



Marine Newslink

SEPTEMBER 2021

FEATURE ARTICLE

Transportation of
Dangerous &
Hazardous Goods

PHOTO(S) OF THE MONTH

Devastation
caused by Dangerous
and Hazardous Goods

BACK- TO-BASICS

Question
& Answer



Shipping, Handling, Storage of Dangerous and/or Hazardous Goods still remain a challenge. The major challenge observed is the lack of information about these goods. It is common to see these goods being handled, shipped or stored in ordinary manner & without observing or maintaining the special conditions that they require. Such mishandling results in catastrophic incidents & possible human & environmental loss, which can be of disastrous proportions also.

TRANSPORTATION OF DANGEROUS & HAZARDOUS GOODS.

Large amounts of chemicals and other products which can cause hazards to human health and harm to the environment are transported for industrial & domestic uses every-day. The transportation and storage of dangerous chemicals and goods has increased with technical and production development in developing & emerging economies.



WHAT ARE DANGEROUS GOODS?

Dangerous and/or Hazardous goods can be explosive, flammable, toxic, radioactive, corrosive and harmful to humans, animals & the environment. The empty containers and packages of dangerous goods can present the same hazards as the chemical substance or product they contained and should also be regarded as dangerous goods.

Almost 50% of all the goods transported worldwide can be termed dangerous and/or hazardous goods.

Petroleum products transported by tankers form a large proportion of all transported goods, but road and railway transport are also significant. For example, 85% of chlorine, which is one of the very dangerous chemicals, is transported by rail. Large amounts of other highly dangerous goods, such as hydrochloric acid, sulphuric acid, sulphuric dioxide, nitric acid, phenol and methanol are transported regularly.

An incident during the transportation of Dangerous & Hazardous goods can lead to catastrophic consequences. Rules & laws have been established for safe transportation of such products, but these cannot be effective if the manufacturer or cargo owner, transporter and authorities, do not share the responsibility and ensure strict compliance to all safety aspects necessary for safe transportation.

Recommendations and instructions for the handling, storage and transport of dangerous & hazardous goods must be clear and unambiguous to avoid harmful or dangerous circumstances. The hazardous properties of products or chemicals should be clearly stated so that people at all stages of the transport chain are aware of them. This information should always follow the goods so that people can recognize the risks, avoid accidental mishandling and have the right kind of the personal protection at their disposal in case of an incident or spillage.



TRIVIA

Small amounts of oil, gasoline, battery acids and refrigerator fluids are released to environment daily. For example, one litre of oil can, under unfavourable circumstances, spoil 100,000 litres of drinking water. A spill of hydraulic fluid from a truck can led to environmental damages. Illegal dumping of various oils from ships pollutes the seas & kill the marine life.

The major risk is always of spillage during the transportation of dangerous & hazardous goods. When incompatible substances mix with each other there is a possibility of a chemical reaction, which can produce enough heat to cause fire or explosion and can release dangerous gases. For example, toxic nitrous oxides are formed when ammonium nitrate (in fertilizers) decomposes in a fire. Another example is the toxic gases which fume off when a spillage of concentrated sulphuric acid is absorbed in sawdust.



A chemical substance or preparation may be hazardous in itself when it comes into contact with other chemicals including air, water or humidity. For example, when calcium carbide (used in the production of acetylene and pyrotechnics) comes in contact with water, it releases the extremely flammable gas acetylene (used in welding flame) and creates an explosion hazard.

Careful handling is of extreme importance because the magnitude of the involved risks is not always obvious. One kilo of a certain chemical poses a hazard, but it is not necessarily true that ten kilos create a tenfold hazard. The danger could be the same as for one kilo or it could be higher.

The pressure within sealed packages rises in the heat (sunshine) and can lead to uncontrollable reactions. Changes in temperatures may affect both the qualities of a cargo and its packing material.

Hazards in handling of dangerous &

hazardous goods:

- Risk of explosion
- Fire and smoke
- Chemical health hazards: immediate or delayed poisoning, burns, allergies
- Environmental damage impact
- Uncontrolled access by diesel engines presuming that they cannot ignite gas or vapour. This is incorrect:
- Four tons of hot, flammable hydrocarbon leaked out of a plant while maintenance work was in process. A diesel engine was on in the area. The flammable vapour was sucked into the air inlet and the engine started to race. The driver tried to stop the engine by stopping the fuel supply (usual way of stopping a diesel engine) but without success as burning material was coming in through the air inlet. Finally, there was a flash-back and the flammable liquid was ignited to a fire.

CLASSES OF DANGEROUS GOODS

1) EXPLOSIVES

- o Substances and articles which have a mass explosion hazard
- o Substances and articles which have a projection hazard but not a mass explosion hazard
- o Substances and articles which have a fire hazard and either a minor blast hazard or a minor projection hazard but not a mass explosion hazard
- o Substances and articles which present no significant hazard

- o Very insensitive substances which have a mass explosion hazard
- o Extremely insensitive articles which do not have a mass explosion hazard

This contains articles, preparations, and substances such as ammunition, TNT, dynamite, nitrourea, fireworks.

RISKS:

- A transport accident involves acute risk of explosion. The pressure wave can be devastating and flying splinters may cause great damage.
- The heat of the blast can result in a fire.
- Some substances in this class have toxic properties, e.g., nitro-glycerine (in dynamite) is also classified as toxic and can penetrate through the skin.
- Transport of explosive articles or substances are subject to many restrictions, including quantity and temperature limits. They may also be incompatible with other goods. For example, dynamite should not go with detonators.

2) GASES

- o Flammable gases
- o Non-flammable, non-toxic gases
- o Toxic gases

This contains:

- Compressed gases
- Liquefied gases

- Refrigerated liquefied gases
- Compressed gases, which, when packed for transport, are dissolved into a solvent.

The term "compressed" refers to gases under pressure but not in a liquid state. Gases are usually stored in cylinders. When the valve is opened or broken, gas alone is released. The pressure of the cylinder depends on the type of gas it contains. The cylinders should always be kept within the approved temperature range to avoid a risk of overpressure causing an explosion hazard. Nitrogen (Class 2.2), hydrogen (2.1), oxygen (2.2 and 5.1) and helium (2.2) are compressed gases.

Condensed gases are in a liquid state at relative low pressure. The contents are released as liquids which quickly evaporate forming gas clouds. The size of the cloud can be considerable; for example, 1 litre of liquified petroleum gas (LPG) forms up to 250 litres of gas. LPG, (propane, butane or a mixture of them, `cooking gas'); propene; vinyl chloride; freons; carbon dioxide; chlorine; ammonia are commonly used gases in industry and are transported as condensed gases. Some condensed gases are stored at very low temperatures. They are transported in well- isolated containers called dewars. These must have a loosely covered opening to avoid dangerous overpressure. They pose special hazards due to their low temperature. For example,

splashes of liquified nitrogen can cause frostbite and the gas cloud is an asphyxiant.

In a train accident several tank wagons filled with liquified propane turned over spilling their contents. The propane started to evaporate cooling the surroundings to -43°C, which is the boiling temperature of propane. Several persons in the spill area were frozen to death. It was by sheer good luck and timely active action by authorities that the highly flammable propane gas did not explode.

An example of a dissolved gas is acetylene. Acetylene cylinders are filled with inert very porous, non-combustible material which is wetted with acetylene.

Aerosols and small receptacles which contain flammable propellant gases also belong to this class.

RISKS:

Gases are assigned three categories based on the primary hazard of the gas.

a) Flammable gases

- This category includes those gases that at normal pressure and temperature, as a mixture of 13% or less with air, can ignite from a source of fire such as a spark.

b) Non-flammable, non-toxic gases

- Included in this category are gases which might replace oxygen and are asphyxiant (nitrogen, carbon dioxide), or which are oxidizing and may

contribute to the combustion of other materials more than air does (pure oxygen is an example).

c) Toxic gases

- Gases which are known to be poisonous or corrosive enough to pose a health hazard belong to this category (carbon monoxide, ethylene oxide, hydrogen sulphide, sulphur dioxide and ammonia). Containers with toxic gases should never be loaded or stored together with food or feedstuffs.
- Acidic gases can react with alkaline gases to produce heat and smoke, which may create a fire risk.
- Some gases have more than one dangerous property. They can be both flammable and toxic (methyl ether) or corrosive and toxic (hydrogen chloride, phosgene, chlorine).

3) FLAMMABLE LIQUIDS



A flammable liquid has the ability to give off, even at normal temperatures, vapours which

are flammable (e.g., benzene, kerosene, toluene, propanol and various organic solvents used in pesticides). This class also covers mixtures of liquids, as well as liquids containing solids in solution or suspension (paints, varnishes, lacquers, etc.). Petroleum products and crude oil also belong to Flammable Liquids

RISKS:

- Flammable liquids pose a risk of fire and explosion and may lead to expensive environmental clean-up operations (maritime incident at sea as well as spills from oil tankers).
- The flammability of a liquid depends on several characteristic properties.
- Flashpoint describes the lowest temperature at which a liquid gives off sufficient amount of flammable gas to form a mixture with air which will ignite when a flame or spark is present. If the flashpoint is tested to be not more than 60.5°C, the substance will belong to Flammable Liquid
- Many flammable liquids can be charged with static electricity, for example, as result of flowing in a pipe. This makes them both combustible and able to create a spark. Containers should have an earth connection in situations such as refilling the cisterns at petrol stations.
- Some flammable liquids have more than one dangerous property. Carbon disulphide is both flammable and toxic,

and formaldehyde solutions can be both flammable and corrosive.

4) FLAMMABLE SOLIDS

- a) Flammable solids
- b) Substances liable to spontaneous combustion
- c) Substances which in contact with water emit flammable gases

- a) Solids which are readily combustible, those which may cause or contribute to fire through friction, and self-reactive substances. Sulphur, red phosphorus and nitrocellulose films are common hazardous solid substances. Sawdust, hay and paper are not spontaneously flammable but are in this class because of incompatibility requirements in loading procedures.

RISKS

- When flammable solids are handled there is a possibility of large amounts of dust being released in the air. These mixtures of dust and air can lead to a dust explosion.
- Many flammable solids give off hazardous fumes when they are burned. For example, the fumes of burning sulphur or red phosphorous are toxic and corrosive.
- The decomposition of self-reactive substances can be initiated by heat, contact with catalytic impurities (acids, bases, heavy metal compounds), friction

or impact. Decomposition may result in the emission of toxic gases and vapours. In order to ensure safety during transport, a self-reactive substance may be desensitized using a diluting agent compatible with the substance.

b) Substances liable to spontaneous combustion

- Linseed oil (used in paints), copra, oily cotton waste, carbon and white phosphorus are examples of substances which can ignite spontaneously when in contact with air.

RISKS

- These substances are liable to act as a source of ignition for other goods and storage structures.
- For example, there is a danger of fire if linseed oil spillages are wiped away with rags which then are left to dry in the air. The rags can stay inactive for days before they actually ignite.

c) Substances which in contact with water emit flammable gases

- Carbides are among these substances. An extremely flammable gas, acetylene, is produced by adding water to calcium carbide. When sodium comes into contact with water it gives off hydrogen gas. The reaction is violent and produces enough heat

to ignite hydrogen. Hydrogen burns explosively with such a hot flame that metallic material can start to burn.

- Aluminium and magnesium powders, zinc dust and some metal hydrides are in this class.

RISKS:

In addition to the dangers of fire and explosion these can react with moisture on human skin and cause burns.

5a) OXIDIZING SUBSTANCES

- o Oxidizing substances are such as chlorates, chlorites, nitrates, nitrites, chromic acid and concentrated hydrogen peroxide solution.

RISKS:

- These goods should be carefully handled and protected from heat or friction. An oxidizing substance has oxygen bound into its structure. This is liberated by heating and can react with other materials or enhance fire.
- Many substances in this class are sensitive to impurities. Concentrated hydrogen peroxide solution begins to decompose if a few rust flakes happen to fall into the container. The reaction starts slowly but accelerates with time. It gives off oxygen which corrodes metallic materials. This can be devastating in transport by rail.
- The decomposition of oxidizing goods can

also involve liberation of toxic or corrosive gases, such as nitrogen oxides, which can be recognized from their deep brown to yellow brown colour.

5b) ORGANIC PEROXIDES

- Peroxides should never be transported or stored with combustible goods. Special recommendations and provisions apply to some of the peroxides because of their high reactivity. In addition to the hazards of explosive decomposition and fire, they are sensitive to impact or friction. Many peroxides are toxic and some of them can provoke allergic response or damage the eyes.

6) POISONOUS (TOXIC) SUBSTANCES

- a. Toxic substances
- b. Infectious substances



- Needless to say, that Toxic Substances are liable either to cause death or serious injury, or to be harmful when swallowed

or inhaled or by skin contact. Toxic substances can be gases, solids or liquids.

- Examples of substances in this class are cyanides, arsenic compounds, mercury and lead compounds, nicotine, toluidine, chloroform, aniline and organotin compounds.
- In order to compare the various risks involved, LD50 (lethal dose to 50%) and LC50 (lethal concentration to 50%) are used to appraise toxic properties. LD50 means the dose, at which half of the animals exposed (in test laboratory) to the poison die, and LC50 means the concentration which kills 50% of the tested animals after being exposed to the substance, usually by inhalation.
- There are agreed limits for the levels of toxicity measured in animal tests, with reference to the route of exposure.

7) RADIOACTIVE MATERIAL

We will cover this as special subject in a forthcoming issue.

8) CORROSIVE SUBSTANCES

The corrosive substances category is rather a large one. It can be subdivided into acids, bases and other materials. Examples of acids include hydrochloric acid, sulphuric acid and acetic anhydride. Sodium hydroxide, potassium hydroxide, sodium carbonate and sodium metasilicate are bases or alkalis. Other corrosive substances include antimony

pentachloride (textile impregnation), titanium tetrachloride, aluminium chloride and hypochlorite.

- The health hazard varies from corrosive to irritating depending on the type and concentration of the active substance.
- The corrosiveness of the substance is determined by its pH which measures the level of acidity or alkalinity. The following chart shows how the substance can be classified as corrosive or irritant.
- pH is categorised from pH14 to pH1 – we have shortened the list to understand the pH categorisation:

| | | | |
|-------|------------------------------|------|-----------------|
| pH 14 | Very alkaline (Caustic soda) | Ph 7 | Neutral (water) |
| pH 1 | Very acidic (nitric acid) | | |

- The pH value can often be found on the label or in the documents, following the substance.
- Some countries require that solutions must be classified, because of the corrosive effects, when the pH value is less than 1.5 or greater than 11.5.
- Acids and alkalis are normally transported at very high concentrations, e.g., 90-95% sulphuric acid, 65% nitric acid, 30% hydrochloric acid, 50% sodium hydroxide and 50% phosphoric acid. At these concentrations the pH value is not important, the substances are simply very corrosive.

RISKS:

- These substances can attack and corrode many materials, for example, clothe, paper and several metals. Decomposition often produces heat and gases, and in some cases extremely flammable hydrogen gas. The choose of a packing material and loading should carefully planned, because it can be some time before the consequences of corrosive effects are visible.
- Accidental mixing of different corrosive materials can in some cases lead to violent reactions, which may give off large amounts of gases.
- In the case of strong alkalis there is a latent period before a burning feeling on the skin is experienced. By then the damage is already done. Skin contact with strong acids produces an immediate feeling. Both types of corrosive substances can cause serious skin damages.
- Corrosive material in the eyes requires a very rapid and long rinse with water (for at least 15 minutes) and medical attention.
- Corrosive substances can also present other hazards. For example, benzyl chloride is both toxic and corrosive, and cyclohexylamine is both corrosive and flammable.

- 9) MISCELLANEOUS DANGEROUS SUBSTANCES
 - o Explosive

- o Liable to spontaneous ignition or combustion
 - o Liberate flammable gases on contact with water
 - o Contain infectious microorganisms that are known or reasonably believed to cause disease in animals or humans
 - o Radioactive
 - o Compressed, condensed or pressurized dissolved gases, or organic peroxides
- These are substances and articles which during transport present a danger not covered by other classes. For example, magnetic materials can be classified in this category (magnetism may affect the navigation systems of aeroplanes).
 - PCBs (polychlorinated biphenyls) are placed in category because they may damage the environment.
 - Dry ice (solid carbon dioxide) can evaporate, producing asphyxiant fumes, and displace oxygen in the air in confined places such as cargo holds in ships and storage cellars.
 - Asbestos can damage the lungs. The effect on health is not immediate; the damage appears after many years.
 - Concentrated formaldehyde solutions are flammable, but if they are diluted with water the flash- point becomes higher than 60.5°C, which is the limit of flammables. The remaining hazards are still present, such as the allergic

reactions caused by formaldehyde.

TRANSPORT AND STORAGE OF DANGEROUS GOODS



Whenever dangerous goods are to be for transported certain measures should be taken to ensure that the potential risks are adequately communicated to all who may come into contact with the goods in the course of the transport. This can be accomplished through marking and labelling of packages to indicate the hazards of the consignment, through including relevant information in the transport documents, and by placing placards on the transport units: containers and vehicles.

- Labels, Marking, Documents
- Each package should be marked with the appropriate shipping name, hazard class and UN number, followed by packing group reference (when available), e.g.: ALLYL ALCOHOL 6.1 UN 1098 I
- Labelling is based on the classification of dangerous goods into the 9 classes as described in below chart.

| UN Class | Dangerous Goods | Division(s) | Classification |
|----------|-------------------------------|-------------|---|
| 1 | Explosives | 1.1 - 1.6 | Explosive |
| 2 | Gases | 2.1 | Flammable gas |
| | | 2.2 | Non-flammable, non-toxic gas |
| | | 2.3 | Toxic gas |
| 3 | Flammable liquid | | Flammable liquid |
| 4 | Flammable solids | 4.1 | Flammable solid |
| | | 4.2 | Spontaneously combustible substance |
| | | 4.3 | Substance which in contact with water emits flammable gas |
| 5 | Oxidising substances | 5.1 | Oxidising substance |
| | | 5.2 | Organic peroxide |
| 6 | Toxic substances | 6.1 | Toxic substance |
| | | 6.2 | Infectious substance |
| 7 | Radioactive material | | Radioactive material |
| 8 | Corrosive substances | | Corrosive substance |
| 9 | Miscellaneous dangerous goods | | Miscellaneous dangerous goods |

Detailed instructions on how dangerous goods should be classified and packed are given in international agreements and national provisions.



- Labels should be placed on containers and vehicles so that they are clearly visible.
- During the transport of dangerous general goods, the appropriate warning labels should be on every single package.
- Only one danger class label should normally be fixed on a package. However, if the substance or article presents more than one significant risk, such as fire and poisoning, the package should bear labels indicating important subsidiary risks.

- Special labels indicating the transport conditions are:
 - KEEP DRY
 - THIS WAY UP
 - FRAGILE
- The documentation for the transport of dangerous goods should contain:
 - o The appropriate shipping names
 - o The Class and, when assigned, the category in this class of the goods
 - o The UN number and, where assigned, packing group for the substance
 - o The total quantity of dangerous goods covered by document (by volume, mass, or net explosive content, as appropriate)
 - o The name and address of the consignor and the consignee

OPTIONAL



- a) Other elements of information is also deemed necessary, such as flash point.
- b) If dangerous waste is transported for disposal, the proper shipping name should be preceded by the word "WASTE"
- c) Declaration or certificate that the consignment offered can be accepted for

transport, and that the goods are properly packed, marked and labelled.

- d) Detailed instructions pertaining to classified dangerous goods may also restrict the transport of specific goods together in the same vehicle, or the minimum distances between two such packages may be given.
- e) Those loading the goods have to rely on the information found on packages and transport documents. Opening of the transport containers or the packages during the transport or intermediate storage is not permitted.
- f) Once the labelling is properly completed, loading personnel can use the attached key symbols to judge how to construct the load according to regulations and in a safe way.

COMMUNICATION

- When arranging transport order, consignor must inform transporter whether the cargo is Dangerous and/or Hazardous Goods.
- The consignor should ensure that goods are labelled according to regulations and to prepare documents which include instructions in the local language in case of emergency or spillage.
- Develop checklists of different aspects of information, which the consignor can use to describe the load in order to facilitate the communication between different stages of the transport chain.

- If the cargo is transported in a tank-container or as bulk transport, a special check should be made that the vehicle is properly equipped, that proper placards are chosen, that the vehicle and its pipes and connections are empty and clean, and that the protective equipment is intended for those hazards the transported goods can cause (such as provision of the right type of filter for the driver's gas mask).

TRANSPORTER'S RESPONSIBILITY



- Before leaving the loading place all documents should be checked. Ensure that the documents are completed. If passing through customs, check that the emergency instructions are written in the appropriate languages.
- The packages and containers should not be broken, and the actual amount should be the same as stated in the documents.
- Dangerous goods should always be well attached to avoid load movements during transport, and they should be loaded

- away from food and animal feedstuffs.
- Attach the appropriate placard to the vehicle.
- Always remove old documents from the vehicle to avoid any misunderstanding in case of an emergency.
- Remember grounding to avoid static electricity, and personal protective equipment when loading dangerous goods in/from tank-containers.

UNLOADING AND RE-TRANSPORT

- To avoid unnecessary risks an intermediate storage should be planned, according to the class to which the goods belong, to avoid contacts between incompatible chemicals.
- A checklist for re-transport helps the workers in the storage area and enhances safety.
- Some dangerous goods must be under surveillance at all times, such as explosives, organic peroxides and toluene sulphonic acid.
- Other dangerous goods need limited surveillance while parked in a restricted area or isolated place if the amount exceeds specified quantities.

DELIVERY

- Consignee should check that loaded dangerous goods have not moved and that the packages/containers are not leaking. If there is a spillage - follow cleaning instructions described in the attached documents.

- Dangerous goods can be delivered only to the authorized persons and should not be left without surveillance.
- Ensure to check that the name(s) of the goods and the amounts correspond to those in documents. In the case of liquids being transported in a tank-container, check that connections and pipes are not leaking. Supervise the unloading to avoid an overflow.

RESPONSIBILITIES

- It is the responsibility of the consignor to see that goods are classified according to national and international regulations.
- The limitations on the transport of certain goods are respected the goods are properly packed and marked.
- The appropriate documents are attached to the goods.
- The responsibilities of the transporter are to equip the vehicle to meet national and international regulations to see that the workers and drivers are trained to transport dangerous goods to plan the transport, e.g., to select routes avoiding dense residential areas, and to arrange supervision during parking.
- The driver of a vehicle is responsible for having necessary documents for the load at hand accepting only undamaged, marked or labelled packages and containers checking that he is well informed about the transport details following the instructions given, such as

the use of personal protective equipment, and not undertaking certain tasks alone.

PRECAUTIONS



- o Dangerous goods require special treatment, equipment, extra vehicle crews and supervision when stored, handled, parked, and at places of loading and unloading.
- o Detailed instructions in international and national provisions specify quantity limits for certain dangerous substances. These maximum package quantities can be transported in one transport unit, and not all of the above-mentioned special precautions need to be applied.
- o Safety measures should be considered from the request for transport up to the delivery at the endpoint, including the cleaning of the vehicle afterwards.
- o All levels of personnel involved should be well informed and these people should share the responsibility.
- o Safety measures should include organizational, personnel and

engineering aspects, and co-operation between operational staff during the transport should be emphasized.



PHOTOS OF THE MONTH





BACK-TO-BASICS

QUESTION OF THE MONTH

Pharma client shipped pharma cargo by air to central America. The cargo was to be transhipped at Istanbul airport. At Istanbul the cargo was put on hold by customs, without giving any reason. The client pursued with forwarders & airlines but no avail. After trying & waiting for eight months the client filed claim stating, that since the material is on hold for more than eight months, the material cannot be used and the party has also cancelled the order.

Is the claim tenable?

LAST MONTH'S QUESTION

Two consignments of cargo of dry fruits were being imported from Afghanistan to India on FCA basis, after taking approvals from respective authorities in the month of July 2021, insurances were subsequently taken by Indian assured from Kabul till destination in India. The cargoes were to travel by land from Afghanistan through Pakistan and then from Karachi to Chennai by sea. Soon after the clearing of paperwork from Afghanistan customs, near the border town & while cargo was near the Afghanistan-Pakistan border, one of the consignments, on road, was put on fire by armed terrorists and was completely damaged. The area pertaining to the road was completely taken over by the terrorist forces & didn't allow any vehicles to move. The second cargo got stuck – it could neither move forward or backward. The transporter's people left the consignment on the road and fled the situation to save their own life. The Indian importer tried to push the logistics company to save the consignment, but they refused stating that the area is under control of the terrorists and couldn't be reached and that they could not be held responsible for consignment any further. The Assured filed claim for both the consignments.

Q: Are both the claims payable? Please share your answer, with reasons.

ANSWER

- The first claim is for destruction of cargo by terrorists and is payable under Institute Strike Clauses providing cover under clauses 1.2 and 1.3.
- The second claim is for detention of cargo by terrorists, and this is not payable because of exclusion "3.8 any claim based upon loss of or frustration of the voyage or adventure" under the Institute Strike Clauses

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

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

- Sohag Parikh Cadila Healthcare Ltd., Ahmedabad
- Azad Kumar UIB Insurance Brokers (India) Pvt. Ltd., Mumbai
- V. Ganesan Marsh Insurance Brokers India Ltd., Chennai
- Ashish Sharma Shree Cement
- Hema Raghav Optima Insurance Brokers Pvt Ltd., New Delhi
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