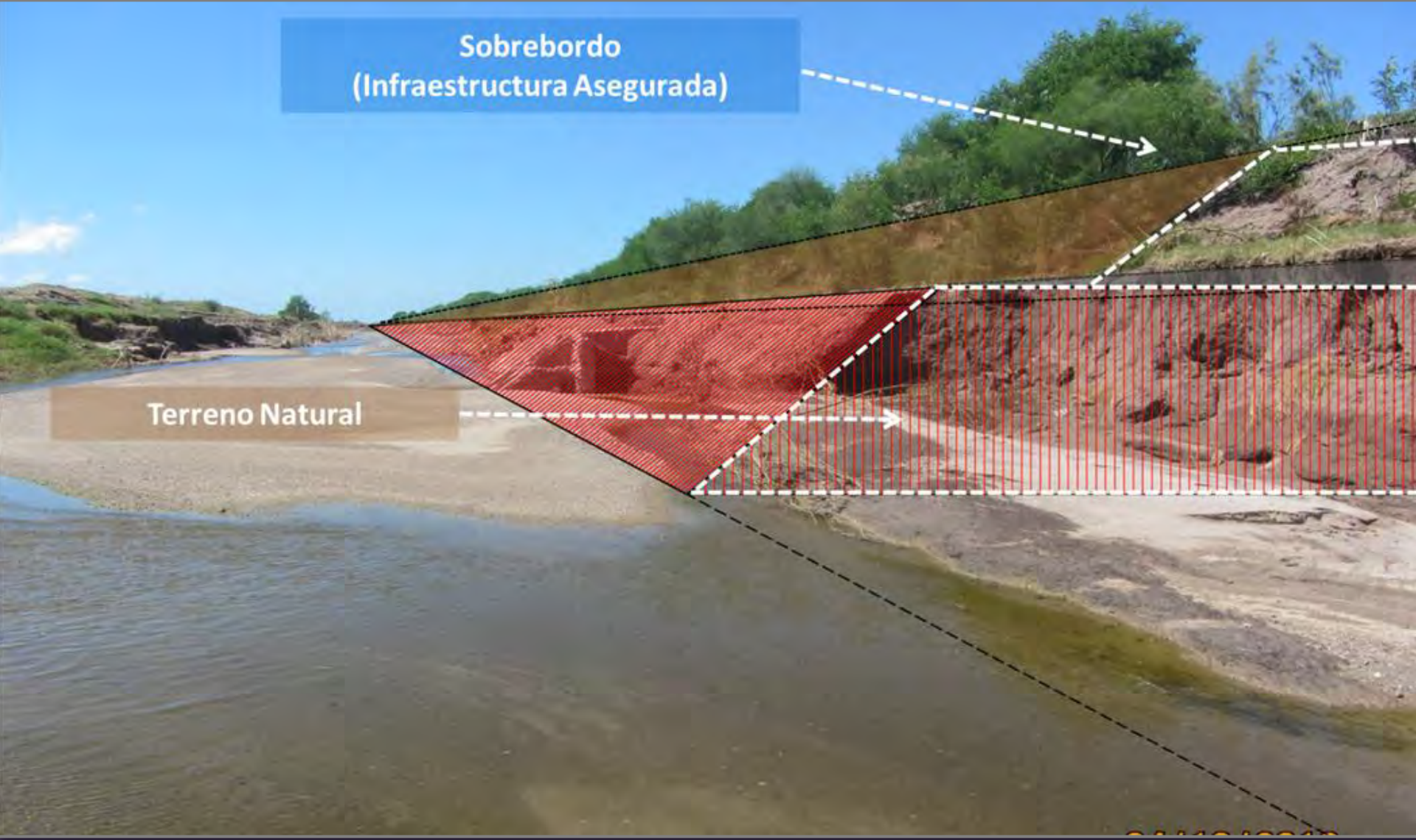
## Pothole Type 4: Water Damages



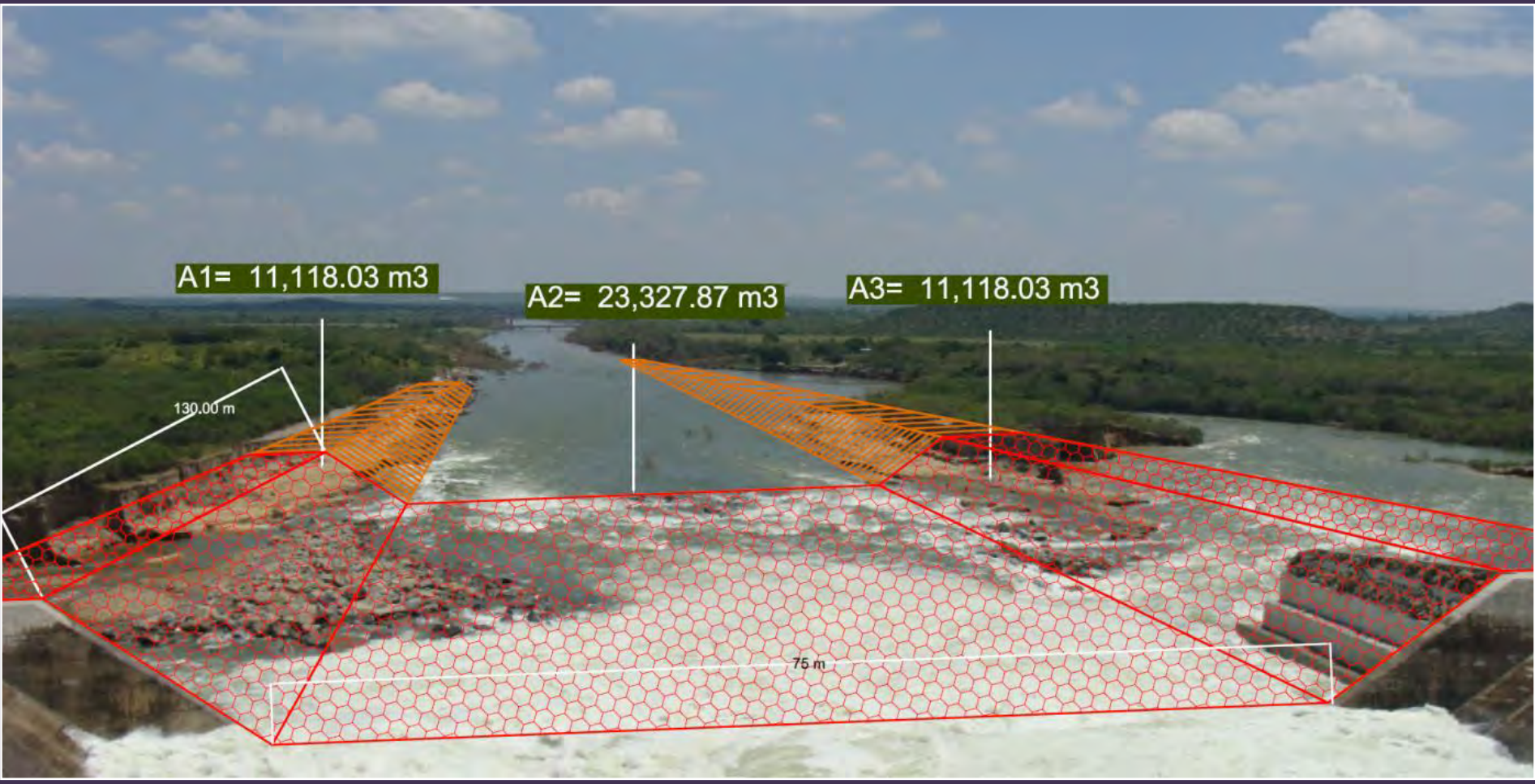
# CHANGES IN OROGRAPHY



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**Conformación de Bordo con material de Desazolve**

**Terreno Natural**

**Afine de Talud en Terreno Natural**

# VARIANCES IN COST DUE TO SECURITY ISSUES



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## BANCOS DE MATERIAL

El Mante, Tamps.

Caminos Dañados

Golfo de México

Banco "La Muela"  
considerado en estimaciones

Cd. Valles, SLP.

Tamuín, SLP.

Banco "El Palmar"  
solicitado por el contratista

# JETTY DAMAGES

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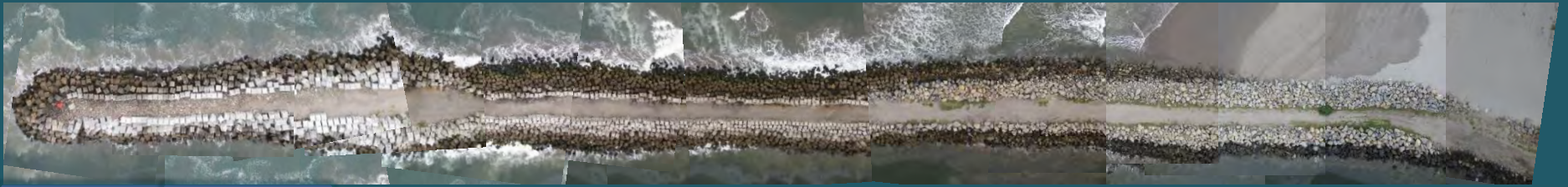


# JETTY DAMAGES



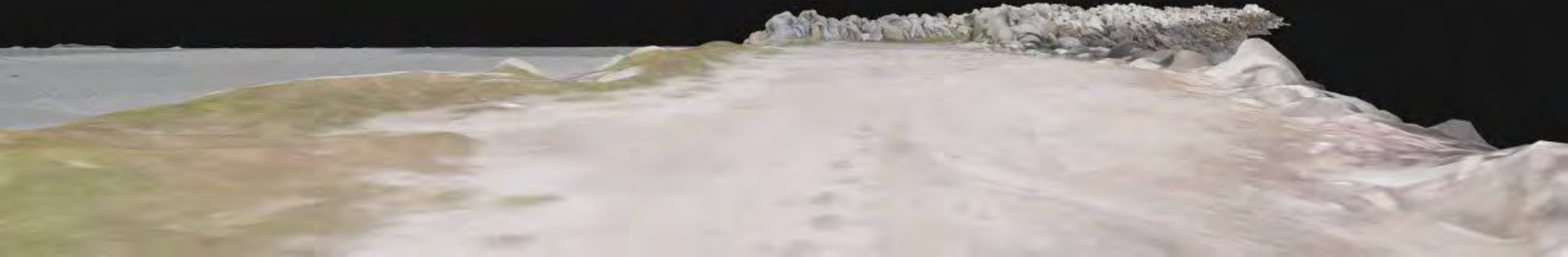


# JETTY DAMAGES



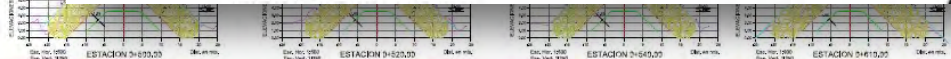
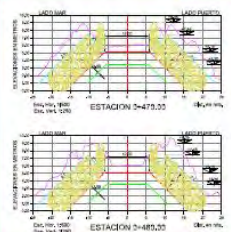
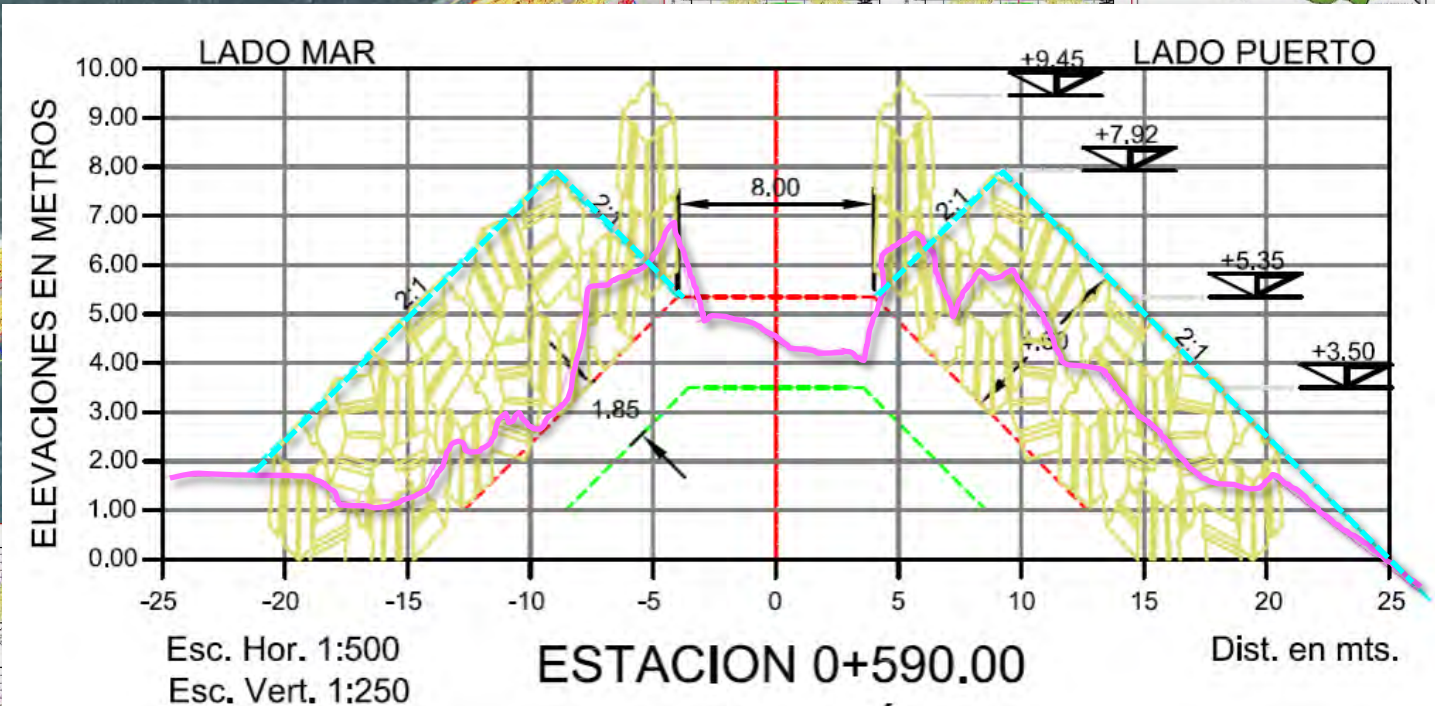
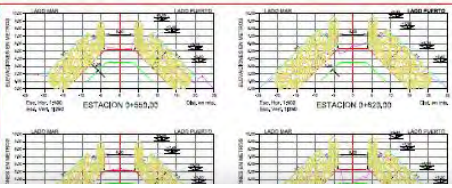
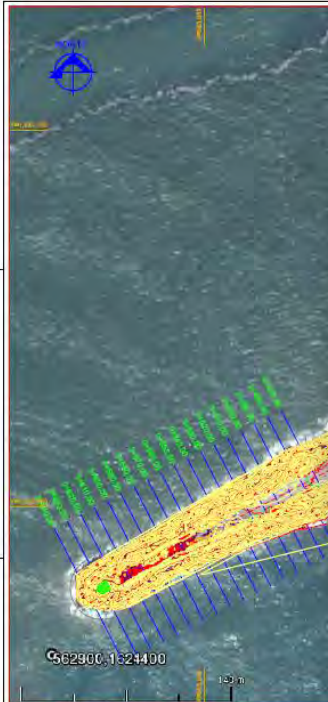
# JETTY DAMAGES

Breakwater | Virtual Path





# JETTY DAMAGES



<b>PLANO GENERAL Y SECCIONES</b> 0+470 - 0+530		
FECHA: ABRIL 2015	ESCALA: 1:500	PROYECTO: PUERTO CHIAPAS
ELABORADO: [ ]	REVISADO: [ ]	APROBADO: [ ]



# JETTY DAMAGES

## East Breakwater Rebuilding Procedure

- Refill the rolling surface (**secondary layer**) with new material to enable access of long boom crane and flatbed trucks.
- Remove **4,925 concrete cubes**, **20.75** & **15.25** tonne, (**approximately 50%**) from the breakwater surface along **380** m (from the breakwater end towards the starting point).
- Refilling of rock to complete the secondary layer repair instead of **concrete cubes**.
- Then, place again **4,925 concrete cubes** to form the breakwater armour layer, including the replacement of **333 concrete cubes** whose recovery by barge is not cost-effective.

# SUBLIMIT AND DEDUCTIBLE CALCULATIONS



# SUBLIMIT AND DEDUCTIBLE CALCULATIONS





**Charles  
Taylor**  
ADJUSTING

[www.ctplc.com](http://www.ctplc.com)