



Carriage of nickel ore

The loss of the EMERALD STAR has led to renewed concerns about the carriage of nickel ore from Indonesia and the Philippines.

Published 30 October 2017

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.

Gard would like to once again alert Members and clients to the risks involved in the carriage of nickel ore, particularly loaded from ports in Indonesia and the Philippines.

The tragic loss of the bulk carrier EMERALD STAR along with ten crew members has again raised concerns about the safety of nickel ore originating from Indonesia and Philippines. No cause of the loss has been confirmed yet, however the ship was carrying nickel ore from Indonesia to China when she sank off the Philippines on 13 October 2017.

Nickel ore exports from Indonesia have resumed only recently following the export ban introduced in 2014, and concerns remain about shippers' compliance with the IMSBC Code requirement regarding accuracy of cargo certificates, reliability of testing and independent access to stockpiles.

Members are reminded that they must notify the Club, pursuant to the Club's [NSR.jpg](#) for such cargoes, if they plan to fix or charter a ship to load nickel ore from Indonesia or the Philippines. Members and clients are also encouraged to refer to our recent alert "[Nickel ore exports resume from Indonesia – managing the liquefaction risk](#)," to consider what precautionary loss prevention measures should be taken before loading.

Nickel ore may appear dry and pass can tests even if the moisture content is too high for safe transport and it is recommended to engage an independent surveyor to assist the Master. If there is any doubt as to the safety of any cargo being loaded Members should contact Gard for advice.

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.