

Visuals sampler

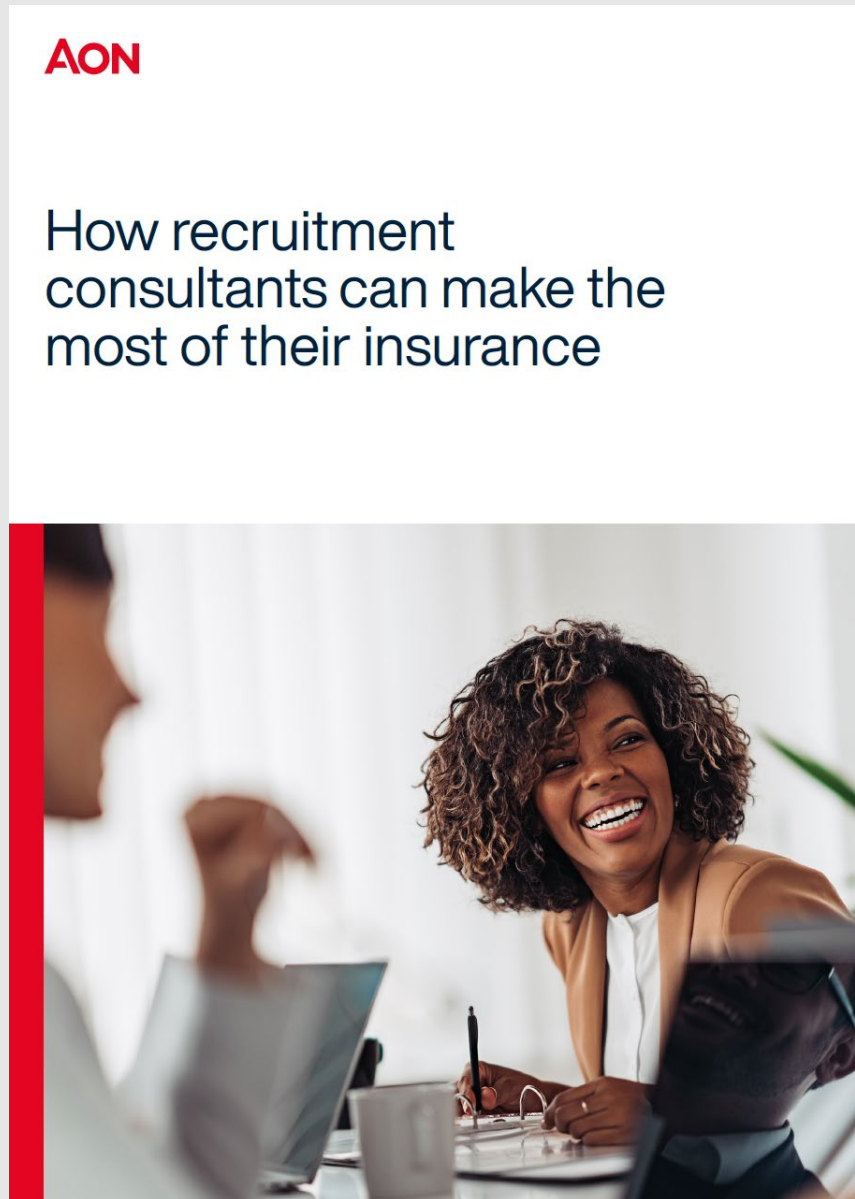
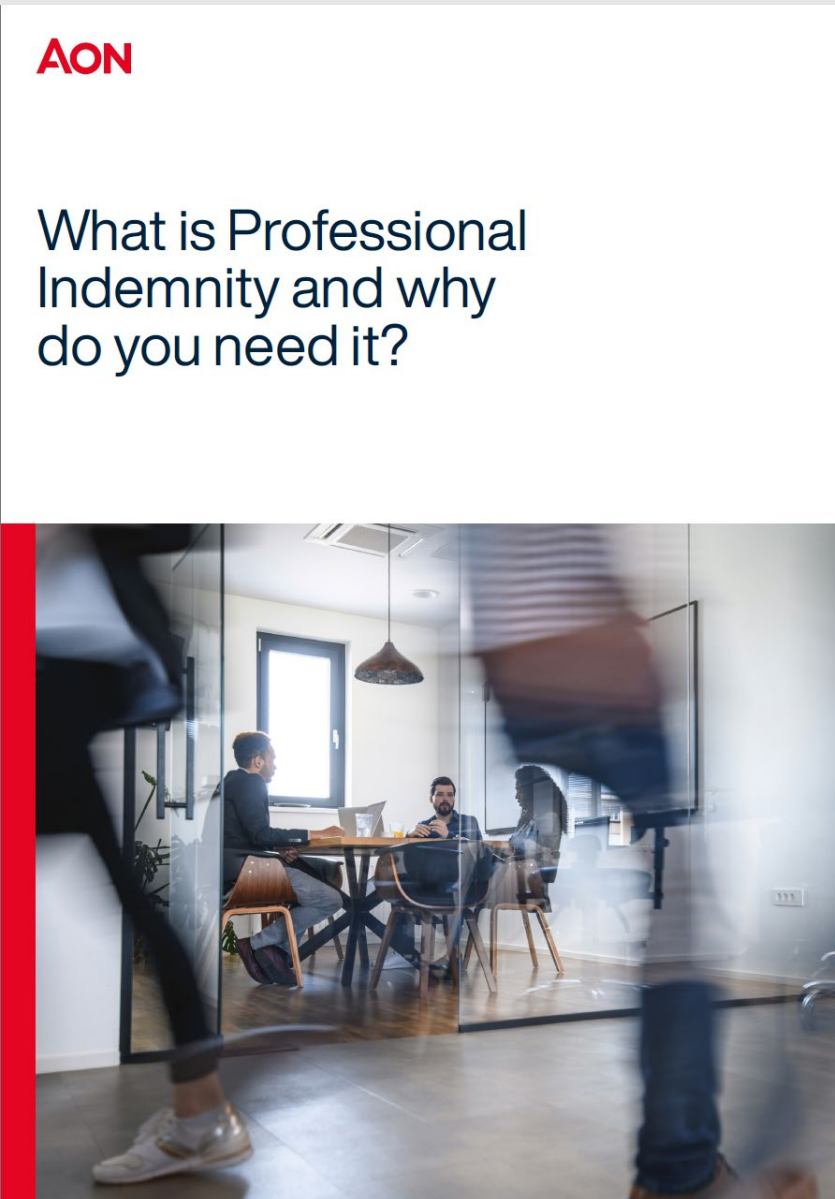
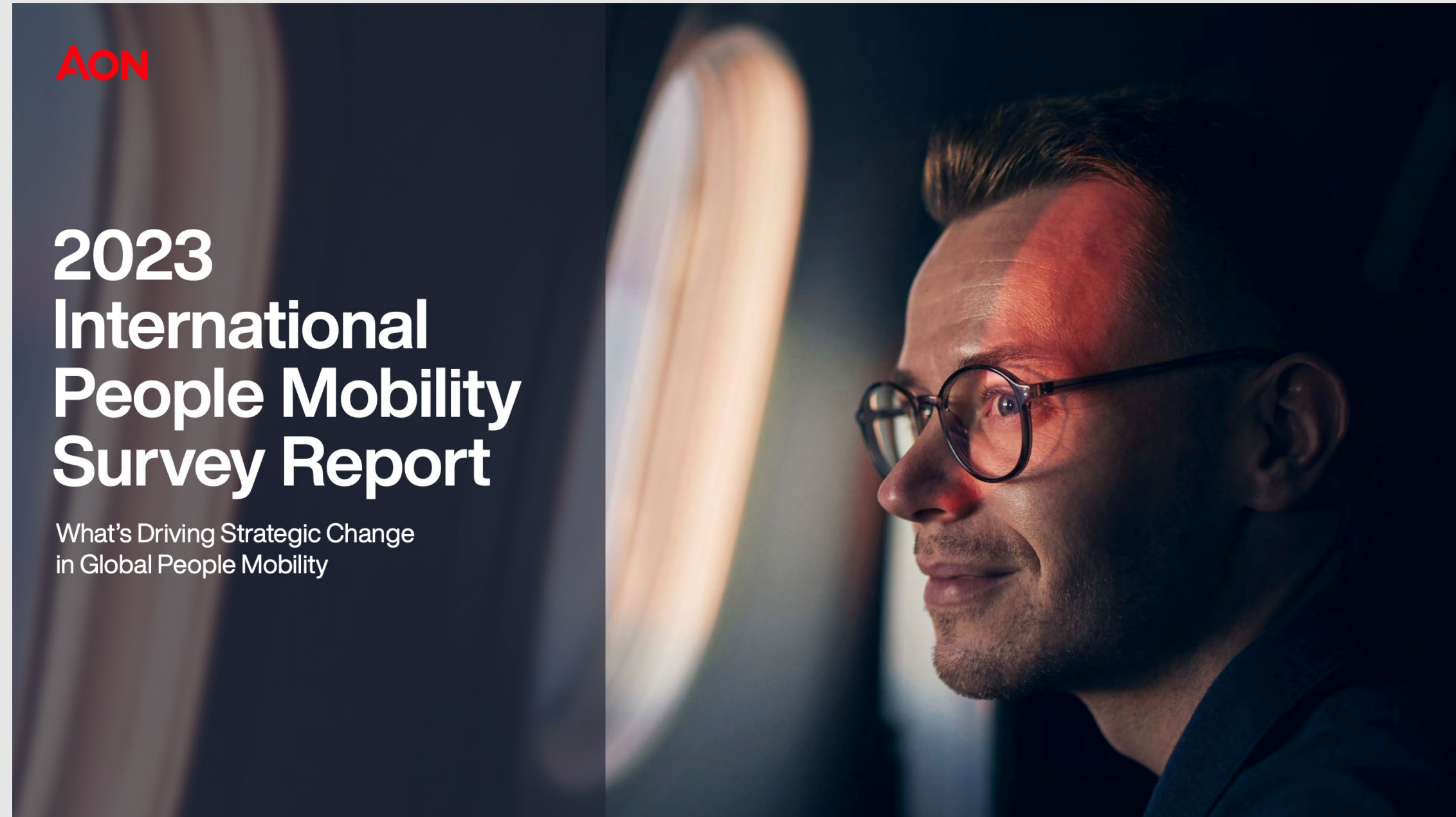
# financial & insurance

Our client project list:



Client: **Aon**

Project: **Presentations and marketing materials**



Client: **CMC Markets**  
 Project: **Retail Trading**



CMC Markets: Retail Trading Trends 2024

Trading tactics: Current approaches to trading 07

**Traders' US-centric attitude**

Many of the stocks and initial public offerings (IPOs) that interest traders the most are US-based, which explains why just under half of respondents (45%) indicated that they tend to trade the most near US market opening and closing. This was particularly the case for younger respondents, including 53% of those aged between 18-24. Trading at US market times fell the older the individuals surveyed, reaching a mere 23% for 55+ year olds.

Amazon was the most watched company, with 43% of respondents indicating a strong interest, followed by Netflix at 38% and Apple at 32%. Despite this, when indicating which market category they're watching the closest, traders were most likely to follow FTSE 100 companies (34%), followed by growth companies (28%), blue-chip companies (23%) and Nasdaq 100 companies (12%).

**Age plays an integral role in market interest**, with 18-24 year olds more interested in growth companies (27%) and those 55+ far more interested in the UK market (52%) and in FTSE 100 companies. However, those with income levels exceeding £75k were more US centric, with 54% interested in Nasdaq 100 companies.

**What company's earnings are you currently monitoring closely?**

amazon: 43%	NETFLIX: 38%	Apple: 32%	Microsoft: 30%
Others, please specify: 1%	Alphabet: 12%	NVIDIA: 12%	Alibaba: 10%
coinbase: 9%	LOVRS: 2%	Meta: 22%	TESLA: 28%

CMC MARKETS

CMC Markets: Retail Trading Trends 2024

Trading risk: How do traders mitigate risk? 13

**The need to highlight trading controls**

When looking at how likely retail traders are to make use of stop-loss and take-profit orders, it's clear that more can be done to highlight the tools at traders' disposal. Compared to the other risk-management strategies available to traders listed in the section above, stop-loss and take-profit orders were on average the least popular option, with only 26% of respondents making use of them.

Even those respondents who said that they do utilize stop-loss and take-profit orders said they only do so occasionally (46%), with only 27% saying they often use them and more (26%) saying they always do.

Personal income level also appeared to play a role in respondents' decision on whether to make use of these order types, with those earning over £75k significantly more likely (40%) to utilize them than those earning under £25k (19%).

**For many, volatility equals opportunity**

Always looking to bottle lightning, traders tend to be attracted to an unpredictable and erratic market, with just under half of traders (48%) agreeing that they tend to trade when there is high volatility in the market.

However, the older the trader the more conservative they tend to be. 18-24 year olds were the age bracket most likely to agree that they were attracted to market volatility (at 57%), with the 55+ age bracket the least likely to agree (at 23%). The majority of 55+ year olds had no strong opinions as to whether volatility matters to them (64%).

**By age group – I mostly trade when there is high volatility in the market**

To what extent do you agree or disagree with the following statements about your approach to trading in 2024?

Age Group	Agree (Net)	Strongly agree	Somewhat agree	Neither agree nor disagree	Somewhat disagree	Strongly disagree	Disagree (Net)
18-24	57%	22%	13%	3%	2%	1%	14%
25-34	52%	16%	14%	1%	1%	1%	15%
35-44	49%	11%	11%	1%	1%	1%	16%
45-54	43%	13%	13%	1%	1%	1%	17%
55+	23%	5%	14%	1%	1%	1%	55%

CMC MARKETS

Client: **Thomas Miller**

Project: **Marketing support**

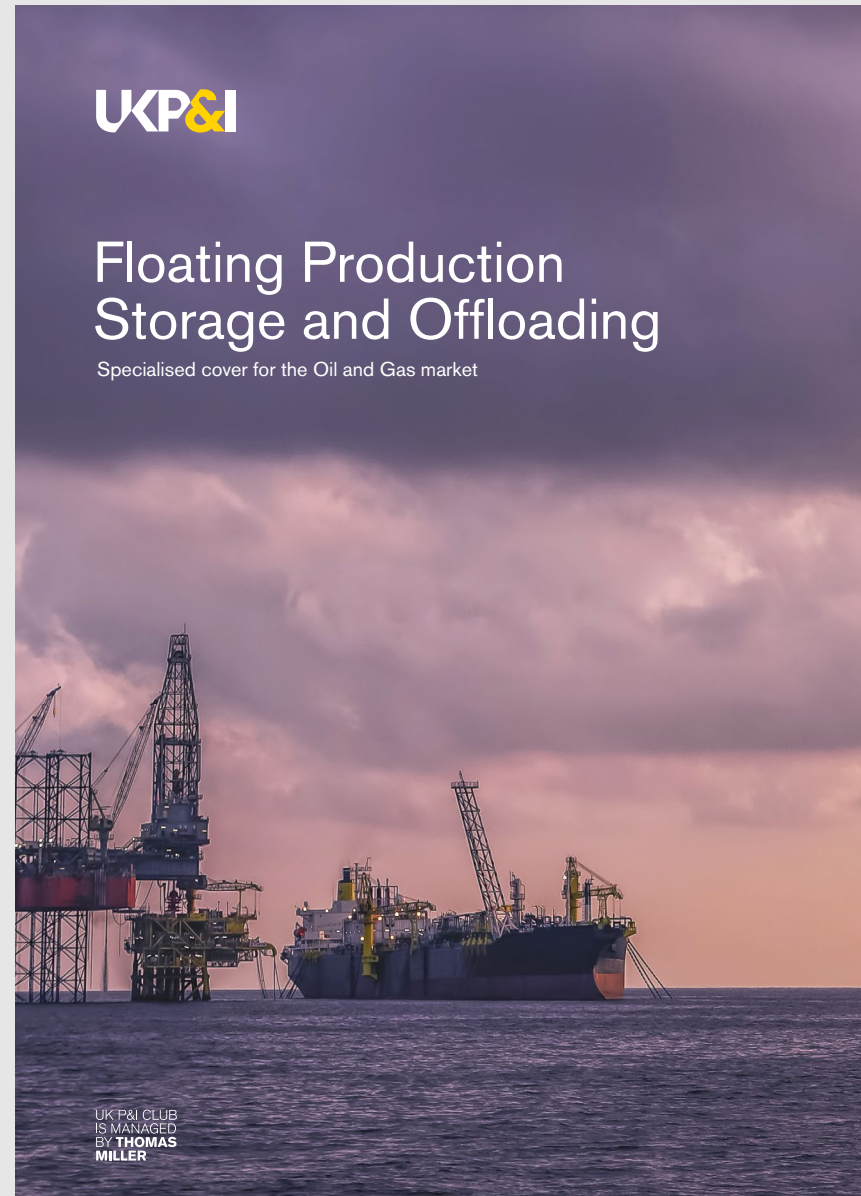


**UKP&I**

# Offshore Wind Risks

Specialist cover for the offshore wind farm industry

UK P&I CLUB IS MANAGED BY **THOMAS MILLER**



**UKP&I**

## Floating Production Storage and Offloading

Specialised cover for the Oil and Gas market

UK P&I CLUB IS MANAGED BY **THOMAS MILLER**



**UKP&I**

## Offshore

UK P&I Club's comprehensive package of cover

UK P&I CLUB IS MANAGED BY **THOMAS MILLER**

### Why choose the UK Club?

The UK Club has been insuring offshore and specialist crafts in Asia since the early 1980s' building up a strong experience of local risks as well as supporting our Membership when contracts were secured overseas. Thomas Miller staff in our local offices in Asia, as well as in London, have extensive experience of offshore business in the region along with the corresponding legal environment.

The UK Club's offshore cover provides a comprehensive package for owners and charterers to meet liabilities and losses incurred in connection with the operation of wind farm installation and support vessels. The Club has experience of insuring units involved in the full range of wind farm operations, from initial core sampling through to the installation phase and beyond. We also advise in relation to loss prevention matters specific to vessels operating in the offshore sector.

The UK Club has a wealth of claims handling experience and an unrivalled reputation within the shipping and commercial insurance market.

**Cover**  
The increased reliance on wind-generated electricity is well documented and set to expand. Generating clean energy from offshore turbines plays an important role in this. Construction of offshore wind farms relies on highly specialised installation craft which are usually purpose built. Other types of offshore supply vessels may also be involved and used for the purpose of personnel transport, cargo transport, diving support, maintenance and other related activities. In addition to the vessel's standard hull and P&I cover, wind farm installation and support vessels will usually require Extended P&I cover for Specialist Operations due to the nature of the work being undertaken. This additional cover protects Members from normal P&I risks (as set out in Rule 2 of the Club's Rules) arising out of the specialist nature of the operations.

Wind farm projects commonly involve EPC or other turnkey contracts, adapted from industry standard construction contracts such as FIDIC. Although these are some sector specific contracts coming online, such as BIMCO Medline, these do not tend to be suitable for offshore wind farm construction projects. As such, the contracts the UK Club typically sees from its Members are bespoke, often comprehensively negotiated, and can see Members retain a much greater risk profile than their contracting counterpart.

The UK Club is able to respond to Members' contractual liabilities through its Extended Contractual Liability cover, which provides protection for third party personal injury or property damage, contractually assumed vessel removal liabilities, and allows naming of project partners as additional assureds whilst retaining rights of subrogation against them. The Club's contract review team, headed up by the Offshore & Contract Director, has extensive experience of reviewing offshore construction contracts, and will provide a clear, concise summary of the impact that contract provisions have on P&I cover.

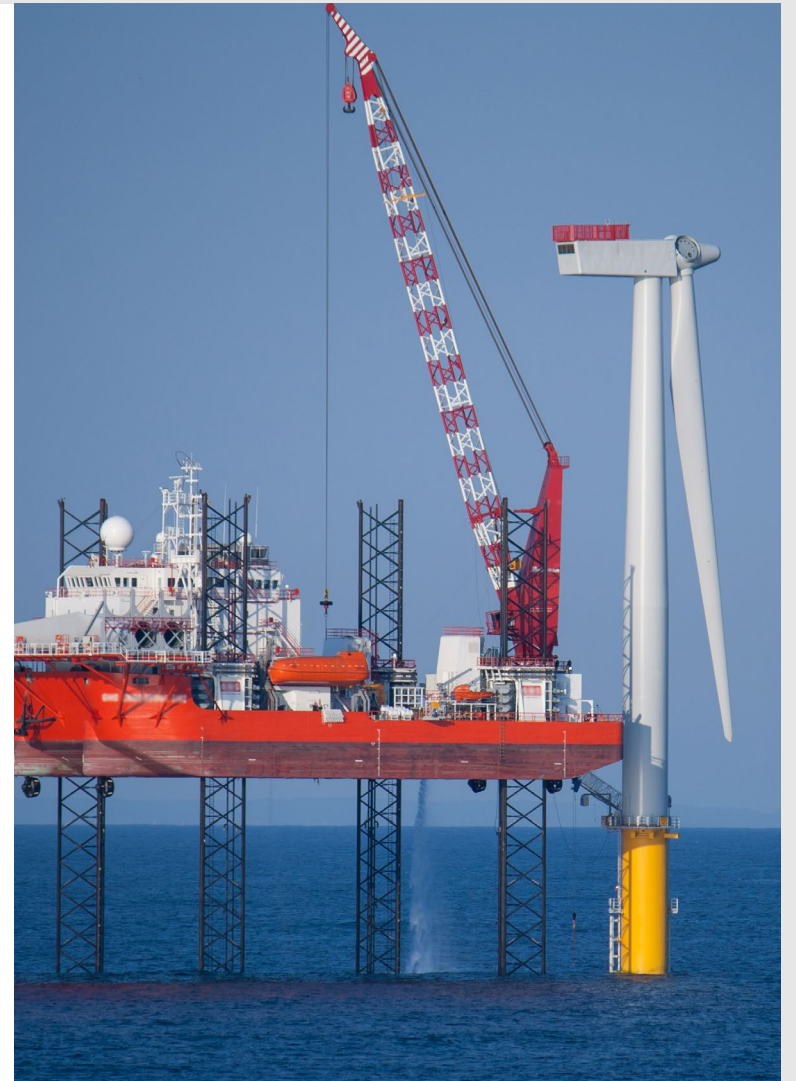
**Underwriting**  
The UK Club's underwriting team has a strong focus on vessels involved in the offshore wind farm projects. The team works closely with colleagues who have practical expertise within the industry. Our approach is to ensure Members have the appropriate cover to meet their needs.

**Claims**  
The UK Club has a wealth of claims handling experience and an unrivalled reputation within the shipping and commercial insurance market. The claims teams include qualified lawyers and former operators with experience of advising and working in the offshore sector. For Members in Asia, our regional offices provide claims handling services in the local time zone with local language support.

**24/7 Global Support**  
With a global network of offices and correspondents, the UK Club is able to offer support around the clock.

The UK Club has over 100 years' experience in the marine insurance sector.

- Specialist contract review team
- Dedicated offshore team
- Capacity to handle complex risks
- 'A' rated - Standard and Poor's
- Established underwriting, claims handling and loss prevention services
- Local regional office support



### The UK Club at a glance

The UK Club has over 150 years' experience in the marine insurance sector and is supported by a dedicated offshore team with 100 years experience in the offshore field. The UK Club insures over 12% of the world fleet. UK Club policy holders will benefit from the UK Club's experienced underwriters and claims handlers, in addition to the benefit of the resources available to policy holders via the wider Thomas Miller Group.

<b>Global</b> A worldwide office network	<b>24hr</b> 24 hour emergency support
<b>Access</b> Access to the Thomas Miller Group expertise	<b>Specialist</b> Specialist contract review team
<b>'A' rated</b> Standard & Poor's 'A' rated	<b>Flexible</b> Flexible terms
<b>Established</b> Established underwriting, claims handling and loss prevention services	<b>Complex</b> Capacity to handle complex risks

### Cover at a glance

<b>UK Club (Mutual P&amp;I)</b> <ul style="list-style-type: none"> <li>Crew &amp; Other Person</li> <li>Collision and Contact</li> <li>Property Protection</li> <li>Collision</li> <li>Wreck Removal</li> <li>Obstruction</li> <li>Fire</li> <li>Stowage &amp; Salvage</li> <li>Host</li> <li>Sea &amp; Labour</li> <li>Liabilities &amp; Director</li> <li>Stevedores &amp; Dismant</li> <li>Larger &amp; Associated Costs</li> </ul>	<b>Offshore (Permissible P&amp;I)</b> <ul style="list-style-type: none"> <li>Crew &amp; Other Person</li> <li>Collision and Contact</li> <li>Property Protection</li> <li>Collision</li> <li>Wreck Removal</li> <li>Obstruction</li> <li>Fire</li> <li>Sea &amp; Labour</li> <li>Liabilities &amp; Director</li> <li>Stevedores &amp; Dismant</li> <li>Larger &amp; Associated Costs</li> </ul>	<b>Offshore (Specialist Cover)</b> <ul style="list-style-type: none"> <li>Towage</li> <li>Extended Contractual Liabilities</li> <li>Special Operations</li> <li>Special</li> <li>Crew Third Party</li> </ul>
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**Special contract review team**

- A dedicated team
- Capacity to handle complex risks
- 'A' rated - Standard and Poor's
- Established underwriting, claims handling and loss prevention services

### Why choose UK Club?

The UK Club has been insuring Floating Production and Storage units for its Members for over 20 years. The Club has built up a formidable body of expertise of the special risks and contractual issues involved in FPSOs, FLNGs, FSU, FSRU and wider oil & gas operations. Thomas Miller staff have extensive experience with aspects of the trade, both physical ship safety issues and the legal environment.

The UK Club's offshore cover provides a comprehensive package for Members to meet liabilities and losses incurred by Members in conjunction with the operation of FPSOs, FLNGs, FSUs and other MOUs within the gas sphere.

The UK Club has a wealth of claims handling experience and an unrivalled reputation within the shipping and commercial insurance market.

**Underwriting**  
The Offshore team draw on significant expertise to create a risk contract and insurance review process. The team are also embedded with colleagues who have first-hand practical business experience. The team's approach is to provide a thorough, clear and considered contract review process which is key to ensure Members and clients have the clarity that they have the right cover to meet their needs.

**Cover**  
The Offshore Rules have been redefined to include a new third party contractual P&I cover for non-permissible MOU risks along with comprehensive additional cover which are market wide and fit for purpose for today's reality and insurance markets.

We can tailor cover to include vessel extensions that are specific to the operations in one policy.

Appropriate coverage limits are available and fully insured by the UK Club. Please contact your regular underwriting contact with any questions you may have.

**Claims**  
The UK Club has a wealth of claims handling experience and an unrivalled reputation within the shipping and commercial insurance market. The claims teams include qualified lawyers and former operators with experience of advising and working in the offshore sector. For the most complex of claims the UK Club has in addition access to Thomas Miller Security Offices and their expertise.

**24/7 Global Support**  
With a global network of offices and correspondents, the UK Club is able to offer support around the clock.

The UK Club has over 100 years' experience in the marine insurance sector.

- Specialist contract review team
- A dedicated team
- Capacity to handle complex risks
- 'A' rated - Standard and Poor's
- Established underwriting, claims handling and loss prevention services



Client: **Aon**  
Project: **Work, Travel, Convene**  
website and reports

**London Work, Travel, Convene Coalition**  
**Preparedness: COVID-19 and Pandemic Modelling**

Preparedness: COVID-19 and Pandemic Modelling | Overview | Summary | Download Report

**Overview:**

- Important metrics, such as the proportion of infected people requiring hospitalisation, have been obscured by incomplete data, confounding our perception of the current and future threat of COVID-19.
- The number of people requiring hospitalisation remains the principal risk posed by COVID-19.
- The hospitalisation rate of the estimated infections has not changed dramatically through time, with around 2-3% of infected individuals requiring hospital treatment.
- The impact of a warming climate will reduce the R value for any given set of social mixing restrictions and other precautions in place.

**Preparedness: COVID-19 and Pandemic Modelling**

"It is important to bear in mind that the virus is exceptionally difficult to suppress and will continue to spread unless the restrictions on social mixing and other countermeasures such as contact tracing are adequate. The virus is blind to what time a pub closes and whether patterns are served a substantial meal or not. The virus is indifferent to such considerations and does not bend to the will of the people. When we came out of lockdown in the summer, it was always going to come back, and the experience of the Southern Hemisphere demonstrated how challenging our autumn and winter would be."

James Robinson, PhD, COVID-19 Pandemic Modelling Analyst

The warming climate and vaccine roll-out will turn the situation around this year, but the potential for asymptomatic transmission may still impact the return to normality.

**Summary:**

Things will continue to get worse in the UK before they improve

The Southern Hemisphere was the first to face COVID-19 as a winter virus, and Melbourne's second COVID-19 wave in June-September 2020 provided a clear warning of what was to come for the UK in late 2020, with the modelling predicting a significant second wave. Indeed the transmission of COVID-19 increased across Northern Hemisphere countries as soon as temperatures began to cool at the end of summer. Unfortunately, the adverse impact is highly likely to persist while temperatures continue to cool in early 2021, and we may not see a significant shift until the climate becomes milder later in the spring.

The risk posed by COVID-19 has not changed since the first wave

The number of people requiring hospitalisation remains the principal risk posed by COVID-19, and hospital admissions in March 2021 are predicted to be similar to first wave peak. The hospitalisation rate of estimated infections has not changed dramatically through time, with around 2-3% of infected individuals requiring hospital treatment. The level of infections in the UK remains very high, and in early January is at similar levels to the peak of the first wave (over 160,000 infections per day).

In principle, the risk to individuals who continue to be exposed either in the workplace or commuting, also remains comparable to the peak of the first wave. New variants, such as the 'UK variant' (Omicron B.1.1.7), which are transmitted more easily, pose a particular danger in that we can no longer rely on previous containment regimes to suppress the virus adequately.

Two major drivers will contribute to a rapidly improving situation in the UK in 2021:

- Impact of a warming climate, which will reduce the R value for any given set of social mixing restrictions and other precautions in place
- Impact of the vaccination rollout programme, which will first reduce the impact of COVID-19, such as the number of hospitalisations, and later eventually impact the level of transmission (i.e. a reducing R value). However, the potential for asymptomatic transmission is an important consideration and this will impact the return to normality.

The climatic effect may not be observable in countries with colder winters until temperatures start to rise from March 2021 onwards, with the full effect not felt until later in the summer. The vaccine impact will be dependent on how quickly vaccines are rolled out across a significant proportion of the population, the timing of which remains uncertain. However, as all current COVID-19 vaccines are non-replicating, when a vaccinated person contracts COVID-19, they cannot still transmit and transmit the virus, but will be asymptomatic. This has important and perhaps underdiscussed consequences: mask wearing and social distancing will still be needed.

The vaccine is just one of our lines of defence against the virus, and we continue to expect to provide enough protection to stop COVID-19 from spreading between people altogether. It is likely that a general return to normality may not begin until Q2, and some restrictions could remain in place for most of the year.

COVID-19 is a relatively predictable system to model compared to conventional insurance and investment claims

The processes that drive many insurance and investment claims - such as natural and man-made disasters - are uncertain, spontaneous and unpredictable to predict. The impact of COVID-19 would have been normally low, in some ways, compared to the general public when it returned from the summer. However, the spread of the virus has followed mathematical principles, although it may not be immediately clear how to parameterise the model using the historical evidence. Allow us to learn from other countries as to what our immediate future may hold.

James Robinson, PhD, COVID-19 Pandemic Modelling Analyst

Download the full report

Preparedness: COVID-19 and Pandemic Modelling

Download PDF (1.1M)

Health: A Strategic Priority

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**London Work, Travel, Convene Coalition**  
**All Change: Transport & Commuting**

All Change: Transport & Commuting | Overview | Summary | Download Report

**Overview:**

- Plans to encourage the people walking in our London office areas are 90 metres in the average commute time, which suggests most are using the tube, bike or bus.
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**All Change: Transport & Commuting**

"About 80% of our revenue is predominantly fare revenue, with 20% advertising revenue, and that dried up immediately upon government instructions to lockdown and avoid public transport," says Ewell. "We had to turn our business model on its head because we are used to attracting more people to public transport. From the very beginning of the pandemic in March, we had to flip that and ask people not to use us."

Wenwen Ewell, TFL Managing Director, Customers, Communication and Technology

TFL reduced 80% of its fare revenue from fare revenue within the pandemic

Passenger numbers in the capital fell 90% on the day and 17% using the tube

TFL plans to operate without government subsidy by 2023

How we commute has irrevocably altered, but transport authorities are working hard to meet the challenges ahead

When the pandemic brought London to a standstill at the end of March 2020, from an operational perspective, Transport for London was well prepared. As the city's business requires well-advanced notice for all investments, "flexibility, in the past, we had to respond to instant attacks" says TFL Managing Director, Customers, Communication and Technology Wenwen Ewell, "and I've seen examples like the Olympic Games, where we have had to really prepare our operational services to handle it."

However, when it came to financial realities, the pandemic demonstrated TFL's reliance on fare revenue.

"We had to turn our business model on its head because we are used to attracting more people to public transport. From the very beginning of the pandemic in March, we had to flip that and ask people not to use us."

Will commuters return?

When the time is right, TFL wants passengers back. According to Ewell, any legislation is generally on the part of customers who have not yet travelled. "We have been using all channels at our disposal to communicate with passengers. We have 8 million customers on our database and send them regular messages, as well as texts and TV advertising," he adds.

It is too early to reach any firm conclusions about what COVID-19 will mean for travel patterns in the long term. While some cities are seeing a return to pre-COVID-19 levels any time soon, he continues, "before the time is right, and the government suggests we are emerging from the other side of the virus, we will do everything we can to ensure people can return to using public transport. For a city of 10 million people, you need an effective public transport network. It won't be sustainable if everyone gets back to their car."

Mind the gap

Getting TFL's finances on a stable long-term footing is crucial. Train and transport operating companies worldwide have had their governments step in to support them, and TFL is no different. But to clear annual and long-term transport services over several years, the capital's transport network needs to have certainty of funding. The government has asked TFL to prepare a plan to explain how it can operate without government subsidy by 2023.

The pandemic meant health: "We were able to get people who were struggling to work from home into office, and generally to provide all the tools necessary for people to work - like on-line meetings, being able to work from home, and so on. We had the right things in place to get people back to work and to ensure that the return to work was as smooth as possible. We were being very flexible about people's terms of mobility. We have also been very clear that we expect people to take their time and not just keep working and have some time to recharge batteries."

Wenwen Ewell, TFL Managing Director, Customers, Communication and Technology

Download the full report

All Change: Transport & Commuting

Download PDF (1.1M)

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**Working Towards the New Better:**  
**Every Firm is now a Healthcare Organisation**

London Work, Travel, Convene Coalition  
January 2021

**Aon**  
Empower Results®

London Work, Travel, Convene Coalition • Preparedness: COVID-19 and Pandemic Modelling

**Important metrics obscured**

Important metrics, such as the proportion of infected people requiring hospitalisation, have been obscured by incomplete data, confounding our perception of the current and future threat of COVID-19.

**People requiring hospitalisation**

The number of people requiring hospitalisation remains the principal risk posed by COVID-19.

**Warming climate will reduce the R value**

The impact of a warming climate will reduce the R value for any given set of social mixing restrictions and other precautions in place.

**2-3%**

The hospitalisation rate of the estimated infections has not changed dramatically through time, with around 2-3% of infected individuals requiring hospital treatment.

12

Client: **Marsh**  
Project: **Email marketing**



**Head element**  
Text and image  
editable as required

**Element break**  
Can be duplicated  
or deleted as  
required.

**Marketing call to  
action element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed,  
editable content  
within.  
Optional image can  
be placed into area.

**Triple column  
element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed,  
editable content  
within. Text, links,  
headers can be removed,  
edit or duplicate as  
required.  
Editable removable  
buttons.  
Editable image, will  
expand where  
needed. Remove or  
duplicate as required.

**Text & image 'hello'  
element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed.  
editable content  
within. Text, links,  
headers, can be  
removed, edit or  
duplicate as  
required.  
Editable removable  
buttons.

**Double column  
element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed.  
editable content  
within. Text, links,  
headers, images  
can be removed,  
edit or duplicate as  
required.  
Editable removable  
buttons.  
Editable image, will  
expand where  
needed. Remove or  
duplicate as required.

**Buttons**  
This can be changed per  
campaign requirement.  
Move, duplicate or  
delete as needed.

**Whole column header  
sections**  
Editable, removable  
expand where needed.

**Text & image element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed.  
editable content  
within. Text, links,  
headers can be removed,  
edit or duplicate as  
required.  
Editable removable  
buttons.  
Editable image, will  
expand where  
needed. Remove or  
duplicate as required.

**Four column  
element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed.  
editable content  
within. Text, links,  
headers can be removed,  
edit or duplicate as  
required.  
Editable removable  
buttons.  
Editable image, will  
expand where  
needed. Remove or  
duplicate as required.

**Eight column  
element**  
Can be duplicated,  
edited or deleted  
as required.  
Will expand where  
needed.  
editable content  
within. Text, links,  
headers can be  
removed, edit or  
duplicate as  
required.

**Header sections**  
Editable, removable  
expand where needed.

**Line sections**  
Can be duplicated,  
or deleted  
as required.

**Bottom sections**  
Can be duplicated,  
edited or deleted  
as required.

**Image sections**  
Editable image, will  
expand where  
needed.  
Remove or duplicate  
section as required.

**Text sections**  
Editable text section  
with header & body.  
Remove or duplicate  
section as required.

Client: **Marsh**  
Project: **Broker Networks Branding, Marcomms and Intranet**

# MARSH NETWORKS

# Ambition.



### 4 Logotype - Clearance and Size

Reference  
Maintain the strength of our logos the size around the logo should be a minimum of eight times the height of the 'M' within the logo box.

Minimum and specified sizes  
The following table shows the recommended size for reproducing our logo for lithographic printing as follows:

ProBroker:  
height x 58 times width

Labyrinth:  
height x 52 times width

Connections:  
height x 70 times width

Also refined methods of printing on absorbent materials will not produce such results, so the minimum size should be used.

Never go smaller than the recommended size. Use the larger version of the logo.



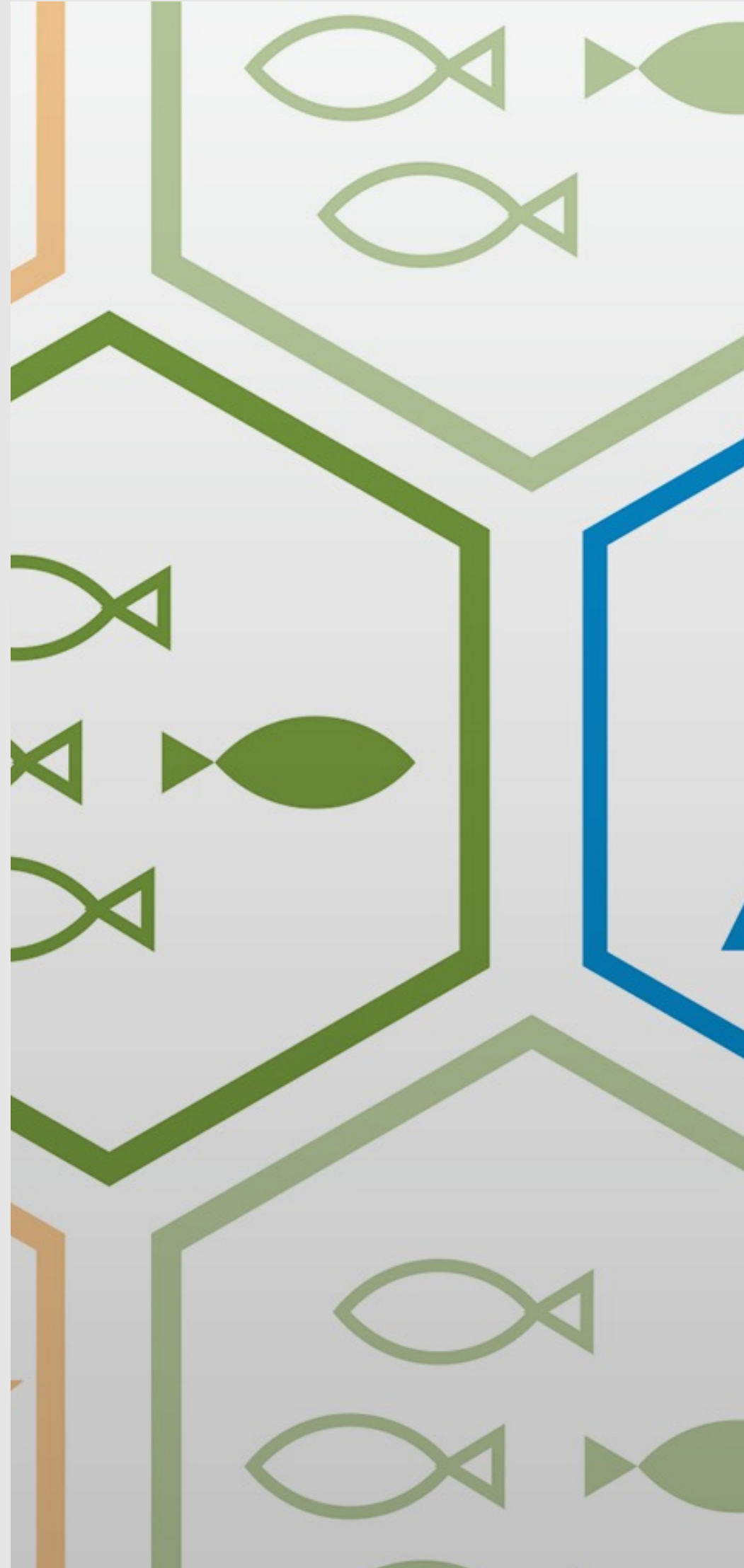
### 3.1 Colour Palette

	ProBroker	Labyrinth	Connections	
Process Colours	C: 100 M: 0 Y: 0 K: 30	C: 95 M: 5 Y: 11 K: 0	C: 30 M: 0 Y: 5 K: 0	C: 57 M: 0 Y: 100 K: 5
Pantone®	641	312	2975	368
RGB (on screen)	R: 0 G: 127 B: 178	R: 0 G: 175 B: 219	R: 173 G: 224 B: 238	R: 132 G: 193 B: 67
Web (online)	#007852	#00A08B	#A0D0EE	#A7C1D3



Client: **BNP Paribas**  
Project: **Video work**

[Click to view: pass: demo](#)



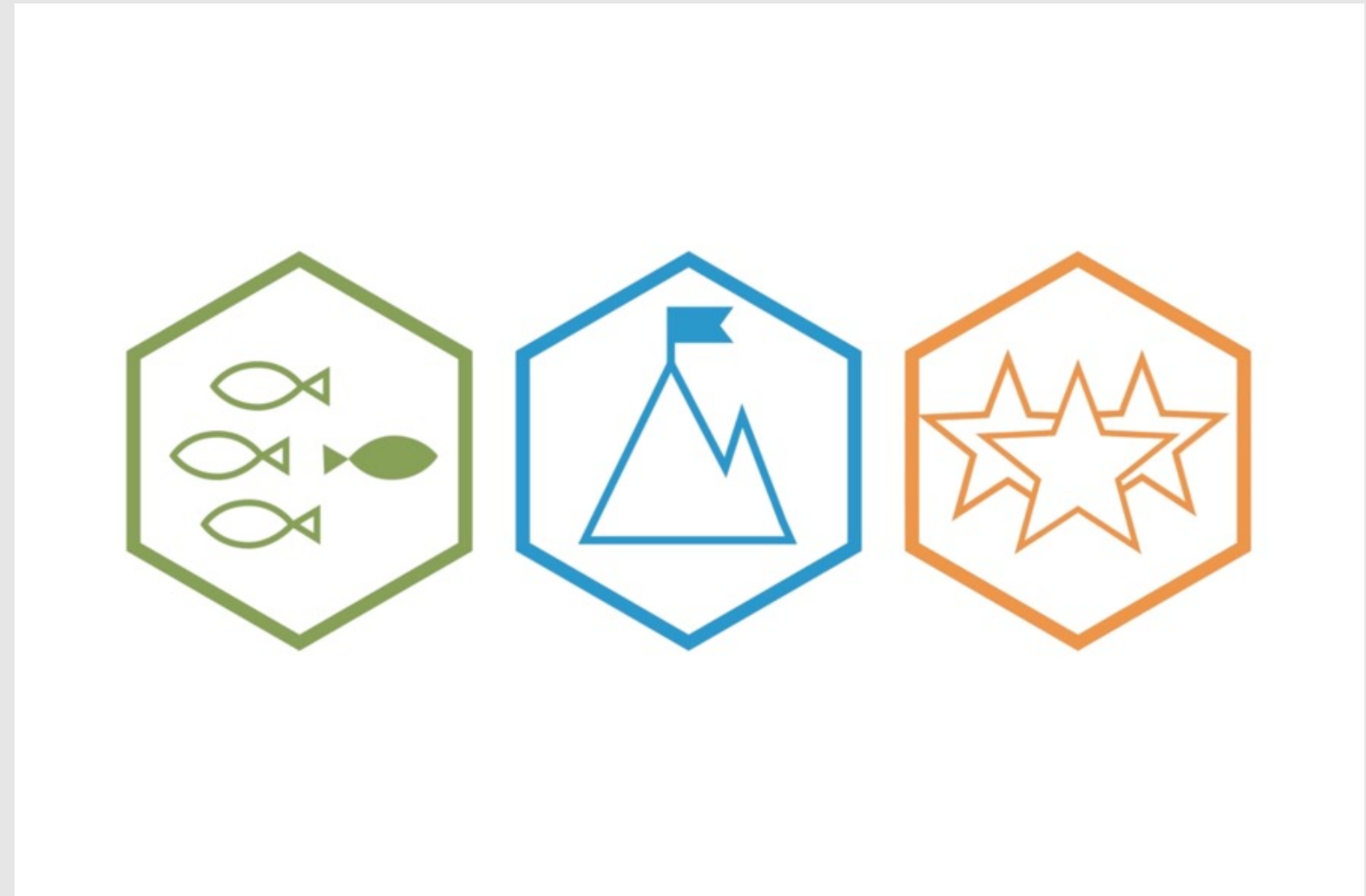
**BRAVELY AMBITIOUS**  
We go beyond what's necessary,  
every time, because we care.



**SUCCESSFUL TOGETHER**  
We trust one another, and we get  
the best results by thinking and  
working as a team.



**NINA McDOWALL**  
Head of Knightsbridge Lettings



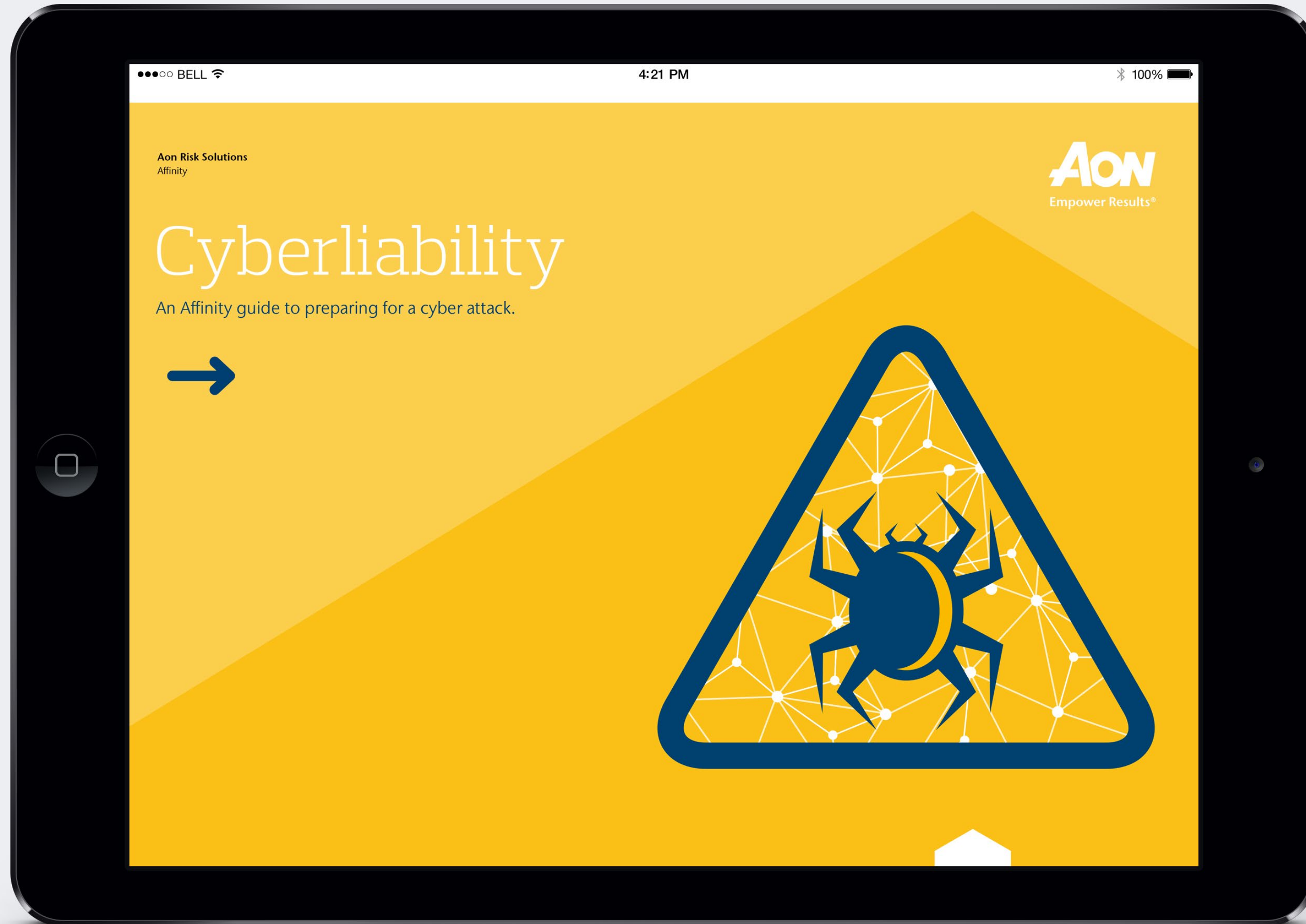
Client: **Aon**

Project: **Direct mail campaign**



Client: **Aon**

Project: **Digital guides**



Client: **Aon**

Project: **Private clients identity and literature**



PRIVATE CLIENTS

**Flexible cover**

The policies we can arrange provide flexible cover. After our initial assessment we will be able to create a tailored policy, dependant on your requirements:

We can arrange:

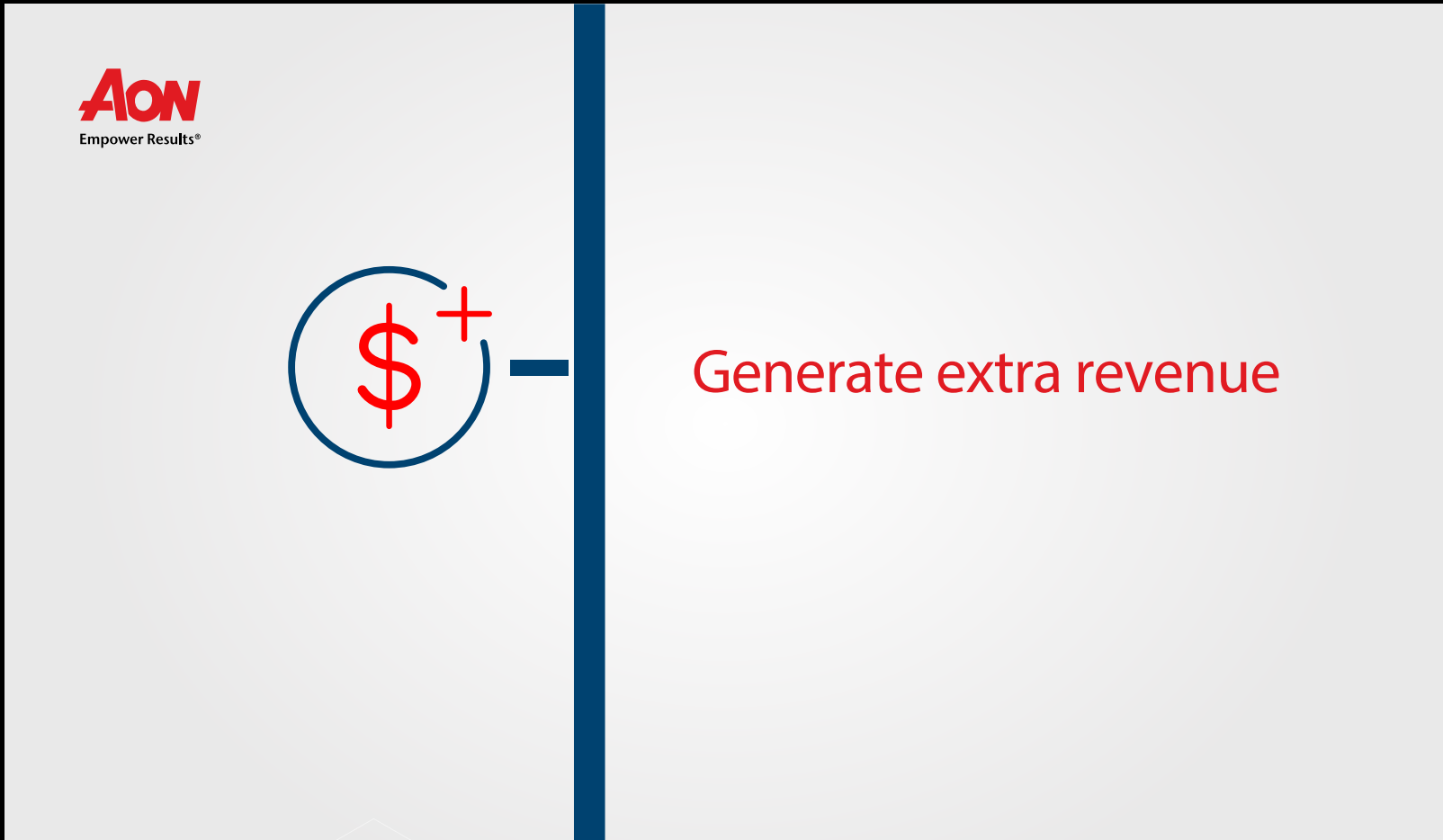
- Motor – including agricultural vehicles
- Agricultural plant and machinery
- Produce and deadstock
- Public, employers' and product liability
- Growing timber
- Livestock and bloodstock all risks
- Private and corporate events
- Buildings and contents – including historic listed properties and commercial property
- Marine – private yachts and watercraft
- Overseas property
- Business interruption including loss of rent
- Fine art, antiques and jewellery

We can arrange:

- Motor – including agricultural vehicles
- Agricultural plant and machinery
- Produce and deadstock
- Public, employers' and product liability
- Growing timber
- Livestock and bloodstock all risks
- Private and corporate events
- Buildings and contents – including historic listed properties and commercial property
- Marine – private yachts and watercraft
- Overseas property
- Business interruption including loss of rent
- Fine art, antiques and jewellery

Client: **Aon**  
Project: **Affinity Animation**

[Click to view: pass: demo](#)



Client: **XL Catlin**

Project: **Protect and Assist Animation**

*Click to view: pass: demo*

**Helping businesses meet their duty of care** →

at home

↑ **and abroad**

**Comprehensive personal accident and business travel insurance**

with a wide range of support and response services

with consultants from

→ **Benefits for your clients**

**Protecting finances and reputations** →

↓ **Getting people back to business quickly** →

**Attracting and retaining top talent**

**Forename Surname**  
XL Catlin

**Forename Surname**  
XL Catlin

→ **Forename Surname**  
XL Catlin

**Title to Presentation**  
**Forename Surname**  
XL Catlin

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