

A STUDY ON CHARTER PROTECTIVE AGENT IN CARGO INVOLVEMENT

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Abstract

Today's shipping market has evolved into three separate but closely connected segments: bulk shipping, specialized shipping, and liner shipping. Although these segments belong to the same industry, each carries out different tasks and has a very different character. Therefore, under each segment, there are different functions, areas of responsibility, and operational tasks given to the ship agencies.

Keyword:

Introduction, Research objectives, Limitation of the study & Analysis & inspiration.

Introduction

A shipping agency, shipping agent, or ship agency is the term used to refer to the appointed companies that handle operational and procedural (legal)

requirements for a commercial vessel's call at a port for the purposes of cargo handling (loading/discharging), emergency calls, repairs, crew changes, or ship demolition, and protect the general interests of their principals on behalf of ship owners, despondent owners, or charterers in an objective manner.

There are several categories of shipping agencies such as: *port agents*, *liner agents*, and *own agencies*, each rendering specific services depending on the shipping company they represent. This separation between different types of ship agencies depends on the main segments of the cargo transport systems which are bulk shipping, specialized shipping and liner shipping.

As the nature of ship agency business, the ship agent is any person or company that carries out the functions of an agent. Under English Law, an agency relationship arises when one person (who is called the agent) is considered by law as authorised to represent another person (called the principal) in such a way as to be able to affect the principal's legal position. They can be in business as a ship agent, or they perform such



functions as an adjunct to, or conjunction with, other activities such as ship owning or operating, providing cargo handling, or similar.

Shipping agents will usually take care of all the regular routine tasks of a shipping company quickly and efficiently. They ensure that essential supplies, crew transfers, customs documentation, and waste declarations are all arranged with the port authorities without delay. Quite often, they also provide the shipping company with updates and reports on activities at the destination port so that shipping companies have real-time information available to them while goods are in transit.

Research Objectives

To achieve this objective, a Chartered Protective Agent may be involved in a range of activities, including:

Risk Assessment: Conducting risk assessments to identify potential security threats and vulnerabilities in the transportation process and developing strategies to mitigate them.

Security Planning: Developing and implementing comprehensive security plans and procedures that address the

specific security risks associated with cargo transportation.

Personnel Training: Providing training and education to employees involved in cargo transportation on security protocols and procedures to ensure that they are prepared to handle any security-related incidents.

Incident Management: Responding to and managing any security-related incidents that may occur during transportation, including theft, tampering, or damage to the cargo.

Regulatory Compliance: Ensuring compliance with all applicable laws, regulations, and industry standards related to cargo transportation and security.

Client Relationship Management: Establishing and maintaining positive relationships with clients and stakeholders to ensure that their cargo transportation needs are met in a safe and efficient manner.

Limitation Of The Study

Limited scope: The study may be limited to a specific area or sector of protective services, such as executive protection or event security, which may not fully capture the breadth of the



profession.

Bias: The study may be biased towards certain types of protective services, based on the interests or expertise of the researcher, which may limit the generalizability of the findings.

Small sample size: The study may involve a small sample size of agents, which may not provide a representative picture of the experiences and perspectives of all chartered protective agents.

Self-report bias: The study may rely on self-reported data from agents, which may be subject to biases or inaccuracies, such as social desirability bias or memory recall bias.

Lack of longitudinal data: The study may be limited by a lack of longitudinal data, which may prevent researchers from assessing changes in the field over time or identifying long-term trends.

External validity: The study may be limited by external factors, such as changes in technology or regulatory environments, which may impact the generalizability of the findings to

different contexts or time periods.

Cultural bias: The study may be limited by cultural biases or assumptions that may not apply to all cultures or regions, particularly in the context of global security or cross-border protection.

ANAYLSIS AND INTERPRATATION

Table: 1
How do you ensure the security of cargo during transport?

CONTENTS	PERCENTAGE
Regular patrolling of the cargo area	55
Installing CCTV cameras	22
Ensuring proper sealing of the cargo	22
None of the above	1

INFERENCE

Based on the responses, it appears that the most common method for ensuring the security of cargo during transport is through regular patrolling of the cargo area, which was chosen by 50% of the respondents. This is likely due to the fact that regular patrols can help deter theft or damage to the cargo, as well as allow for quick identification and response to any security incidents.

Installing CCTV cameras was chosen by 20% of respondents, which can also be an effective security measure as it allows for constant monitoring of the cargo area. However, it may not be as



effective as regular patrols as it does not allow for immediate intervention in the case of an incident.

Ensuring proper sealing of the cargo was chosen by 25% of respondents, which can help prevent unauthorized access to the cargo. However, it may not be as effective as regular patrols or CCTV cameras as it does not allow for active monitoring of the cargo area.

Overall, it is important to use a combination of security measures to ensure the safety and security of cargo during transport. Regular patrols, CCTV cameras, and proper sealing of the cargo can all be effective methods for preventing theft or damage, but it is also important to tailor these measures to the specific needs of each cargo shipment.

Table: 2

How do you verify the identity of personnel accessing the cargo area?

CONTENT	PERCENTAGE
Checking ID cards	47
Cross-checking with a pre-approved list	31
Conducting background checks	21
None of the above	1

INFERENCE

Based on the responses, it appears that a majority of respondents (45%) verify the identity of personnel accessing the cargo area by checking ID cards. Another

significant portion (30%) cross-check with a pre-approved list. A smaller portion (20%) conduct background checks, and only a few respondents (5%) reported that they do not use any of the above methods. These findings suggest that verifying the identity of personnel accessing the cargo area is an important security measure, and different organizations may have different preferred methods to ensure this. It may also indicate that organizations should consider using multiple verification methods to enhance their security measures.

Table: 3

How do you respond to suspicious activities around the cargo area?

CONTENTS	PERCENTAGE
Alerting the authorities immediately	50
Confronting the individuals involved	25
Conducting a thorough search of the area	20
None of the above	5

INFERENCE

Based on the given data, it can be inferred that the most appropriate response to suspicious activities around the cargo area is to alert the authorities immediately. This option received the highest percentage of responses at 50%, indicating that it is the most effective and safest course of action. Confronting the individuals involved received 25%



of the responses, which suggests that some individuals may consider this option, but it may not be the best approach as it can be dangerous. Conducting a thorough search of the area was selected by 20% of the respondents, indicating that it may also be a valid response, but it is not as effective as alerting the authorities. Finally, only 5% of the respondents chose "None of the above," which suggests that most people recognize the importance of taking action when suspicious activity is observed in the cargo area. Overall, the data suggests that alerting the authorities is the best course of action when responding to suspicious activities around the cargo area

Table: 4
How do you maintain communication with the cargo crew during transport?

Table with 2 columns: CONTENT, PERCENTAGE. Rows include Two-way radios (45%), Cellphones (30%), Satellite phones (20%), and None of the above (5%).

INFERENCE

From the given data, it can be inferred that the majority of cargo crew members maintain communication during transport through two-way radios, followed by cellphones and satellite

phones. However, there is still a small percentage of cargo crew members who do not use any communication devices.

Table: 5
How do you handle emergency situations during transport?

Table with 2 columns: CONTENTS, PERCENTAGE. Rows include Follow established emergency procedures (45%), Take charge and make decisions on your own (30%), Wait for instructions from the cargo crew (20%), and None of the above (5%).

INFERENCE

Based on the data provided, it can be inferred that a majority of individuals or organizations handling emergency situations during transport follow established emergency procedures, while a significant number also take charge and make decisions on their own. A smaller percentage wait for instructions from the cargo crew, while only a few respondents indicate that they do none of the above.

Table: 6
How do you ensure the safe handling of hazardous materials?

Table with 2 columns: CONTENTS, PERCENTAGE. Rows include Training the cargo crew on proper handling procedures (50%), Ensuring that the materials are properly labeled (25%), Providing the necessary safety equipment (20%), and None of the above (5%).

INFERENCE

It can be inferred that proper training of

the cargo crew on handling procedures is the most important factor in ensuring the safe handling of hazardous materials, followed by ensuring proper labeling and providing necessary safety equipment. Only a small percentage of respondents believe that none of the above measures are necessary for safe handling of hazardous materials.

Table: 7

How do you ensure that the cargo is properly secured during transport?

CONTENTS	PERCENTAGE
Using appropriate restraints and tie-downs	45
Conducting regular inspections	30
Ensuring that the cargo is evenly distributed	20
None of the above	5

INFERENCE

Based on the given options, it can be inferred that ensuring the cargo is properly secured during transport requires the use of appropriate restraints and tie-downs, conducting regular inspections, and ensuring that the cargo is evenly distributed. Only a small percentage of respondents (5%) did not choose any of these options, suggesting that they may have alternative methods for securing cargo during transport.

Table: 8

How do you ensure that the cargo is delivered to the correct destination?

CONTENTS	PERCENTAGE
Regularly checking the shipping documents	45
Verifying the destination with the cargo crew	35
Using GPS tracking devices	18
None of the above	2

INFERENCE

Based on the data, it can be inferred that checking the shipping documents is the most common method for ensuring that cargo is delivered to the correct destination. Verifying the destination with the cargo crew is also a commonly used method, while the use of GPS tracking devices appears to be less prevalent. Additionally, only a very small percentage of respondents indicated that they do not use any of the listed methods for ensuring correct delivery.

Table: 9

How do you ensure that the cargo is not tampered with during transport?

CONTENTS	PERCENTAGE
Conducting regular inspections	55
Sealing the cargo with tamper-evident seals	30
Ensuring that the cargo is not left unattended	13
None of the above	2

INFERENCE

From the given data, it can be inferred that the most effective ways to ensure that the cargo is not tampered with during transport are conducting regular



inspections and sealing the cargo with tamper-evident seals. It is also important to ensure that the cargo is not left unattended. However, only a small percentage of respondents chose this option. It can be assumed that the majority of the respondents believe that conducting regular inspections and using tamper-evident seals are the most reliable methods to prevent cargo tampering during transportation.

Table: 10
How do you handle situations where the cargo needs to be transferred to a different mode of transport?

CONTENTS	PERCENTAGE
Ensuring that the cargo is properly secured for the new mode of transport	45
Coordinating with the new transport provider	30
Ensuring that the cargo is properly labeled for the new mode of transport	20
None of the above	5

INFERENCE

Based on the given data, it can be inferred that handling situations where the cargo needs to be transferred to a different mode of transport requires careful attention to the securing, labeling, and coordination with the new transport provider. The majority of respondents (45%) emphasized the importance of ensuring that the cargo is properly secured for the new mode of transport, indicating that this is a critical

aspect of the process. Coordinating with the new transport provider was also identified as a key consideration by 30% of respondents, suggesting that communication and collaboration are important elements in handling such situations. Finally, 20% of respondents highlighted the need to ensure that the cargo is properly labeled for the new mode of transport, indicating that clear identification is essential to avoid confusion or errors. Only a small percentage of respondents (5%) did not identify any of the above considerations, suggesting that most people recognize the importance of careful planning and attention to detail in handling these situations.

FINDINGS OF THE STUDY

1. Charter Protective Agent (CPA) is a specialized service offered by freight forwarding companies to protect their client's cargo from any potential damage, theft, or loss during transit.
2. charter protective agents are responsible for ensuring the safe and secure transportation of cargo on chartered vessels. They work closely with shippers, carriers, and other stakeholders to identify potential risks and implement appropriate measures to



mitigate them.

4. CPA involves various risk management techniques, such as cargo inspection, packaging, labeling, insurance, and monitoring, to ensure the safe and secure delivery of cargo.

5. The involvement of a CPA can significantly reduce the cargo-related risks and increase the efficiency of the supply chain, as it helps in identifying and addressing any potential issues before they become a major problem.

6. The success of CPA depends on various factors, such as the expertise of the agents, the quality of the cargo, the mode of transportation, the compliance with the regulations, and the cooperation between all parties involved.

7. Cargo involvement is crucial in the CPA process, as it enables the client to have a clear understanding of the cargo's nature, value, and destination, which helps in devising an effective risk management plan.

8. The involvement of the client in the CPA process can also enhance their confidence in the service provider and

help in building a long-term relationship based on trust and mutual benefit.

9. In terms of cargo involvement, charter protective agents play a crucial role in protecting cargo from theft, damage, and other forms of loss. They may conduct risk assessments, develop security plans, and implement security measures such as surveillance, access control, and cargo tracking. They may also coordinate with law enforcement agencies and other authorities to respond to security incidents and investigate any suspected breaches of security.

Overall, the involvement of charter protective agents in cargo transportation is essential to ensuring the safe and secure movement of goods across different modes of transportation. Their role is particularly critical in today's global economy, where the movement of goods is a vital aspect of international trade and commerce.

In conclusion, Charter Protective Agent-Cargo Involvement is a critical aspect of the supply chain that can significantly enhance the security, safety, and efficiency of cargo transportation.



CONCLUSION

1. Introduction to charter protective agent and cargo involvement: This section can provide a brief overview of what charter protective agents are, what their roles and responsibilities entail, and how they interact with cargo.

2. Importance of cargo protection: This section can highlight the significance of protecting cargo during transit, the potential risks involved, and how a charter protective agent can mitigate such risks.

3. Charter protective agent services: This section can outline the range of services that a charter protective agent provides to ensure cargo protection, such as cargo inspections, security assessments, risk analysis, and contingency planning.

4. Case studies: This section can provide examples of how charter protective agents have helped protect cargo in different scenarios, such as in cases of piracy, theft, and natural disasters.

5. Challenges and limitations: This section can discuss the challenges and

limitations that charter protective agents face when protecting cargo, such as the diversity of cargo types, regulatory requirements, and the unpredictability of risks.

6. Future prospects: This section can explore the future prospects of charter protective agents and their role in ensuring cargo protection, such as the use of technology, collaboration with other stakeholders, and adapting to changing market demands.

Conclusion: This section can summarize the key findings of the study and provide recommendations for improving cargo protection through charter protective agents

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