

ISSUE 7

NOVEMBER 2015

DIWALI BULLETIN ON CARGO THEFTS AND FRAUDS



NAVIGATOR

THIS TECHNICAL BULLETIN IS NOT A PRICED PUBLICATION & IS COMPILED FOR PRIVATE CIRCULATION ONLY



Inside this issue:

Special points of interest:

- *Prevention of thefts.*
- *Maritime Frauds.*

FROM DESK OF BULLETIN EDITOR	2
LIQUID BULK THEFT FROM PIPE LINE	2
GLOBAL AND INDIAN CARGO THEFT RISK	4-6
Thefts from container and prevention	6-8
TYPES OF FRAUDS	8-13
PROTECT YOUR BUSINESS	13-15
Addresses	16



FROM EDITOR'S DESK

Whenever there is maritime fraud, claim for shortage / non delivery etc. is lodged with Insurance companies. Recently we have seen many cases of thefts were reported at JN Port area. Distance from Port to various container freight stations is minimum say 4 kms. to say 40 kms. Import and export containers are transported from port to CFS and for export CFS to port, without any escorts.

During this transit containers are skilfully opened and cargo pilfered. During one of the loss investigation we noticed that from one CFS (Container freight station) in three months period near about 60 to 70 export containers were tampered and losses were reported from overseas buyers and thereafter claims lodged with insurance companies.

We thought of preparing this Diwali 2015 special bulletin which is covering various aspects related to cargo thefts and methods of preventions and various types of maritime frauds.

Varun A.Gawarikar

Bulletin Compiler

LIQUID BULK THEFTS FROM PIPELINE

At JNPT, Nhava-Sheva various Liquid bulk tank farms are located around 4 to 10 km from port. Shore pipe lines connecting vessel's flexible pipelines to shore tank are in a way at isolated place in marshy locations. Once we noticed huge shortage of say 200 MT. at shore tank and suspected leakage of cargo from pipeline and started tracing the pipeline for leakage.

During this inspection , we noticed that air escape valve on pipeline was re-fabricated as shown in photograph below:-



From this valve, elbow flexible pipe was clipped and pipe taken below ground by say 9". This pipe was taken around 1 km. away i.e. in front of main entrance of Viraj Agro tank farm and was placed in tank lorry compartment. When vessel starts pumping with pressure of 100 MT./ Hour the tank lorry was also getting loaded . Thus in two days of period of vessels unloading, cargo was also siphoned through tank lorries. During police complaint one of the officer referred that Chamber gang is operative in the area. We suggested armed surveillance in pipe line area.

WANTED : CATASTROPHE ADJUSTER

Job Requirements : Must be a mind reader, a hypnotist, and an athlete. Must be acquainted with machinery of all types and materials of all kinds. Must know the exact current price of everything. The desired candidate must know all, see all, and report all. Ability to travel long distances, endure long separations from family and friends, reside in mediocre accommodations, and survive on fast food is required. The ability to be in multiple locations at the same time is a plus.

Qualifications: Must possess detailed understanding of all types of insurance policies, as well as electricity and engineering, physics and plumbing, chemistry and contracting, mechanics and manufacturing, science and shipping, bookkeeping and banking, real estate and retailing, horse trading, human nature, and fraud in all of its forms.

Desired Characteristics : The candidate should be courteous, diplomatic, shrewd, persuasive, an expert jokester, even -tempered, good looking, in possession of a photographic memory, an English scholar, acute in business judgment, and the embodiment of virtue.

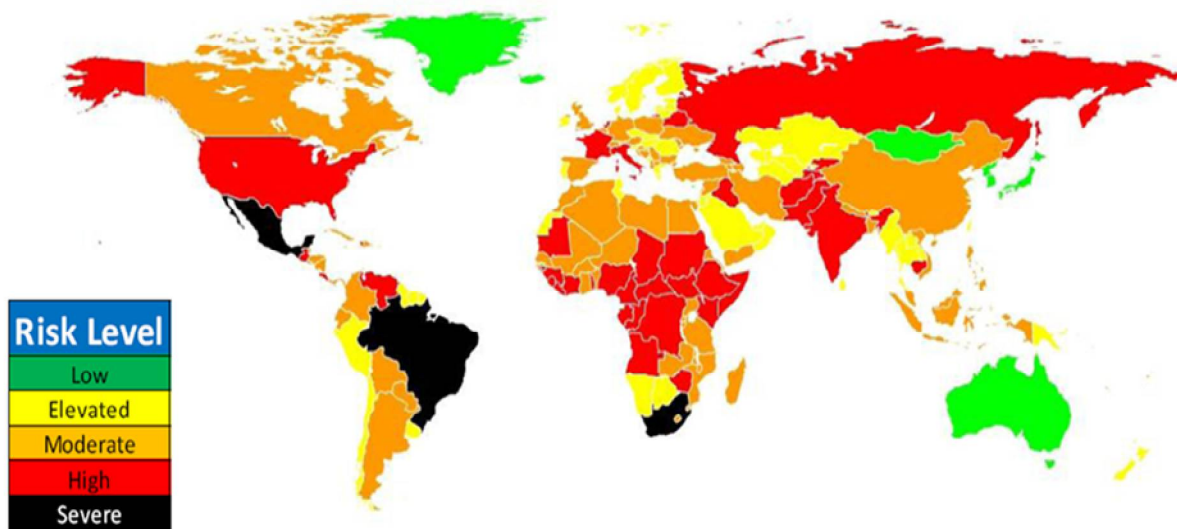
Education : LLD, PhD and JD degrees preferred.

All qualified individuals are encouraged to apply.



GLOBAL CARGO THEFT RISK:-TREAT ASSESSMENT

Global Cargo Theft Risk: Threat Assessment



Global cargo theft risks as shown on the above map vary greatly from country to country. Even within individual countries, risks can vary from region to region. On a country-by-country basis, cargo theft threats, as most other criminal activity, are typically rooted in social, economic and cultural conditions. The prevention of cargo theft on a global scale requires intimate knowledge of incident trends on a regional basis, as security programs and mitigation techniques do not always transfer successfully from region to region.

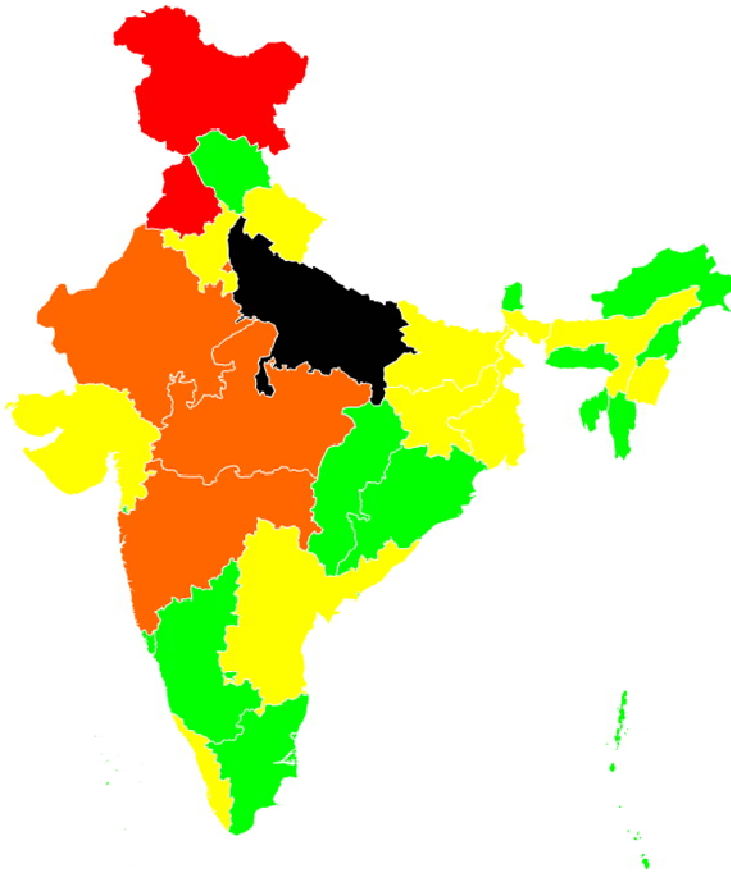
Organizations must diligently gather intelligence and adapt their anti-theft programs to address local threats. In general this gives outline the risk of cargo theft on a global level, highlighting significant countries in the global supply chain in order to assist industry decision-makers in determining their supply chain security needs.

According to data collected by “Freight Watch International” from numerous sources across the globe, including but not limited to Freight Watch International’s own databases, its customers, law enforcement agencies, industry organizations, insurance industry sources and news reports, Mexico, Brazil, South Africa, the United States and Russia are the countries most at risk for cargo theft globally.

We have obtained this data from publication of freight watch International’s data.

This assessment report expresses the opinions of Freight Watch International based on the specific data reviewed by them. Global cargo theft circumstances and risks can and do change, sometimes frequently and/or quickly, and in ways that may make the facts and opinions expressed in this assessment report no longer complete or valid.

Indian Scenario of cargo Thefts:-



The Middle East and North Africa continue to be principal outlets for India's exports, helped by continued strong oil revenue-fueled demand from these countries. Despite Europe's slow recovery, the growing Asian markets, combined with India's wide range of export products and growing domestic demand for consumer goods, keep the supply chain and transport sector humming. This, in turn, provides more and more opportunities for cargo thieves to strike.

Cargo Theft Trends and Techniques

As such, the extent to which you rely on the facts and opinions expressed in this assessment should be made entirely by you, in your sole discretion, only after careful analysis of all relevant facts applicable to your business.

However we have noted considering this Global map and or scenario and or transparency International published map, many foreign cargo underwriters restrict their policy to destination port only. When risk is high or severe.

Friendly Indian Insurance companies can restrict their policy to destination port considering such index and avoid giving risky warehouse to warehouse policy for exports.

Much like China, the number of reported cargo thefts increased significantly during last year. However, this increase is more likely caused by improvements in the rate of reporting in India than by a drastic increase in cargo thefts.

A vast majority of reported cargo theft incidents otherwise were nonviolent, with criminals having largely opted for stealth rather than more aggressive or truly violent methods. This most commonly was seen in burglaries at warehouses and factories, but also in thefts from trucks parked at truck stops and logistics yards. However, thieves in the known hijacking cases employed highly aggressive and at times lethal tactics.

We understand that on Mumbai-Ahmedabad highway NH8, there are some places where red light is displayed giving indication to drivers that you can negotiate and sale your cargo here.

Cases of cargo theft in India vary greatly. In a November 9 incident, for example, a team of burglars used modified jeeps with rubber carpeting in order to quietly steal a little under \$6,000 USD in gas canisters from a warehouse. On October 13, on the other hand, a driver was overtaken at a toll booth by two hitchhikers he had picked up and a third person who approached the truck at the toll stop. To carry out the crime, the hitchhikers suddenly pulled out pistols at the toll booth.

Because India manufactures and transports a wide range of products both the export and domestic markets variety of products is stolen. However, the Food/Drinks type was the most commonly targeted, with nearly three times as many thefts as the second place category, Building/Industrial. The Metals product type also was among those most targeted.

In multiple recorded cargo thefts in India last year occurred throughout the country, with most states seeing from one to five incidents each. However, Uttar Pradesh state, with 14 thefts, claimed nearly 25% of India's cargo theft total. Punjab state followed with 12% of the total.

With the rapid growth of the economy, an emerging middle class and an increased focus on infrastructure development, India will continue to be an area of potential profit — as well as risk — for the supply chain.

CARGO THEFTS FROM SEALED CONTAINERS:-



There are many methods by which skillfully Marine cargo container is opened by keeping seals in place and methods are as follows:-

- The seals are handed over to driver when he takes empty container for loading at inland locations. Driver duplicates the seals En-route and duplicate seals are handed over to loading supervisor and en-route to port container is tampered.
- Some times driver is asked to fix seal. He wraps adhesive tape in reserves direction on male portion of seal and is inserted.

The seal is not locked but only adhering with adhesive tape and

Driver comes out from stuffing point and opens the seal and tempers with the cargo and is re-sealed by removing tape.

- In third method rivet which is holding locking bar in bracket is removed from bracket. The bar falls down slightly and with crowbar the bracket is turned to open container and seal remain intact.
- Lower portion of bullet seal is held in drilling machine chuck and upper portion is held by pliers. The drill is rotated and seals get disengaged.

(There are many methods of container opening and you can see demonstration on Google u tube.)

TRACKLOCK CONTAINER SEALING SYSTEM:-



Track lock International, a cargo security firm specializing in trailer and container security, recently added new features to its cargo security platform, which include alerts for locked/unlocked and latched/unlatched status changes of the trailer doors. The alerts, along with GPS-based location information, are transmitted via a wireless devices. A geofencing feature prevents the trailer lock from opening anywhere but a user-defined location.

Tyco Integrated Security offers a system that also controls when the trailer can be unlocked based on location. That system can remotely slow the speed of the vehicle if it is off-route and possibly stolen. Managers also can remotely control the truck's maximum speed setting, plus it monitors seat-belt usage and includes "panic button" capabilities that allow drivers to signal when a security problem arises.

In interview, Don Hsieh, Tyco's director of commercial and industrial marketing, said such systems allow fleets to "take the telemetric information to another level; now it's actionable."

Last year Orbcomm unveiled a chassis-tracking system that includes its Cargo Watch based application that provides alerts on chassis location, geofence entry and exit, status change events (when containers are mounted or removed) and historical reporting, said Craig Montgomery, senior vice president of marketing in an interview following the announcement.

MARITIME FRAUDS:-

What is a fraud? An international trade transaction involves several parties-exporter, importer, ship-owner, charterer, ship's master, officers and crew, insurer, banker, broker or agent, freight forwarder. Maritime fraud occurs when one of these parties unjustly takes another's goods or money. In some cases, several of these parties act in collusion to defraud another. Banks and insurers are often the victims of such frauds.

The sinking of an over-insured vessel carrying a high valued non-existent cargo has been encountered at regular intervals. During periods of economic and political disturbances and depression in the shipping business, there have been incidents of unusual losses. In the last few years, these and other factors have led to a significant escalation in the number of incidents that can be termed as 'maritime frauds'.

Maritime fraud has many guises and its methods are open to infinite variations. Majority of these crimes can be classified into five categories as under:

Types of Frauds:-

- Scuttling of ships
- Documentary frauds
- Cargo Thefts
- Fraud related to the chartering of vessels
- Phantom / Ghost ship (paint brush piracy)

Scuttling of Ships

Also known as 'rust bucket' frauds, this involves deliberate sinking of vessels in pursuance of fraud against both cargo and hull interests. With occasional exceptions, these crimes are committed by ship-owners in a situation where a vessel is approaching or has the end of its economic life, taking into account the age of the vessel, its condition and the prevailing freight market. The crime can be aimed at hull insurers alone or against both hull and cargo interests.

For example, a dishonest shipper may approach an exporter and offer to carry his next large cargo shipment on his vessel. The exporter is to arrange the contract and the proposed buyer to open a letter of credit in his favor to pay for them. No goods are actually to be supplied or shipped, but the ship-owner agrees to supply bills of lading to show that the goods have been loaded on the vessel.

The bills of lading together with such other documents as are required are presented to the bank negotiating the letter of credit. The banker pays against documents and not against goods. After ascertaining that the cargo description corresponds to the requirements as stipulated in the L/C, the bank, in the normal course of events, releases the funds under the terms of the L/C.

The ship, without it is by now paid for, but non-existent cargo, leaves port. It should not of course reach its destination, because should it do so, the missing cargo would lead immediately to the discovery of the fraud. To avoid this eventually, the ship is deliberately scuttled in a suitable location, so as to remove the evidence of the non-existent shipment beyond any prospect of subsequent investigation.

The ship-owner enters an insurance claim on his hull underwriters and he also receives a share of the proceeds from the letter of credit from exporter, leaving the hapless buyer to pursue an insurance claim for loss/non-delivery of his cargo. Scuttling the ship is the act of deliberately sinking it by allowing water to flow into the hull.

There are several ways to scuttle a ship like including valves and hatches that open in the sea, use explosives that would create holes in the hull and so on. It is done for several reasons like disposing an old vessel or ship, an act of self-destruction to save it from foes and enemies, obstruct a channel or harbour or to endow with an artificial reef for divers and mariners .

Recently there has been a phenomenon where the owners of the ships themselves scuttled the ship for various reasons. It was called as scuttling fraud. By this they were able to claim insurance for the hull and the cargo.

The scenario when vessels become casualty due to it being deliberately sunk has been titled as the “Rust Bucket” fraud or better known as “Scuttling” fraud. Research has revealed that with a few notable exceptions, it is usually the ship-owners who commit these crimes. These ship owners are easily identifiable as they fall in a peculiar category that can be easily identified and pinpointed. Scuttling fraud is a fraud that is mostly aimed at the hull and its insurers alone, or sometimes against both hull and cargo.

This fraud is committed in a situation wherein a ship has completed or is about to complete its economic life, but prior to commission of this crime certain important factors have to be taken into consideration like the age of the ship, its condition and the prevailing freight market.

There is no dearth of men who are prepared to scuttle ships, obviously at a price-this fact is quite popular amongst those who have been a victim of this fraud i.e. those who have suffered loss due to this type of fraud , as also those whose task it is to investigate these types of suspicious losses.

It has been observed that those who perpetuate this type of fraud like a deceitful owner may commit this fraud by either paying his own crew a sum to scuttle the ship during the course of a journey, or alternatively may employ a different crew, whose sole mission will be to sink the vessel in the course of a voyage, fictitious or otherwise.

In the oceans there are deeps or trenches whose floor is far beyond the reach of divers by ordinary means, as divers can operate effectively or moderately effectively only at relatively shallow depths of ocean.

The crew who is planning to scuttle a ship will usually settle the ship in question in such areas which is not easily accessible or is absolutely inaccessible to divers, but if for some reason they are unable to do so than the next course adopted by them is to falsify the ship's actual position in the casualty report. Whatever tactics may be adopted to scuttle a ship, once a ship is scuttled and thereby destroyed the ship will be beyond investigation.

When the ship is intentionally sunk perhaps by use of explosives or some other technique, it can be said that the ship in question has been "scuttled". The most common technique employed to destroy a vessel is blowing up the targeted vessel by using explosives. One more equally effective and just as difficult to prove method, which is usually employed to scuttle ships, are those instances where ships are intentionally destroyed by use of arson.

A major benefit to criminals in instances where ships are intentionally destroyed by use of arson is that the ship in question need not even be at ocean, but the most important prerequisite in such cases is that the port in which the supposed accident occurs has no competent fire fighters. The criminal activity can therefore be effectively concealed, as in such situation a violent enough fire will often destroy proof that the vessel in question has been deliberately destroyed by arson, as will also destroy the proof of origin of the supposed fire.

From what has been mentioned above we can say that there are certain preconditions for a victorious scuttling fraud namely:

- (a) There should be a vessel that is subject to an insurance policy,
- (b) There should be men ready and willing to destroy the vessel (obviously at a price!) and
- (c) Last but not the least a deceitful owner.

Once the above precondition is fulfilled it is a very simple task to scuttle vessels by using any of the abovementioned methods.

The next logical question that arises in one's mind is how can one possibly identify a potentially defrauding, deceitful ship owner? This question is certainly very important and significant, particularly to insurance and cargo interests, so that they will be able to detect these species and or categories of frauds as also owners/persons committing these fraud. Researchers on the basis of in depth study and analysis of casualties, wherein vessels have been known or suspected to have been intentionally scuttled have noted that with the certain notable exception the scuttled vessels are the mostly property of very small operators and they sail mostly under a flag of convenience.

From what is stated aforesaid one can draw up the requirements or a blue plan of a successful scuttling fraud:

- 1] First requirement is to be able to identify or pinpoint a vessel not less than 15 years old,
- 2] Second requirement is that such vessel should be owned by a one ship company,
- 3] Third requirement is that such a one ship company should be situated or registered in a tax haven country,
- 4] Fourth requirement is that the vessel in question should be sailing under a flag of convenience and
- 5] Lastly crew of the vessel should be Greek, Asian or Oriental crew.

Having suggested a typical case of scuttling fraud drawn from past experience, one must not lose sight of the possibility and or the certainty of the existence of much wider spread of crimes involving destruction of vessels. For past 30 years or more frauds of massive nature have been perpetrated all through the world and many of them have had maritime links.

PHANTOM SHIP FRAUD:-

This type of maritime Fraud is known as Ghost ship fraud or paint brush piracy. The vessel takes cargo and never reaches final designated destination, but goes some where else (may we some of the war lord countries) with changed identity . The peculiarities of such vessels are as follows:-

- 1) Vessel is operating on fake certificates.
- 2) Vessel is operated by mafias.
- 3) She takes cargo and disappears.

checking, only to find that the alleged carrying vessels either does not exist or was loading at some other port at the relevant time.

Documentary Frauds

This type of fraud involves the sale and purchase of goods on documentary credit terms and some or all of the documents specified by the buyer to be presented by the seller to the bank in order to receive payment, are forged. Bankers pay against documents. The forged documents attempt to cover up the fact that the goods actually do not exist or that they are not of the quality ordered by the buyer. When the unfortunate purchaser of the goods belatedly realizes that no goods are arriving, he starts checking, only to find that the alleged carrying vessels either does not exist or was loading at some other port at the relevant time. Banks deal with documents and not in the goods covered by them. A bank which accepts under a letter of credit a set of documents which appear to be regular on their face, is not liable to its principal if the documents turn out to be forged or to contain false statements. Thus a confirming bank is entitled to obtain reimbursement against such documents from the issuing bank and the issuing bank is entitled to obtain payment against them from the buyer. Thus the loss is usually borne by the buyer.

It is precisely to discourage the activities of fraudsters relating to export cargoes that GIC evolved the ship approval system. This has been extended to full load import cargo also. The vessels usually employed by fraudsters are:

- Vessels flying a flag of convenience
- Vessels over 15 or 20 years of age
- Usually small sized ships of 7000 to 10000 GRT
- Vessels having changed their names and owners a few months before the last voyage.

Cargo Thefts

There are several variations in the modus operandi of cargo thefts. In a typical example, the vessel, having loaded a cargo, deviates from its route and puts it into a port of convenience. Such ports are Tripoli, Beirut, Lamina, Joanie, Raps Slate and others along the coasts of Greece, Lebanon and Syria. The cargo may be discharged and stowed on the quayside or in a more sophisticated manner. Such an act is often accompanied by a change of the vessel's name or a subsequent scuttling in order to hide the evidence of theft. The whole process of investigation is proved difficult as by the time the loss is known the cargo disappears and the actual recovery of goods is unlikely. The owners of these ships are "paper companies" set up a few days prior to the operation. (Indian ports, highways, warehouses are also reporting incidences of cargo thefts.)

Fraud related to Chartering of vessels:-

This is also known as "Charter-party fraud". Establishing a chartering company required a modest initial financial commitment and is usually subject to little

regulation. In depressed conditions of shipping market, there is no have demand on tonnage and owners anxious to avoid laying up their vessels are tempted to charter them to unknown companies without demanding any substantial financial guarantee for the performance of the charter contract.

The fraudulent chartered can turn this situation to his advantage. Having chartered a vessel from an unsuspecting owner, the chartered canvasses for cargo, knowing that in a depressed economy, shippers will be willing to cut corners in the hope of reducing transport costs and thus saving on freight so that their goods can be more attractively priced the charterer offers low freight rates on pre-paid basis. He can afford to do that, as he has no intention of completing the voyage.

Soon, after the vessel sails from the port, the chartered disappears. He may have paid his first month's hire or he might not have paid any hire charges as are due from him. Meanwhile the ship-owner may find himself with substantial bills to meet from port authorities along with the ship's route as well as for crew's wages and for provisioning the ship. Worse, the ship owner may find that his ship, not having delivered the cargo to the consignees, has been arrested and this leads to protracted and expensive legal wrangle.

In order to get their goods to destination, shippers may agree to pay a freight surcharges or they will agree to a diversion and a sale of the goods to cover costs and then state the export process all over again. Sometimes, when no such compromise can be reached, the ship owner will instruct the master to divert his ship and sell the cargo wherever he can, and this become as much of a criminal as the charterer.

Protect Your Business:-

Any business that has motor vehicle operations should carefully consider a security program to protect trucks, trailers, employees, and cargoes. According to freight watch India is high risk zone and cargo and vehicles pilferage is quite substantial .

The loss of the vehicle itself is only a faction of the cost. When cargo is stolen, companies face business interruptions, parts shortages, angry customers, revenue loss, and higher insurance premiums. **Cargo theft takes an even greater toll**, accounting for as much as thousand of crores in direct merchandise losses each year in India. Violent hijackings create traumatizing of employees, injured, or worse during the crime.

Many such losses can be prevented if management and operators implement some basic security measures to make vehicles less vulnerable or desirable to thieves, and easier to recover if they are stolen. We recommends that every well-designed vehicle security plan have **four stages of protection** that cover the vehicles, trailers, and drivers: common sense, warning and anti-theft devices, immobilizing devices,

and tracking devices.

Stage 1: Common Sense Measures

Basic security measure can usually prevent crimes of opportunity or stop unsophisticated thieves. The **simplest theft deterrent** is to shut off the engine, remove the ignition key, close the windows, and lock the doors anytime the vehicle is left unattended, even if it is “just for a moment”. Other common sense tips:

- Do not hide spare keys in or under the vehicle.
- **Never put an identification tag** on a vehicle key ring that directly identifies the vehicle. A lost key ring can lead a thief right to the vehicle.
- Park safely. Park in an attended lot whenever possible. If this is not practical, choose a well-lighted and fenced lot, or a busy area that is clearly visible from the street.
- Do not leave windows “cracked” for ventilation. Thieves have tools that can unlock vehicles through a minimal open space.
- Forbid unauthorized passengers, especially hitchhikers.
- Install **locking cargo doors** on trailers and keep them locked.
- Make high-value cargo less accessible to theft by placing it in the front of the trailer with normal cargo in back.
- Use king-pins locks on parked trailers to prevent coupling with tractor or other vehicle.

Instruct operators how to drive safely:

- Keep doors locked and windows closed, especially when stopped in traffic or at traffic lights.
- When stopped in traffic, always leave enough room to make an emergency escape.
- **Carefully plan vehicle routing** and restrict travel to major roads whenever possible. Avoid lightly-traveled streets, especially after dark.
- Instruct drivers not to deviate from the route and avoid unnecessary stops. Choose eating and rest areas with security in mind.
- Keep motor equipment in good repair to avoid breakdowns. Drivers should not let fuel tanks get below one-quarter full.
- **Be wary of persons** indicating there is something wrong with a vehicle, asking for directions (especially in parking areas), or attempting to flag them down. Ensure drivers carry radios or cell phones so they can remain in the vehicle and summon help.

STAGE 2: Warning and Anti-Theft Devices

Vehicle security alarm systems and anti-theft devices include detectors, **audible alarms**, **steering wheel locks**, and theft deterrent decals, stoppage of engines. These deter or discourage thieves, and alert others of forced entry into the truck. Some systems are quite sophisticated and will even send an automatic alert to a central station or pager if a vehicle is moved without authorization. Such systems, however, only buy time and will not prevent a determined thief from stealing the vehicle. Transducer placing with cargo can help to track the cargo.

Consequently, alarm and anti-theft systems should always be used in combination with other prevention measures.

Stage 3: Immobilizing Devices

Vehicle immobilizer systems prevent thieves from taking the truck under its own power by disabling vital automotive functions and preventing the engine from being restarted until a hidden switch is activated. Other types, such as fuel cut-off devices, allow the vehicle to operate a short time and then stall out. Disabled vehicles, however, can still be towed away, making the fourth stage of security necessary.

Stage 4: Tracking Devices

The final stage of security is a tracking device that enables owners or the police to track the location of the vehicle and recover it faster with less damage or loss of cargo. Most systems now use Global Positioning System (GPS), which sends vehicle information (such as speed, direction of travel, or location) to a remote user. Police can simply follow the signal emitted by the tracking system or view vehicle position on an electronic map. When coupled with an automatic alert system to a central station, tracking devices have been known to lead police to stolen high-value cargo trailers before they could be towed even a few miles away. GPS is also used by fleet operators to assist in routing, dispatch, and monitoring driver behavior, but can double as theft prevention and a retrieval device.

Summary

Professional vehicle-theft rackets are cunning and skilled, but implementing stage 1 security basics may persuade them to move to easier targets. Stage 2 and 3 precautions will discourage crimes of opportunity or less sophisticated thieves, and buy time if a pro is involved. Stage 4 tracking devices can assist in implementing Stage 1 security measures, such as safer routing and driver monitoring, and may help in the faster recovery of stolen vehicles or cargo. Businesses cannot afford the cost and disruption of vehicle and cargo theft. The four-staged vehicle security program is an investment well worth investigating.





ADDRESSES OF TRANSOCEAN

TRANSOCEAN

ADDRESS	TELEPHONE	PERSONNEL	CELL NUMBERS	E MAIL ID
713,7 th floor,vindhya commercial complex,CBD Belapur,Navi Mumbai 400614	27562013 27578337	A.M.Gawarikar Varun Gawarikar Dyaneshvar Duraphe	9820338650 9833910066 9892685074	mumbai@transmgsa.com va- run.gawarikar@transmgsa.com mumbai@transmgsa.com
Room no.11 & 17,3 rd floor & 4 th floor Dholi Bhavan,9/11 Garibdas street,Mumbai 400003	23437534 23434707	Bharat Sohoni	9967937168	mumbai@transmgsa.com
Saraswati Sandan Vasant chowk Bhadra Ahmadabad	079 25507728 079 25506494 (F)	Bharat Gawarikar Parshuram Kanade	09925010987 09825607068	abadoffice@transmgsa.com kanadetrans@gmail.com

TRANSOCEAN MARINE & GENERAL SURVEY AGENCIES

713,VINDHYA COMMERCIAL COMPLEX
SECTOR 11,CBD BELAPUR
NEAR UTI BUILDING
NAVI MUMBAI
400604

mumbai@transmgsa.com

Tel: 27562013 ,27578337

INTEGRITY ,KNOLEDGE AND EXPERIENCE



We have given umbrella policy for 5 million Dollars. It is misunderstood as comprehensive policy covering all types of losses. It covers only consignments of umbrellas up to 5

Disclaimer : This technical bulletin on cargo thefts and maritime frauds is compiled by us based on our own experience, own research and knowledge and reading about subject matter and should only be used for reference rather than taking as legal advice for particular case or used for any other purpose.