


Marine *Newslink*

May 2022



WITH YOU ALWAYS

A large white and red ship is being lifted by a yellow and red crane on a dry dock. The ship's hull number '613' is visible. The scene is set against a blue sky with light clouds. The ship is supported by a complex system of yellow and red lifting equipment. The background shows a clear sky and some distant structures.

**It's not how
much you lift,
it's how well
you lift it.**

FEATURE ARTICLE
Over Dimensional Cargo

**PHOTO(S) OF
THE MONTH**

BACK TO BASICS
Question Of The Month

In simplest terms, ODC or **Over Dimensional Cargo** is a cargo that protrudes outside the loading deck of the transporting vehicle.

Over Dimensional **Cargo refers to cargo carried as a single indivisible unit and which exceeds the dimensional limits prescribed in rule 93 of the Central Motor Vehicle Rules, 1989.**

Nowadays over-dimensional cargo gets transported in flat racks and open tops. The freight rate for cargo differs from the regular sea freight rate and is calculated based on the cargo's dimension being transported.

Various Obstructions faced by an over dimensional cargo are


- i. **Railway Crossings:** In the case of electric railway lines, the height of electric lines is about 15 feet in height. This is different for all crossings depending on slack in cable, height of the road etc. If the height of the cargo from the road is greater than the height of the cables, a shutdown is required to be taken. The fee of the same depends on the height of the cargo. If the cargo can be passed by just lifting the cables, then the fee is lower compared to if the cables need to be dismantled
- ii. **Overhead Bridges:** Overhead bridges include flyovers, foot over bridges, railway bridges etc. It is important to study the route to locate the overhead bridges en route. Detour is the only option if the height of a bridge is lower than cargo height.
- iii. **Electric Lines:** Electric lines are shut after paying electric board the charges for outage depending on the duration of the shutdown. After shutdown, depending on the slack and weight of the cable and height of the cargo, the cables can be lifted or can be dismantled.
- iv. **Information and Advertising Boards:** These need to be dismantled for the passage of

ODC. Many times rigid structures are constructed at the entrance of cities leaving diversion as an only option.

- v. **Toll Gates:** Many toll gates have the last lanes for passage of ODC. In some cases, the toll gates for the oncoming traffic is located at a distance. In these cases, the vehicle can be passed by taking the wrong way for by-passing the toll. If none of the above solutions are possible, constructing diversion and detours are only possible solutions.

Elements of ODC transport :

- A. Permission:** Every Over dimensional cargo requires a permission from the state authorities before plying on the road. The permission takes 3-4 days to obtain. In the case of Hydraulic Axles, the permissions for GVW of up to 169 MT can be obtained instantly using the website of MORTH . Most importantly MORTH defines which bridges are restricted for use for the transportation of the particular ODC. The directives by MORTH for transit over bridges need to be complied and are mandatory.



सड़क परिवहन और राजमार्ग मंत्रालय
MINISTRY OF ROAD TRANSPORT & HIGHWAYS
Government of India

PARIVAHAN BHAVAN, 1 SANSAD MARG, NEW DELHI-110001
Ph. No. : 011 23748319, 23748311

OVER DIMENSIONAL/OVER WEIGHT CARGO PERMISSION LETTER

Ref.No 2022/HT3/3819 Date: 25/04/2022

To,

Kaleem
TRANS INFRA & LOGISTICS PVT LTD
92/2C POONAMALLEE AVADI ROAD NEAR SA ENGINEERING COLLEGE VEERARAGAVAPURAM THIRUVERKADU TALUK CHENNAI 600 077
04426801697
info@transinfra.in

Sub: Approval for Movement of Modular Hydraulic Trailer combination type HT-3 LOADING arrangement with GCW of 165.00 MT (incl. Puller weight) from Toranagallu Bellary(KARNATAKA) to Sriperumbudur Kancheepuram(TAMIL NADU).

Application No. 2022/4/HT3/87632, dated: 25/04/2022.

Sr,

- 1) This refers your e-request under application number mentioned above, where-in Mr.Kaleem have applied on your behalf for allowing the movement of Transformer weighing 108.00 MT. from JSW steel, Vijaya nagar steel works Toranagallu pin583275 to sree abirami engineering works, unit 2 sriperumbudur kancheepuram dist pin 602105
- 2) It has been noted that following details/documents have been submitted/uploaded at the time of online submission of application.
 - i) Details of Puller Tractor(s),Modular Hydraulic Trailer(s) & Attachment, If any being deployed for subject movement under HT-3 LOADING arrangement.

S.No.	Vehicle Type	Vehicle Registration Details	No.of Axle Rows	Tare weight (MT)	RLW as per RC (MT)
1.	PULLER TRACTOR	NL02Q 0005	3	10	25
2.	HYDRAULIC TRAILER	HR35AB 3815	4	16	72
3.	HYDRAULIC TRAILER	HR35AB 2787	4	16	72
4.	ATTACHMENT				

Morth Permission.

B. Fine: If a vehicle is caught carrying ODC without permission, a fine is imposed. The fine depends on the state policy. Typically fines are defined for over dimension in each dimension individually i.e. if the cargo is over dimension in width and height, 2 fines will be imposed.

C. Detours: In case there are Obstructions like overhead bridges, electric lines, railway crossings etc, the transportation may have to be done via a longer route.

D. Route Survey Report / En-Route Obstructions: Many a times for critically over dimensional cargoes the insurer will require a route survey report. This report is generally provided by the transporter and it helps to ensure that the cargo can safely transit the short listed route and that the route is clear of any obstructions. Route survey report helps in finalizing the transit route and details any obstructions, billboards, roundabouts and pavements that need to be removed / and then re-installed after the transit. The MORTH permission and the Route survey report ensures that all safety precautions are taken for the transit.

Modes of transportation of ODC



Semi Low bed trailers and Low bed trailers – Height more than 10 feet and 13 feet



High Bed Trailers – for heights till 10 feet



Hydraulic Multi -Axle Trailers with Puller – For Heavy loads more than 45 mt



Super Low Bed Multi Axle Hydraulic Trailers.



Cargo Vessels / Heavy Lift Vessels – For break bulk, large ODC



SPMT – for exceptionally critical heavy and over dimensional cargoes



Containers (Flat Racks and Open Tops) – ODC carried on container ships



Barges – For Inland water movement and coastal movement.



Loading of ODC's – Two cranes working in tandem



Loading ODCs on a container vessel, being placed on FR

Correct loading and securing of goods on road vehicles is essential for ensuring safe road transport. It is important that the securing of

goods on a vehicle is carried out in accordance with recognised standards, and in compliance with relevant national legal requirements for road traffic and road safety. In order to improve load safety in practice please note below checklist of harmonised tips for safe loading and load securing.

Before Loading A Vehicle

- Make sure that the vehicle(s), if applicable, is suitable for transport of the specified load.
- Make sure that the load platform and the vehicle's bodywork are clean, in good condition and free from defects.
- Determine the optimal loading equipment for the intended load.
- Determine the number and type of lashings and/or chains to best secure the load. Exposed tie-downs on the outside of the truck or trailer can become compromised during an accident; therefore, always hook tie-downs inside the rub rail if possible
- Determine the number of anti-slip mats and other securing materials (pallets, edge protectors, etc) to best secure the load.
- Load in accordance with the allowed vehicle weight.
- Load cargo in accordance with the allowed vehicle axle-load distribution.
- Arrange load and/or its individual units optimally (lighter goods at the top, heavier on the bottom).
- Load in accordance with the planned unloading sequence.

Whilst Loading And Securing The Load

- Avoid unnecessary space between individual load units.
- Check that the securing arrangements distribute the forces exerted by the load as evenly as possible.
- Check that all lashings are affixed to optimise angles.
- Check that the securing equipment and materials are in good condition and free from defects.
- Check that the securing equipment and materials display legible and correct markings.

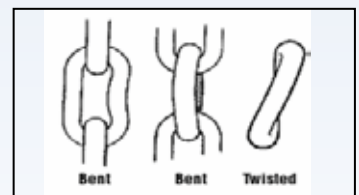
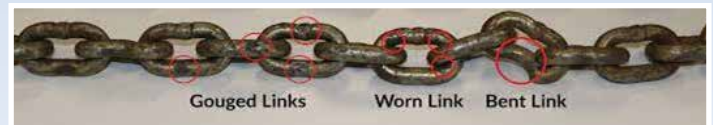
During The Journey

- When appropriate, check the load securing arrangements at periodic intervals during the journey.
- If emergency braking or another abnormal condition occurs during the journey, check the load at the nearest safe place.
- Each time a load unit is unloaded, redistributed, or loaded, adapt and recheck the load securing arrangement.
- Drive smoothly and anticipate traffic situations to avoid any sudden change of direction or heavy braking.

Type of lashings that are generally used to secure OD cargo

1. Wire Rope Lashings
2. Strap Lashings
3. Chain Lashings

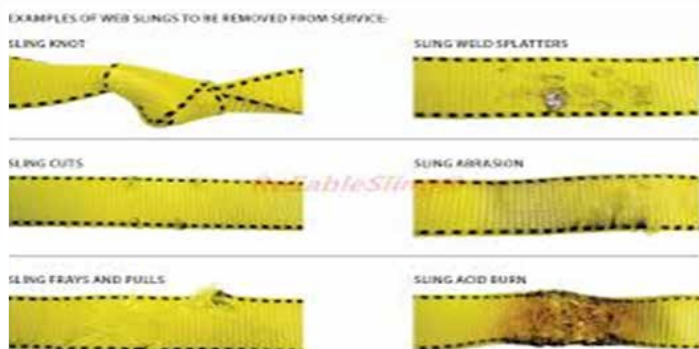
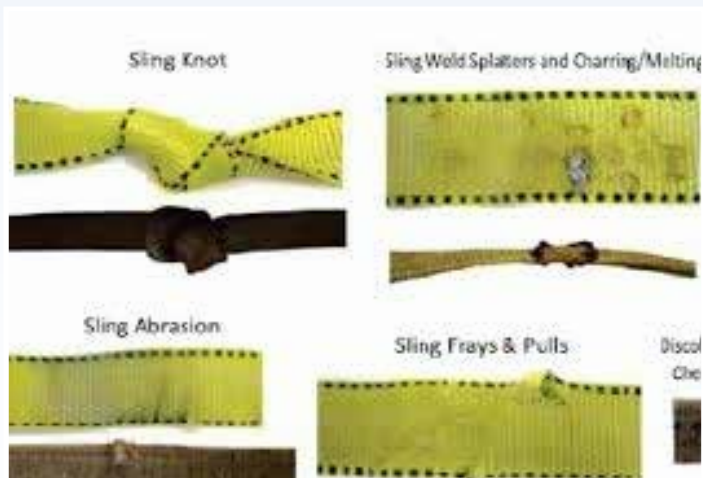
Transporters / Logistics partners need to ensure that the lashings have been properly carried out. Damaged lashing materials should not be used to secure ODC cargo.



Chains - Rusted, Bent - Not to be used



Lashing chains joined together under the loading platform are not acceptable, as far as possible the lashing chains should be connected to lashing eyes on the side loading platform.



Unsatisfactory Straps – Straps with knots, worn out, cut or straps joint together with knots are not to be used.



Tires in bad condition as the ones shown above to be replaced prior dispatch. There is a risk of tyre burst and accident.

PHOTOS OF THE MONTH



BACK-TO-BASICS

QUESTION OF THE MONTH

Insured Mr. AX in Gujarat sold its imported used machinery to its client YZ Ltd. in Solan, Himachal Pradesh. Machinery was dispatched from Vadodara, Gujarat To Solan, Himachal Pradesh on 10-Jan-22.

Insurance was taken for a value of INR 5 Crore. Since the machinery was used, coverage was as per ITC B + SRCC.

While passing by the hilly areas, truck toppled and fell deep down in the valley on 12-Jan-22. There was no way to search the cargo and hence to be considered as total loss. Insured reported FIR immediately.

Claim was given for investigation by the insurance company as survey was out of scope.

During investigation of the claim, investigator contacted the owner of the transporter to inquire about the driver and understood that driver has not reported to office since then. He is not traceable.

Investigator then investigated the case with insured and his factory surroundings. During this further investigation, investigator could dig out more from the locals near insured's factory premises and got to know that the factory of the insured is closed for last few months and the machinery was not in a working condition. Though they did not agree to record statement officially.

Later after 2 months, it was identified by the investigator that driver did not have any injury as he jumped off from the truck, just before the vehicle toppled and he went missing after the incidence.

Investigator submitted the report with his own observations to insurance company after 3 months.

In light of these facts, will this claim be admissible under the scope of policy?

Please send your replies/answers ONLY to: marine.newslink@tataaig.com

LAST MONTH'S QUESTION

Insured XYZ Corporation has imported used cars consignment from EFG Motors, Japan.

Consignment carrying 10 CBUs of used Cars was dispatched from Yokohama port, Japan To JNPT, Mumbai ,India in container No X005.

Vessel carrying the car container arrives at JNPT port, Mumbai. On arrival, the vessel was set to unload the containers using gantry cranes.

While unloading the container No X005 by cranes, the said container fell down on the floor inside the port.

Due to heavy impact on the container. Surveyor deputed immediately and observed that all the CBUs are found in completely damaged condition.

Policy coverage is as per Institute Cargo Clause - (B) 2009

Will this claim be payable under the policy?

ANSWER

The claim is payable under the policy as per ICC-B clause-2009.

1.3 : Total loss of any package lost overboard or dropped while loading onto or unloading from vessel or craft.

Since the container carrying used cars fell on the quay during unloading from vessel the claim is tenable under above mentioned peril under ICC-B clause.

CORRECT ANSWERS SENT BY: (In order of replies received)

- | | |
|-------------------|-------------------------------------------------|
| 1. Nishi Priya | Toyota Tsusho Insurance Broker India Pvt Ltd. |
| 2. Bharat Bhushan | Optima Insurance Brokers Pvt Ltd. |
| 3. Lovlesh Kumar | Marsh India Insurance Brokers Pvt. Ltd. |
| 4. Kiran Mohanty | Harsha Engineers International Ltd. |
| 5. V Ganesan | Marsh India Insurance Brokers Pvt. Ltd. |
| 6. Ashish Sharma | Shree Cement Ltd. |
| 7. Azad Kumar | UIB Insurance Brokers (India) Pvt. Ltd., Mumbai |
| 8. Hema Raghav | Optima Insurance Brokers Pvt Ltd. |

IF YOU HAVE ANY COMMENTS / FEEDBACK PLEASE SEND IT TO

Shioram Balachandran (98206 34466)

SVP & National Head - Marine

Email: marine.newslink@tataaig.com

Capt. Hazique M. Shaikh (7666 981238)

Marine Loss Control Engineering

Email: marine.newslink@tataaig.com

CONTACT US

Tata-AIG General Insurance Company Limited,

15th Floor, Tower A, Peninsula Business Park,

G.K. Marg, Lower Parel, Mumbai 400013.

www.tataaig.com