

BREAKING BULK WITH NTI.

Featuring Kurt Herron, Logistics Risk Engineer

NTI's risk engineers look at lots of businesses and lots of cargos. 'Break bulk' loads are non-containerised cargos, meaning they are directly loaded onto the vessel. By their very nature, they can be complex items to ship and insure.

Kurt Herron, NTI's Logistics Risk Engineer, recalls a high value large item that had to be moved by barge from its manufacturer, and then loaded onto a ship to bring it from Asia to Australia. It was a complex transport operation, and Kurt wanted to ensure the customer was aware of all risks and contingencies.

"On the customer's behalf, we organised a marine surveyor prior to the barge load to view the loading operations. We wanted to make sure it was loaded safely and securely, and was suitable for barge movement," he said.

"Then we organised another marine surveyor on behalf of the importer, for when it was loaded onto the main vessel."

Similarly, once it got to Australia, Kurt organised a surveyor to go to the Australian port and keep an eye on its discharge into the water.

"There were concerns over the item on arrival regarding the lifting configuration at the destination," Kurt said. "However, the marine surveyor that we put on board has good relationships with shipping companies and stevedores. He was able to assist those guys in discharging the cargo as is, in good condition, and presented a report to the importer that facilitated the full journey."

The transport crew, backed up by the surveyor, gave the importer the confidence to take possession of that cargo 'as-is, where-is.'

"We have good relationships with surveyors in Australia, but we also have a global network of marine surveyors that we can tap into on behalf of our customers if we see fit," Kurt said.

"We encourage our customers to build relationships with their suppliers, but where this succeeded was by assisting our insureds over and above what the freight companies could offer.

"We did that on behalf of the importer to look after his investment. We wanted to ensure the cargo was in good condition when it left, but also in transit, maintaining that condition as it went on the barge and then when it got here to Australia as well."

All in a day's work for Kurt and the team.

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on our Risk Engineers,
please contact your local
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This article contains information relating to a specific case study and you should consider what works for you.

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