

General Average

A Cargo Perspective
Gathering Storm or a Dream?

by

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Speak Up!



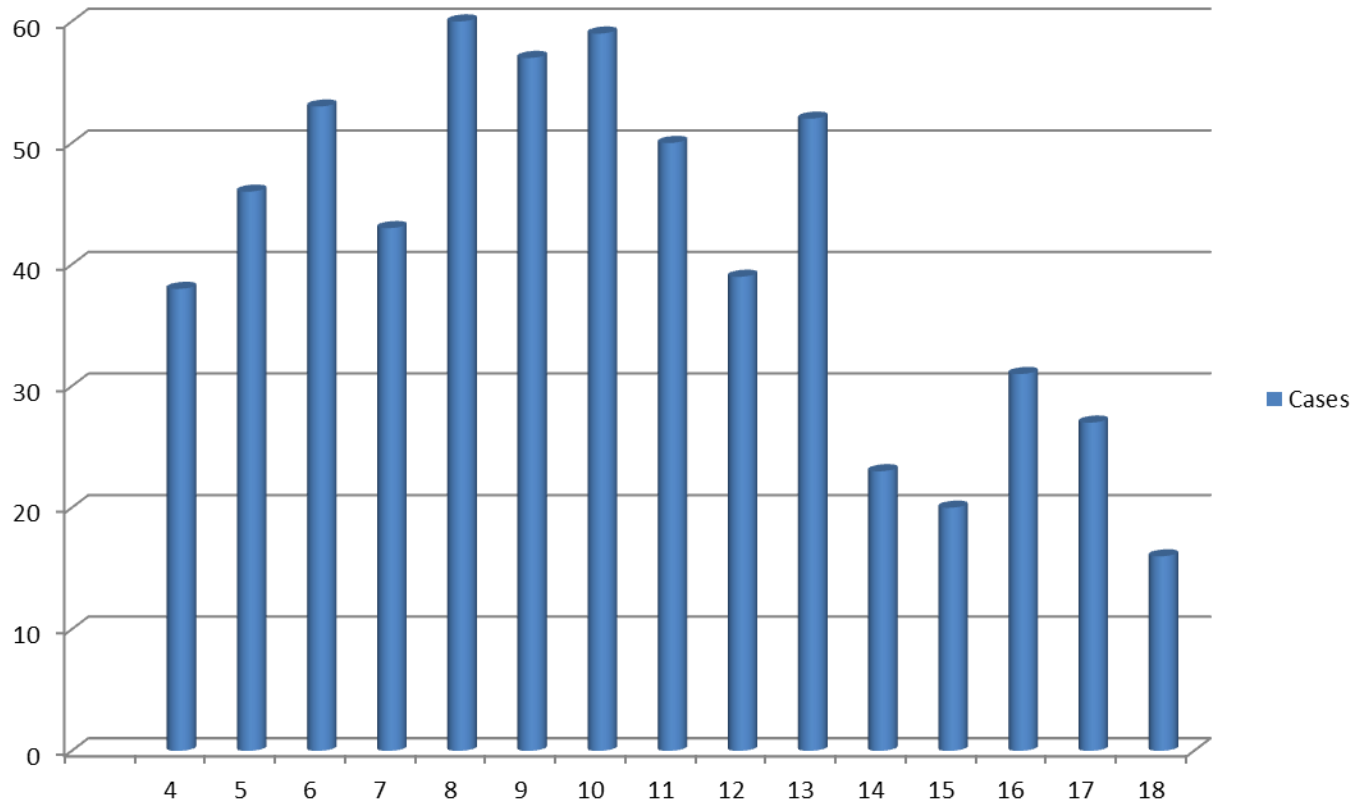








Cases









Wine barrels



African bibles



Nappies
Cosmetics - face creams, shampoo



BMW Motorbikes

(2 were never found)



MSC NAPOLI

- 2318 Containers on board
- 114 Containers lost overboard
- 80 Containers washed ashore
- 302 tonnes of oil spilled (estimated)
- Cost of incident: £120 million.
- Duration of incident: 924 days (2 years, 6 Months and 12 days)

Also on board were explosives, frozen octopus, vodka, perfume, frozen ducks, weedkiller, chocolate, Polish bibles, fertiliser.



45 boxes of flip-flops

Pet food



1 anchor (now on display in Branscombe)



Car parts - windscreens, gearboxes, airbags





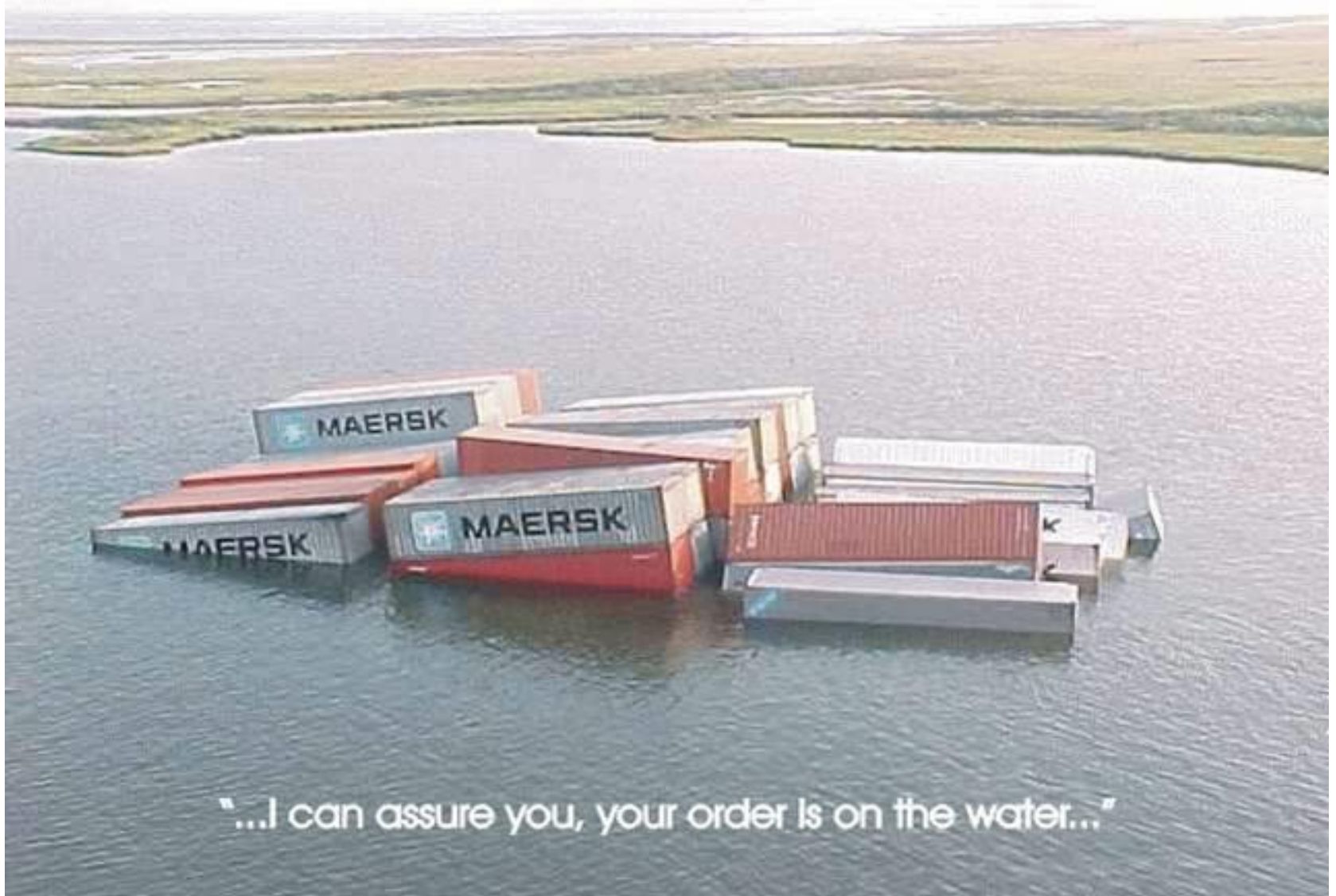












"...I can assure you, your order is on the water..."

"...It's late because of a dock strike..."









Stern Section Heads Off



Beautiful Jebel Ali



History





WHY INVESTIGATE?



APL VANCOUVER



YANTIAN EXPRESS



ER KOBE



GRANDE AMERICA



What is going on?

Fortuitously the TT Club have in the past few days put out an article that estimates that a major container ship fire at sea occurs on average every 60 days, "albeit that there have already been four major cargo-related fire incidents in 2019". I quote from Peregrine Storrs-Fox.

TT Club's records indicate that 66% of incidents related to cargo damage could be attributed to poor practice in the overall packing process; that is not just in securing but also in cargo identification, declaration, documentation and effective data transfer. The calculated cost of these claims in the MAT insurance sector exceeded \$500m a year.

Although all types of cargo can be mishandled, the wrongly classified, labelled, packed or simply inaccurately identified dangerous commodities brought the greatest potential risk of disaster. The Club said that estimating the degree of failure to comply with best practices in this regard was not straightforward.

ICHCA International, the cargo handling operatives association has calculated that, of the 60m packed containers moved each year, 10% were declared as DG. Information from published government inspections suggested that 20% of these were either poorly packed or incorrectly identified. This translated into 1.3m potentially unstable DG containers travelling around the world each year.

What is going on?

This scale of risk was elevated when undeclared or misdeclared DG consignments were considered. “In these cases an estimate of volumes is more obscure. An indication has been given through the work of one container carrier, Hapag-Lloyd, developing a profiling algorithm to search its booking system for potential misdeclaration of commodities.

When extrapolated to the carryings of all the lines, TT concludes a reasonable estimate in excess of 150,000 volatile containers in the supply chain each year.”

TT Club observed that the Cargo Incident Notification System (CINS), in which many of the top container lines were participating, had been active for a number of years and had successfully identified a number of commodities that commonly cause problems during transport – not always limited to those formally identified as dangerous.

Quote “our diverse campaign is seeking significant cultural and behavioural change to say the least. Certain elements may require legislative action, enforcement and inspection and there are great challenges in the field of technological development. Above all there is a need for all involved in the supply chain to have a realistic perception of risk and a responsible attitude towards liability.”

NORASIA TAURUS



MSC CARLA



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