

IUMI 2009

Loss Prevention Workshop

The correct strategic planning approach for project cargo

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Wednesday, September 16th 2009 Bruges, Belgium



Agenda

- Siemens Transportation Quality Assurance
- Method Statement
- Surveys
- Shipping Sketch
- Examples



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Siemens Transportation Quality Assurance

- Declaration of all high-value shipments.
- Survey of a large numbers of heavy lift shipments at various stations
- Assignment of selected surveyors for Risk Consulting and Risk Monitoring during the operation
- The forwarder and or Shipping Line has to prepare a Method Statement



reserved.

Method Statement

A written document laying out the work procedures and sequence of operations in order to assure occupational health and safety. It results from the risk assessment carried out for the task or operation in question and the control measures identified. If the risk is low, a verbal statement may be sufficient.



Method Statement

Method Statements describe the individual steps involved in pre-carriage, main carriage and on-carriage in surface transportation (by road, rail or inland waterway), ocean and air transportation as well as set down on the foundations under consideration of the risks involved and resulting actions for minimizing these risks.



Method Statement

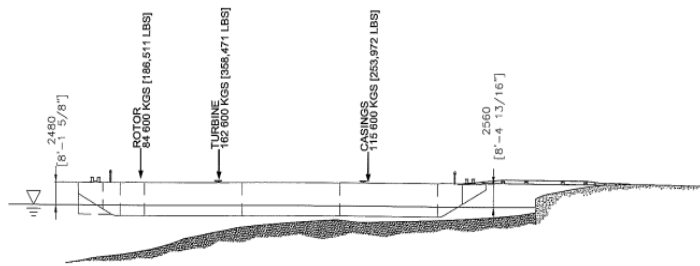
- Written documentation of all handling processes with the cargo
- Written detailed documentation about the sequence of all following steps.
- Risk assessment
- Risk controlling if the risk level is middle or high => SURVEY!
- Controlling and accepting the Method Statement by Siemens transportation engineers or external consultancy (insurance or independent experts)



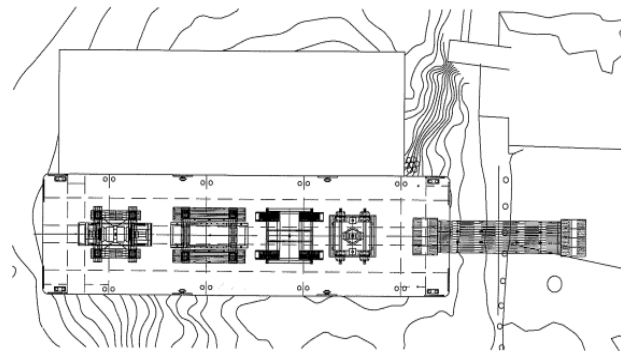
Method Statement

- Safety instructions on the spot
- Any changes during the operations has to announced to the surveyor and he has to decide if a new MS is necessary of if the operation can be continued

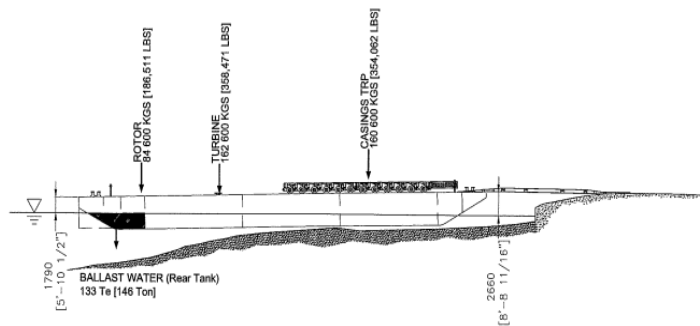




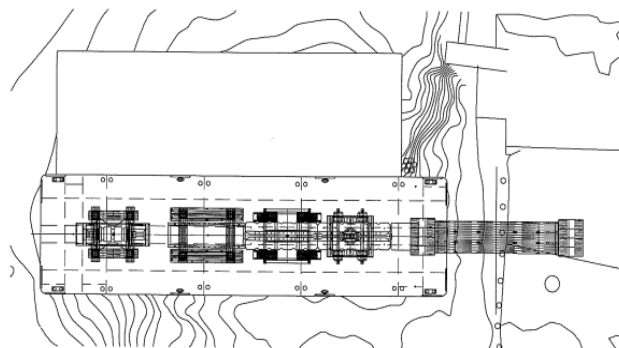
ELEVATION - LOADED



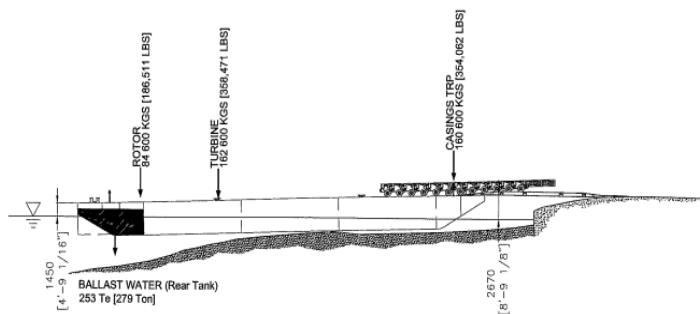
PLAN VIEW - LOADED



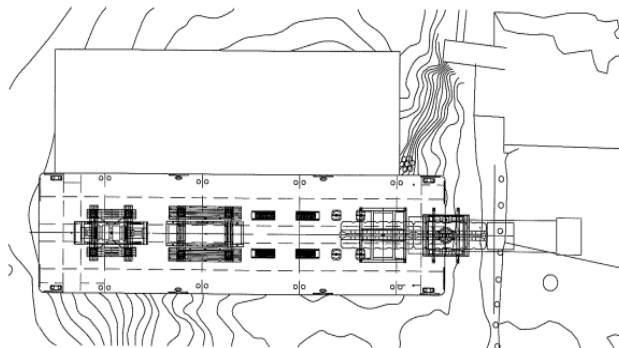
ELEVATION - TRAILER UNDER CASINGS



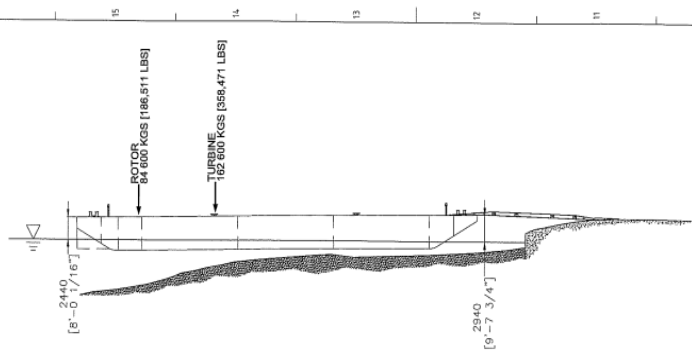
PLAN VIEW - TRAILER UNDER CASING



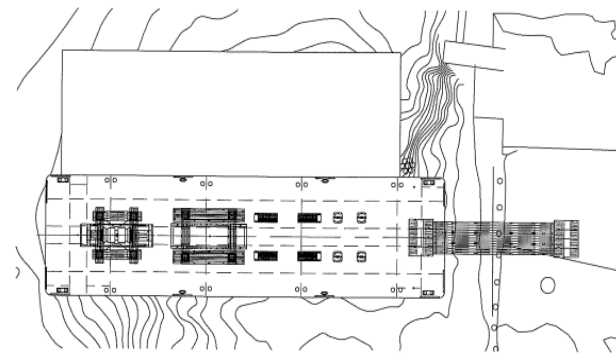
ELEVATION - ROLLING OFF



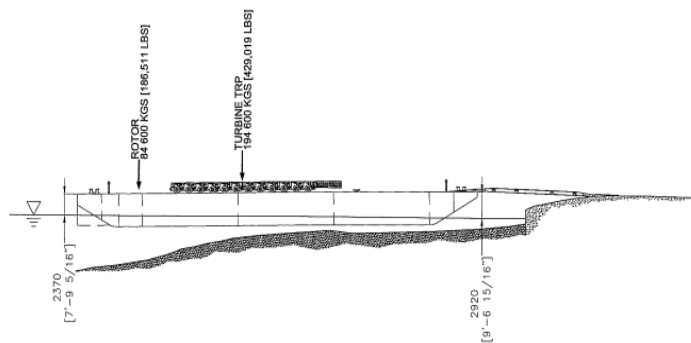
PLAN VIEW - ROLLING OFF



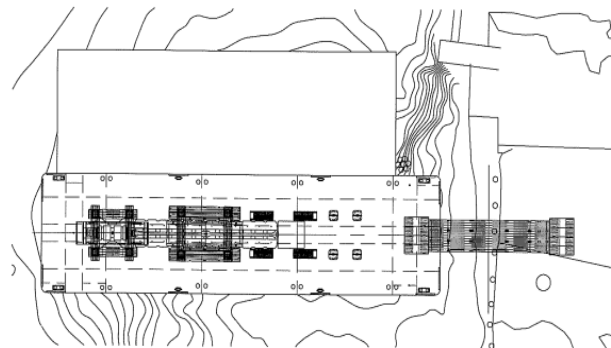
ELEVATION - LOADED



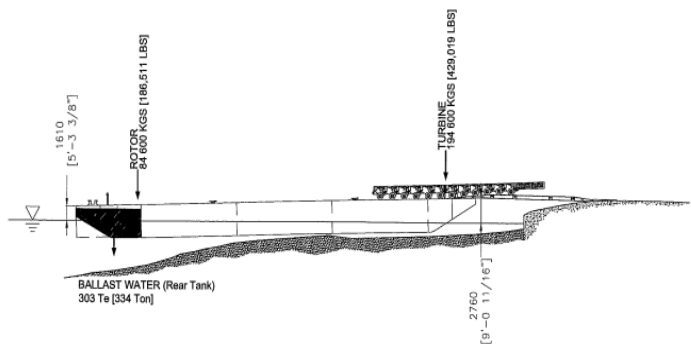
PLAN VIEW - LOADED



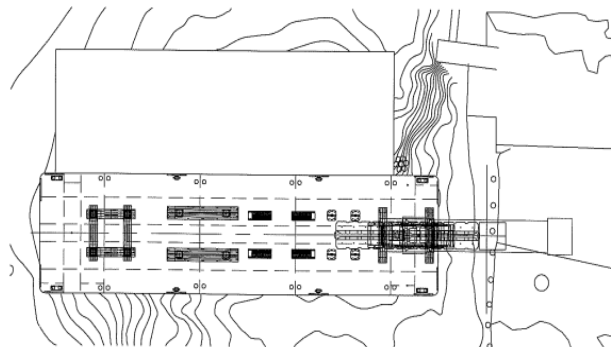
ELEVATION - TRAILER UNDER TURBINE



PLAN VIEW - TRAILER UNDER TURBINE



ELEVATION - ROLLING OFF



PLAN VIEW - ROLLING OFF



Surveys

- Basically Siemens has to declare all shipments above a specific value; the insurance decides case to case if a survey is necessary or not
- Siemens has to declare all shipments with transformers bigger than a specific output
- Internally Siemens decides in some business units to survey **all** movements of cargo > 50 ton!.

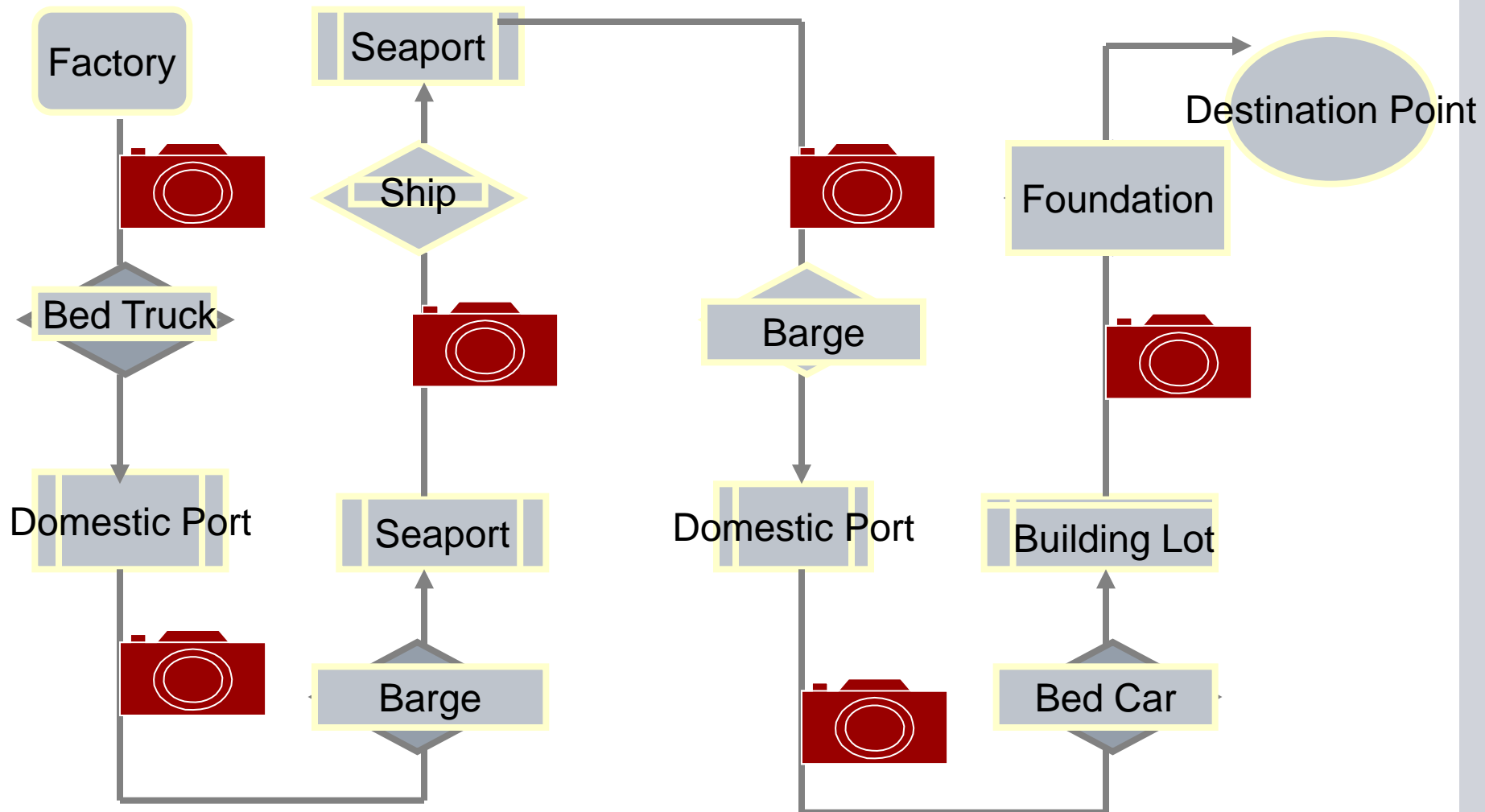


Surveys

- The surveys are carried out on the base of the method statement. If unplanned problems happened and major changes are necessary the operation has to be stopped by the surveyor, a new MS has to be prepared and this has to be released by an Siemens authorized expert
- Minor changes can be accepted by the surveyor (Management of Change).



13.2 Risk Management: Surveillance of transport chain









SIEMENS

POWER

hart - Berls

SIEMENS



2/2-9

2/2-9



Unknown Surveyors



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Unknown Surveyors



Shipping “Sketch”

1 max. Dimensions (Length, Width, High)

2 Weight

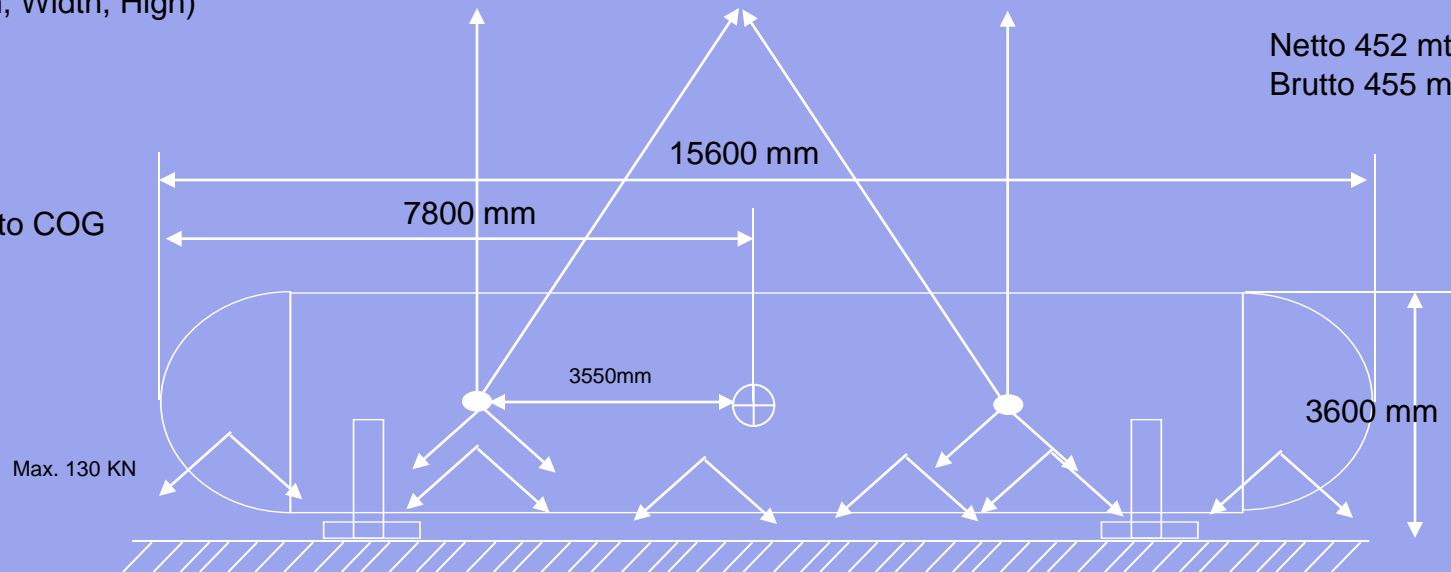
3 Position COG

4 Lifting Lugs incl distance to COG

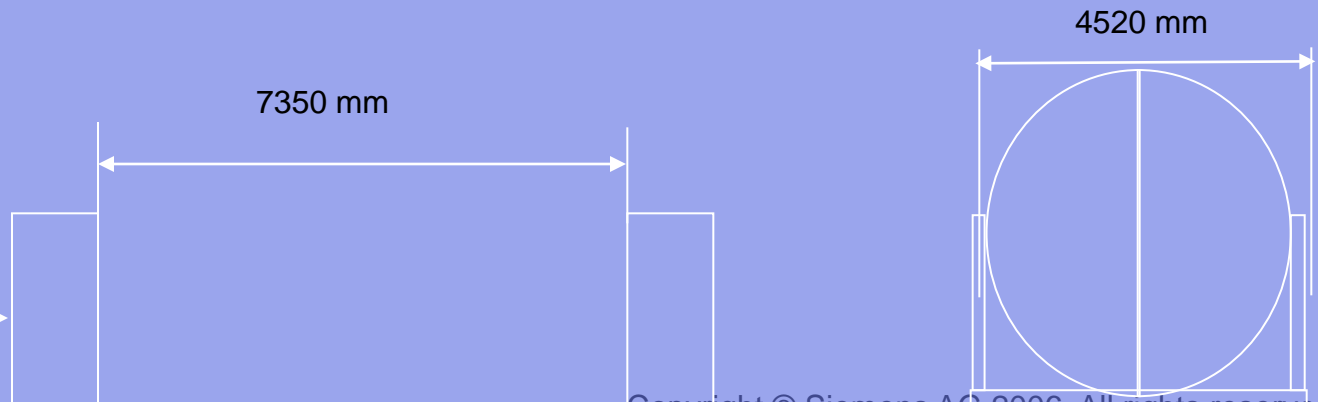
5 Footprint

6 Lashing Points

Netto 452 mt
Brutto 455 mt



4250 mm x
1850 mm = 7,86 m²
227,5 To = 28,94 to/m²



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from  Berlin

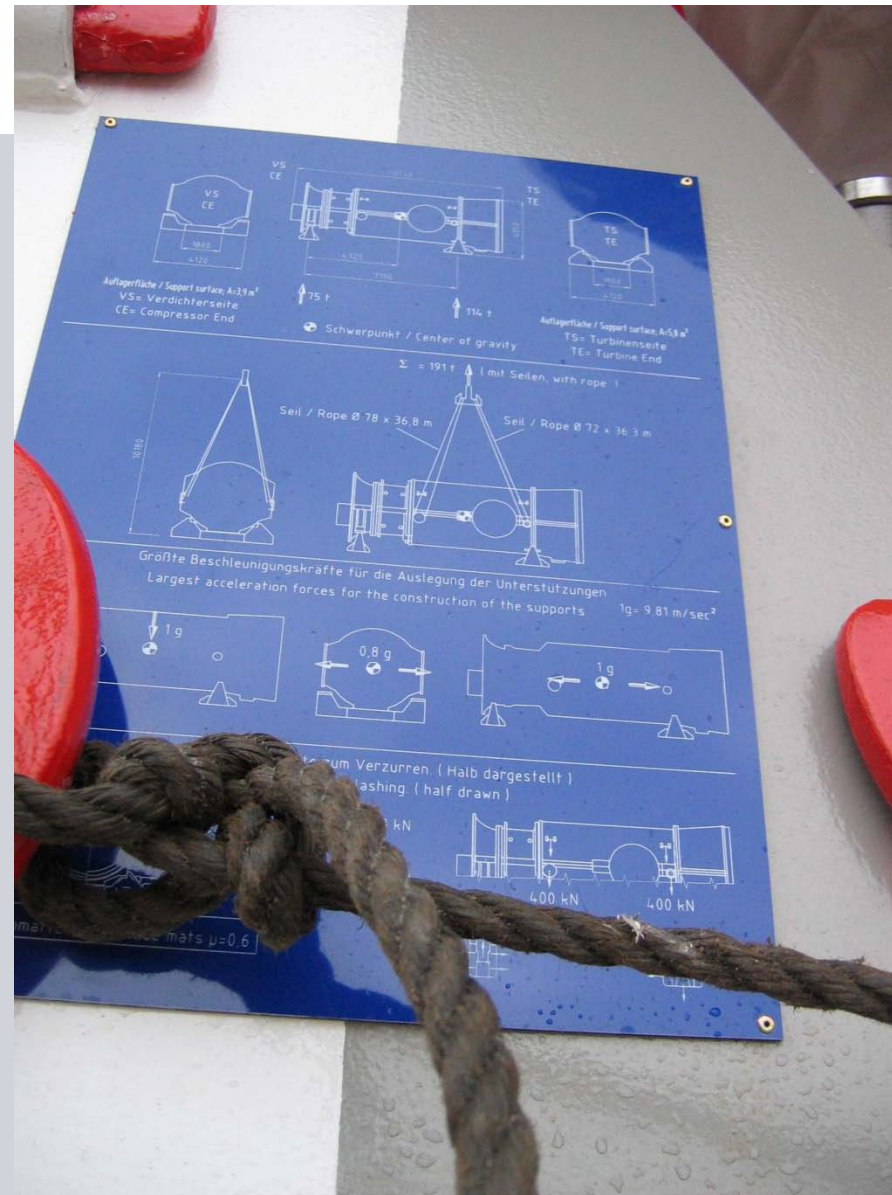
Technical diagram with text:
1. Mast
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SCHEERLE

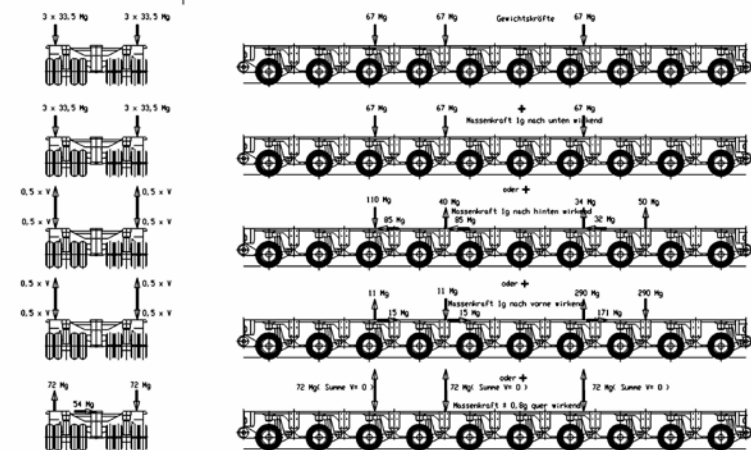
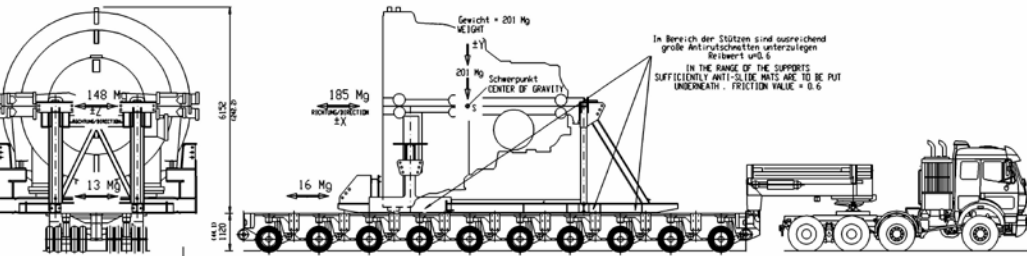
LOGISTICS

moonway

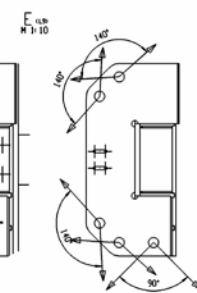
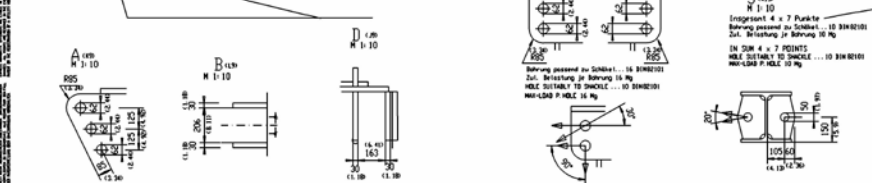
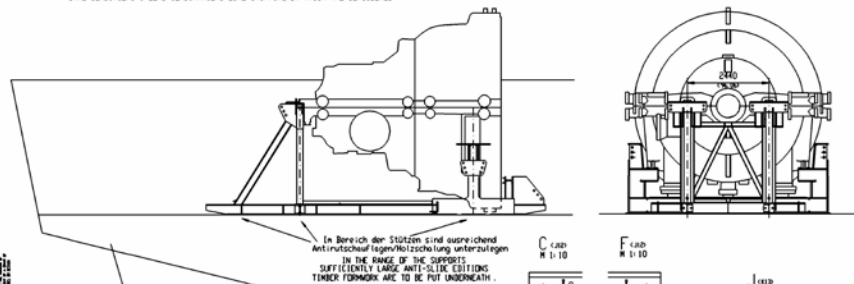
Drawings



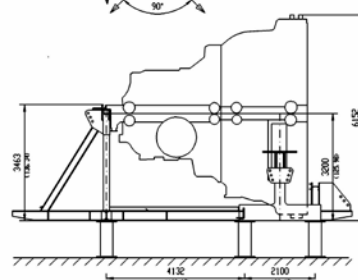
Auflagerdrucke beim Transport mit LKW die beim Transportschlitten berücksichtigt sind.
CONSIDERED CONTACT LOADS WITH THE TRANSPORTATION FRAMEWORK/SHIPPING BY TRUCK



Auflagerdrucke beim Transport mit dem Schiff, die beim Transportschlitten berücksichtigt sind.
CONSIDERED CONTACT LOADS WITH THE TRANSPORTATION FRAMEWORK / SHIP-TRANSPORTATION
(Es sind die gleichen Werte wie beim Transport mit LKW und in der gleichen Kombination angesetzt.)
(SAME CONDITIONS & LOAD-COMBINATIONS LIKE SHIPPING BY TRUCK ARE CONSIDERED)



Turbine mit Schlitten auf Böcken abgestellt.
TURBINE WITH STEEL SKID PLACED ON SUPPORTS

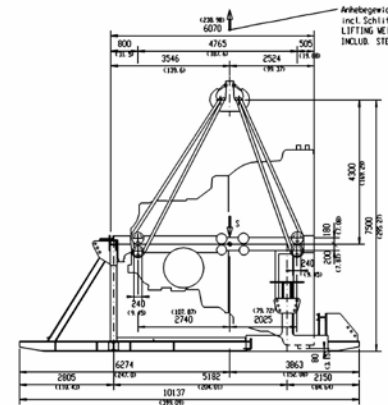
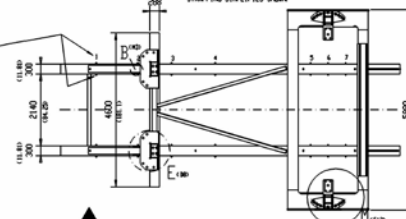


LASCHPUNKTE/LASHING POINTS

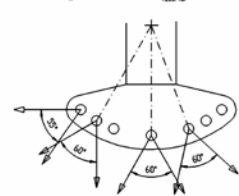
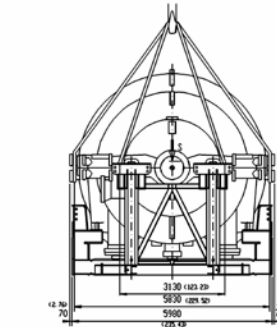
SEE DETAILS A - M



Abmessungen vereinfacht dargestellt
STRAPPING SIMPLIFIES DRAWING



Anhebegegewicht= 201 Mg = 443130 lbs = 222 short ton
 incl. Schlitten / ohne Seile
 LIFTING WEIGHT= 201 Mg = 443130 lbs = 222 short ton
 INCLUB. STEEL SKID / WITHOUT ROPES



Achtung / ATTENTION

LASCHPUNKTE - LASHING POINTS

SIEHE EINZELHEITEN - DETAILS : A -> M

POSSIBLE SITUATION OF THE REMOVING DIRECTION IN THE SHEET METAL LEVEL
TRANSVERSE TO THE SHEET METAL LEVEL THE DEVIATION IS LIMITED TO $\pm 3^\circ$

RICHTUNG DIRECTION	MAX. ZUL. TRANSPORTLASTEN BESCHLEUNIGUNGSWERTE MAX. SHIPPING LOADS (g) ACCELERATIONS lg = 9.81 m/s
X	1.0 g
Y	1.0 g
Z	0.8 g

Hinweis

Die Seile für das Anheben auf der Baustelle sind in Baugruppe Nr. 014250 angegeben.

Seite für den Versand nicht mitgeliefert.

Alle Gewichte in Megagramm und lbs.
Alle Maße in Millimeter und (Zoll).

NOTE

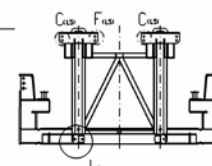
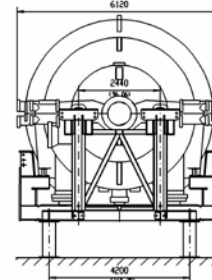
ROPE'S FOR LIFTING ON SITE ARE ORDERED

WITH DESIGN GRP. NO. 014250.

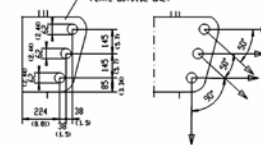
ROPES FOR SHIPPING ARE NOT DELIVERED.

ALL WEIGHTS IN MEGAGRAM AND IN POUNDS

ALL DIMENSIONS IN MILLIMETER AND (INCHES).

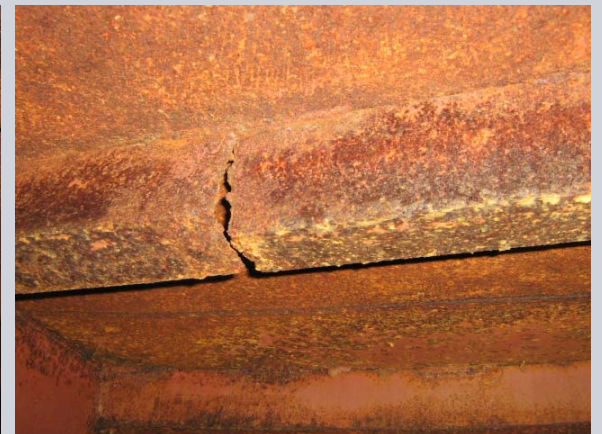

$$L_{\text{ср}} = 10$$

Blech nur an der Außenseite
PLATE MUST BE OUT



DATE		TIME		ADDRESS/STATION/SECTION OF CHARGE		T - 10573	
OFFICER		SUBJECT		CHARGE		T - 10573	
TAHADDART							
REASON FOR STOP		DATE		TIME		OFFICER	
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3. 10/10/88		10/10/88		10:30		T - 10573	
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Example Barge Operation (RoRo)



Old Ships







Future Challenges

- high value cargo of several projects on one ship to keep the freight cost low
- the value of the heavy lifts getting much higher
- new projects in „difficult“ countries
 - conflict areas e.g. Iraq or Afghanistan
 - economical not adapted counties e.g. Algeria and Libya
- enhanced risk of natural hazards
- piracy activity (around the world)
 - the voyage time will take longer
 - extra insurance premium
- the new design of the main components are always getting bigger, heavier and it more complicated to transport this cargo on any roads with limited space!

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