

INTERCARGO WARNS OF HEIGHTENED INDONESIAN CARGO

RISKS

Dear Members:

The wet season (October to April) has commenced in Indonesia, and recent heavy rain has resulted in significant congestion at both loading and unloading ports in Asia.

The heavy rainfall increases the risk of nickel ore and other Group A cargoes (i.e. cargoes that may liquefy), as defined by the International Maritime Solid Bulk Cargoes (IMSBC) Code, being shipped with a Moisture Content (MC) above its Transportable Moisture Limit (TML). The transportation of Group A cargoes with a MC above its TML can lead to cargo failure (liquefaction/dynamic separation) with catastrophic results. Additionally, a case has been brought to the INTERCARGO Secretariat's attention, in Indonesia, where nickel ore has been mis-declared as iron ore.

In view of the above, INTERCARGO recommends being especially cautious when accepting cargoes from Indonesia during the wet season and times of heavy rainfall.

Mandatory notification of loading nickel ore

Members are reminded of the mandatory requirement to notify the Club's Managers no later than 7 days prior to loading nickel ore from the Philippines and Indonesia, and related shipper's documentation and certificates should be provided to the Managers as soon as they become available but not less than 24 hours prior to loading. Notification and documentation should be sent to the Club.

The Managers have previously issued various circulars and alerts related to the carriage of nickel ore and other cargoes that have the potential to liquefy.

It is recommended that the available guidance and information is sent to the vessel prior to loading and that the Master confirms receipt and understanding of same. Members are also reminded that the current edition of the IMSBC Code containing the latest amendments and guidance is the 2016 edition which should be available onboard.

Both the shippers and the vessel's Master have responsibilities under the IMSBC Code and Members must endeavor to support the master to the fullest extent in his decisions in order to ensure that only safe cargo is loaded.

Due to very real dangers and potentially disastrous results associated with the liquefaction of nickel ore cargoes where the MC exceeds the TML it is strongly recommended that the services of an experienced cargo surveyor be engaged to ensure that only safe cargo is loaded in accordance with the requirements of the IMSBC Code.