

Circular From NORTH

Date: 21 April 2017

Wet Nickel Ore in the Philippines - Update

Concerns remain regarding the condition of nickel ore cargoes presented for loading at ports in the Philippines due to recent periods of heavy rainfall as reported by North's P&I Correspondents in Manila, PANDIMAN Philippines Inc.

Stockpiles are reported as being left open to the elements and, in some cases, the cargo is not stockpiled and is loaded straight from the mine pits.

North's correspondent reports that the majority of samples that they have sent for independent laboratory analysis have failed. They also report inaccuracies of as much as 10% in the FMP and TML as declared by the shippers. Certificates issued by shippers should also be regarded as unreliable.

North continues to recommend that Members retain an independent laboratory to test any nickel ore cargoes to be loaded in the Philippines so as to ensure that loading is carried out in accordance with the requirements of the IMSBC code. Vessel Masters should also conduct on board checks of nickel ore cargoes presented for loading in the Philippines.

We would take this opportunity to remind Members fixing to load Nickel Ore of their obligation to report this to the Club in accordance with Club [Circular 2012/23](#). We would also draw attention to the Club [Circular 2011/009](#) relating to the safe carriage of nickel ore from the Philippines.

For more information on nickel ore in the Philippines we recommend reviewing the [Loss Prevention Briefing](#) and [Hotspots](#) on the loading and carriage of nickel ore cargoes.

Source of Information: North of England P&I Club