





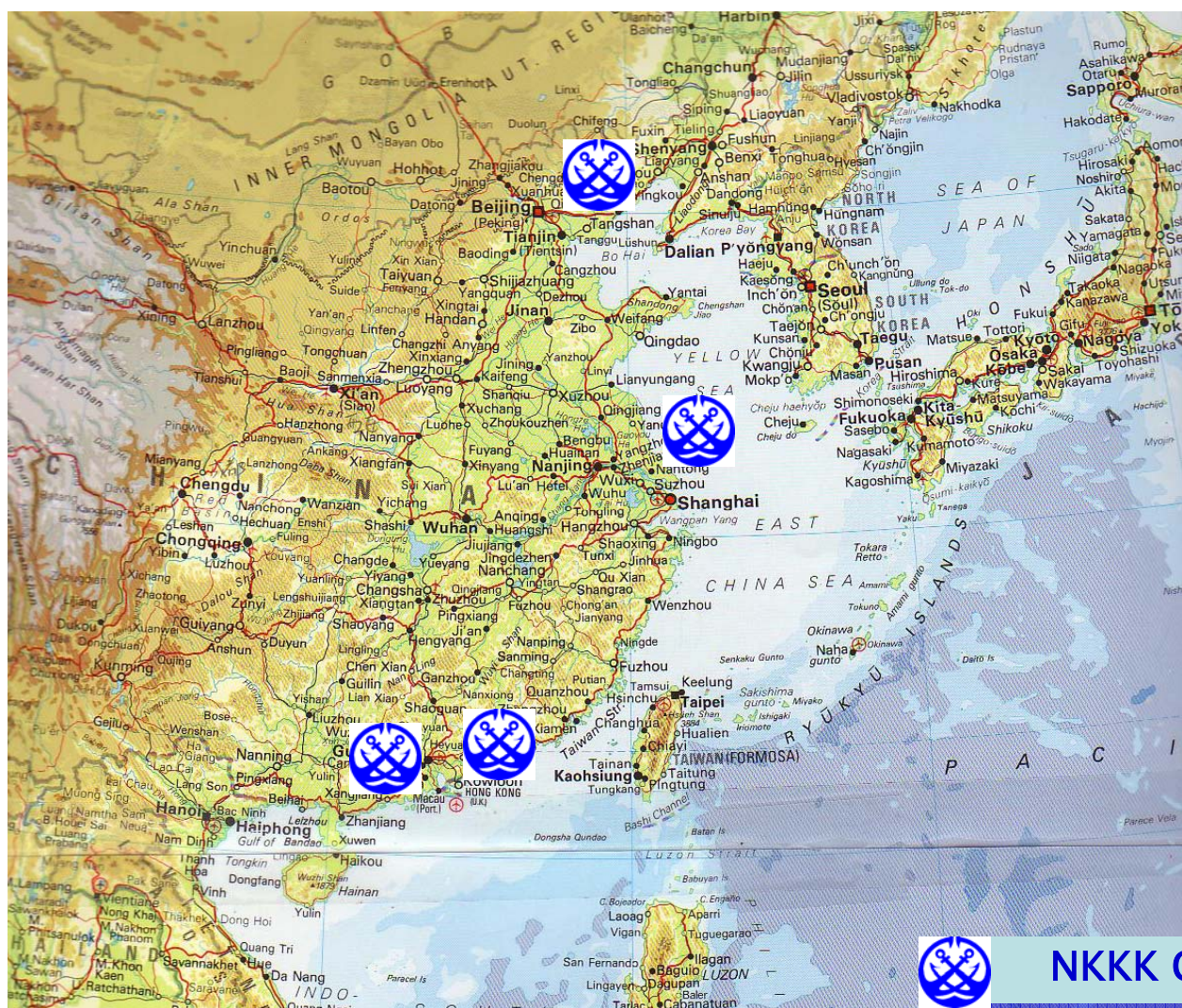
# **Cargo Loss Prevention in Southern China**

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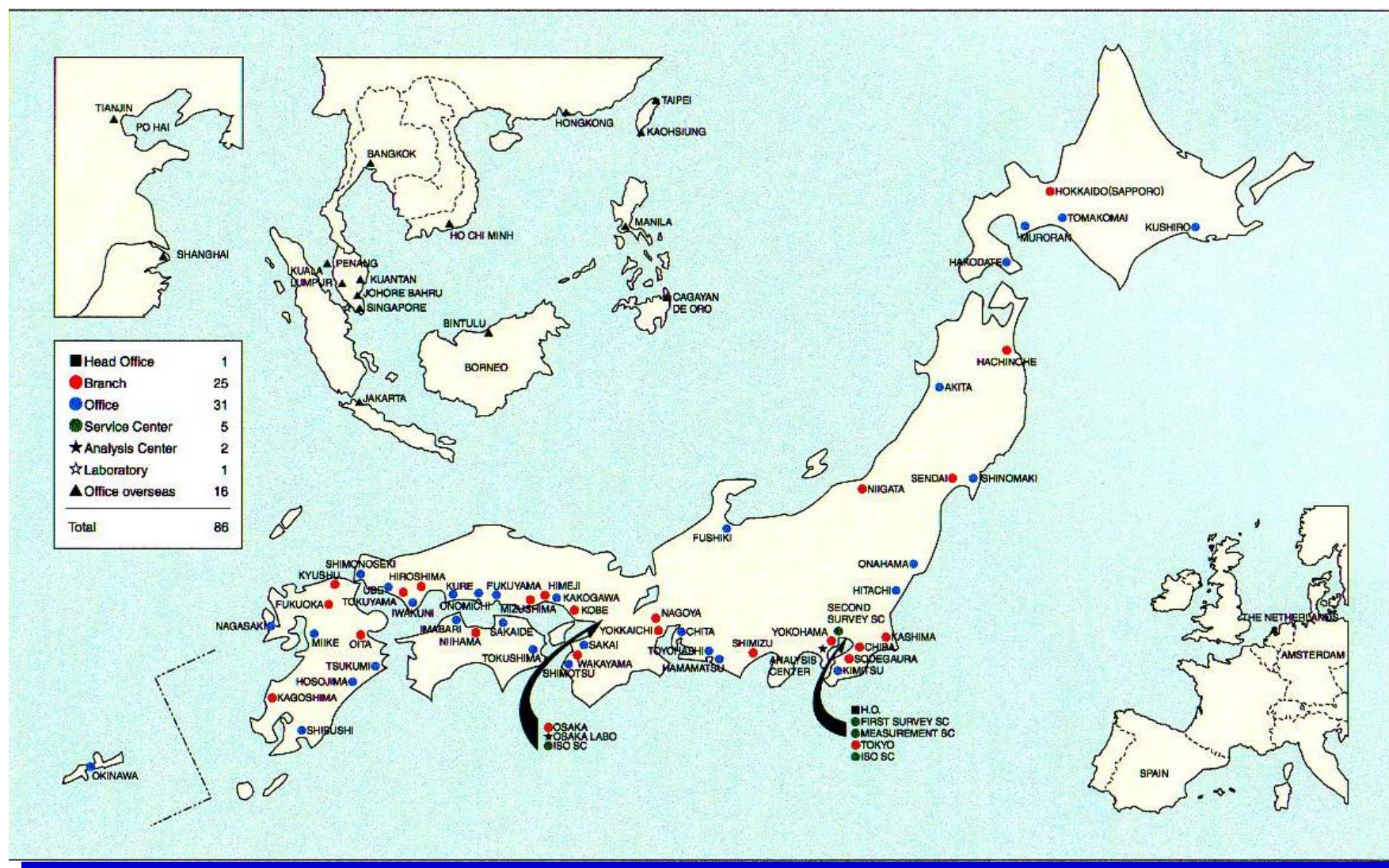
# 1: Introduction

## (Our Association history in China)



NKKK China Network







The photos are not related any cargo accident.



## ***2: Logistics in Hong Kong and the Southern China area***







Topography of Hong Kong and water depth

The photos are not related any cargo accident.



Terminal operation  
in Kwaichung



Midstream operation  
at anchorage



The photo is not related any cargo accident.



Hong Kong type barge





Waterway of Pearl River Region

The photos are not related any cargo accident.



Yantian (Shenzhen) Container Terminal



The photos are not related any cargo accident.



### ***3: Midstream operation (Handling of Containers)***



The photos are not related any cargo accident.



Cargo handling by the crane of conventional vessel



The photo is not related any cargo accident.



Quantity of Midstream Operation  
HK Container throughput of Year 2005  
 $22,420,000 \text{ TEUs} \times 40\% = 8,968,000 \text{ TEUs}$



Midstream operation by Hong Kong type barge

The movie is not related any cargo accident.





The photos are not related any cargo accident.



Container spreader (keep a container level)

The photos are not related any cargo accident.



Lifterd by 4 sling wires (un-stable movement)



The photos are not related any cargo accident.



Cranes of River Trade Terminal (Hong Kong )

The photos are not related any cargo accident.



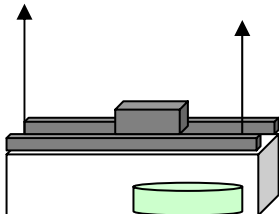

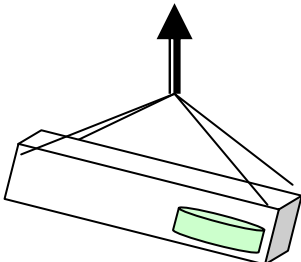
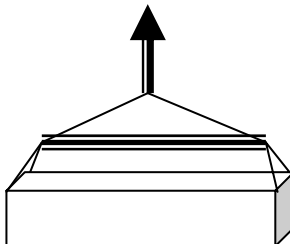
Zhongshan



Shunde (Beijiyao)

Cranes of small ports on Pearl River



	
<p>Diagram of a container spreader attached to an onshore gantry crane.</p>	<p>An appropriate container handling with container spreader on an onshore gantry crane at Yantian Port, China</p>
	
<p>Diagram of a container lifted with wires and tilted by its biased load.</p>	<p>Diagram of a simplified container spreader. As seen in this figure, it is structurally impossible to control the biased load with this device.</p>

The photos are not related any cargo accident.



## ***4: Loss Prevention in Midstream operation***





# Risk Analysis (1/2)

The midstream operation is more directly affected by the weather and hydrographical conditions (such as winds, currents, waves and swell) than handling at shore container terminals.

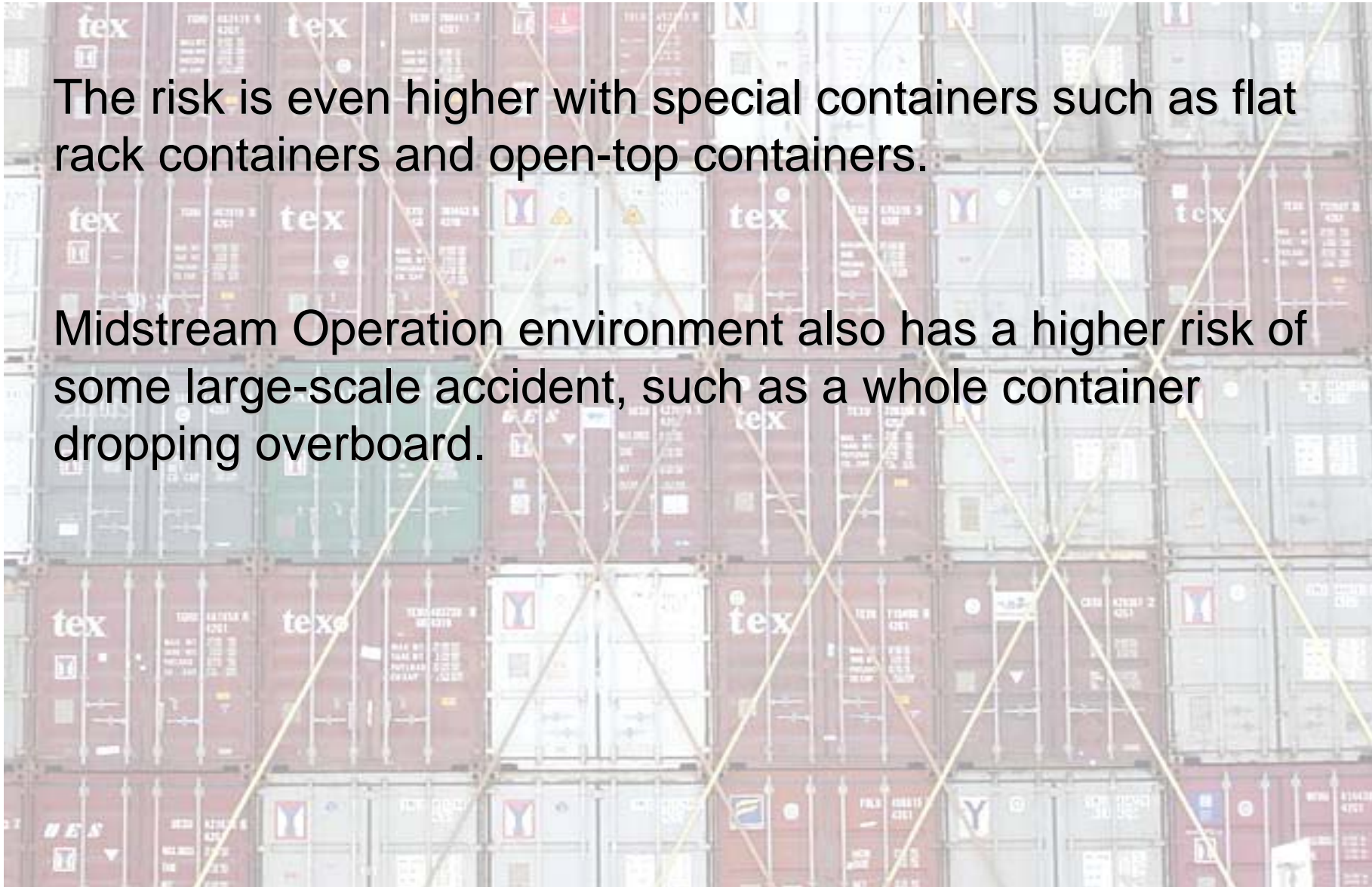
As limited movement performance of Hong Kong type barges may result in strong vibration or shock.

There is no Hong Kong type barge equipped with a container spreader that can adjust the biased load of a container.

# Risk Analysis (2/2)

The risk is even higher with special containers such as flat rack containers and open-top containers.

Midstream Operation environment also has a higher risk of some large-scale accident, such as a whole container dropping overboard.





The photo is not related any cargo accident.



Small container vessel

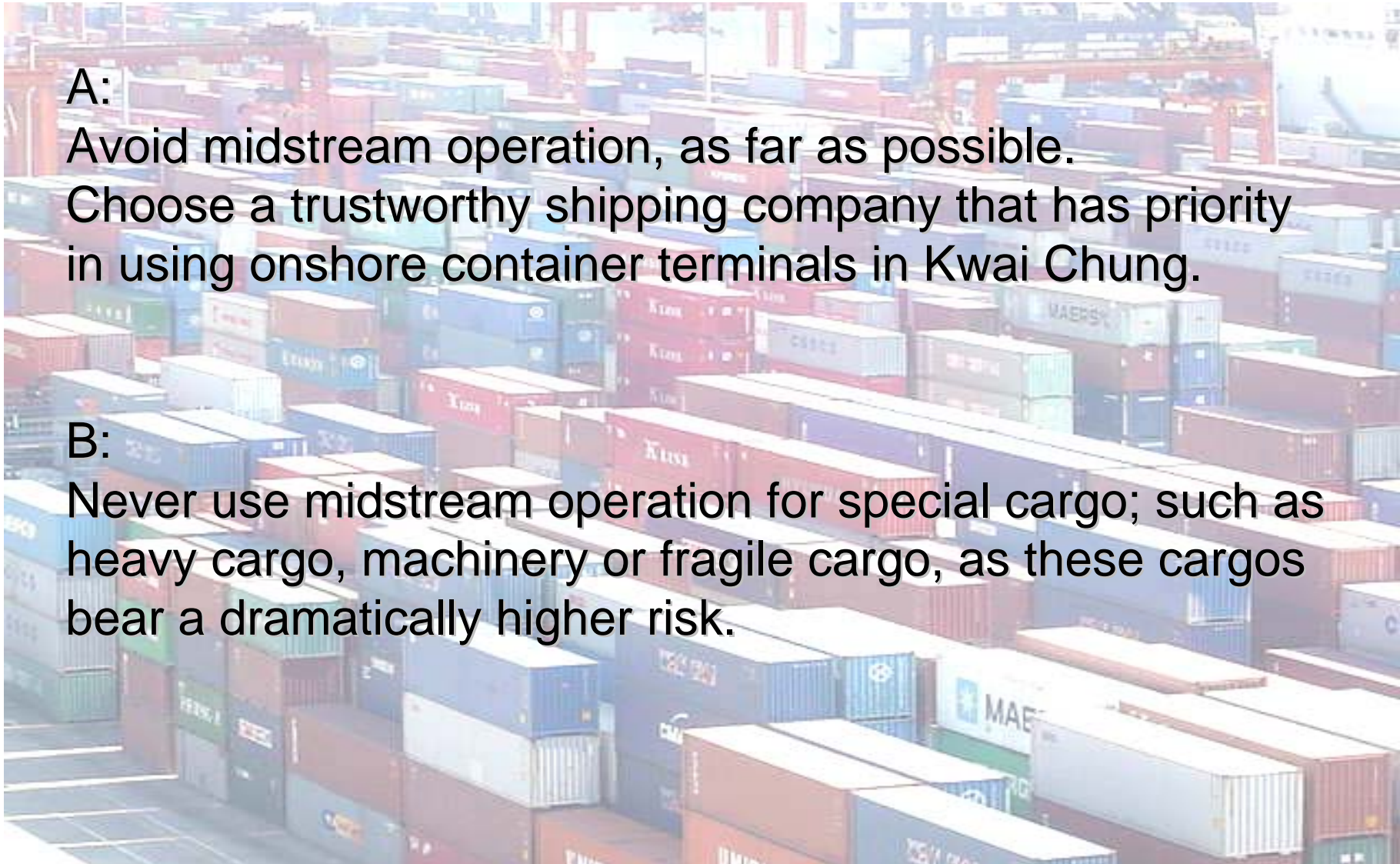
# Loss Prevention (1/3)

A:

Avoid midstream operation, as far as possible.  
Choose a trustworthy shipping company that has priority  
in using onshore container terminals in Kwai Chung.

B:

Never use midstream operation for special cargo; such as  
heavy cargo, machinery or fragile cargo, as these cargos  
bear a dramatically higher risk.





## Loss Prevention (2/3)

C:

When arranging for handling of cargo by Midstream Operation, choose trustworthy barge transporters and stevedore companies.

Provide the foremen and stevedores who carry out the handling with enough information about the cargo beforehand.

D:

Choose a trustworthy surveyor to ascertain the condition of the cargo and supervise the handling operation during loading and discharging.

# Loss Prevention (3/3)

E:

Improvement of packing

Onshore cranes at most of the smaller ports along the Pearl River have no container spreader with a function to adjust biased load.

Use of these cranes involves the same risks as handling in the Midstream Operation in Hong Kong.





## ***5: Conclusion***

**Loss Prevention in Advance  
is much better than Loss  
Compensation afterwards**

Dr. Heinz Braun of ALLIANZ Insurance Company



**Thank you very much.**

Please feel free to contact us your comments  
or Inquires through the secretariat.

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