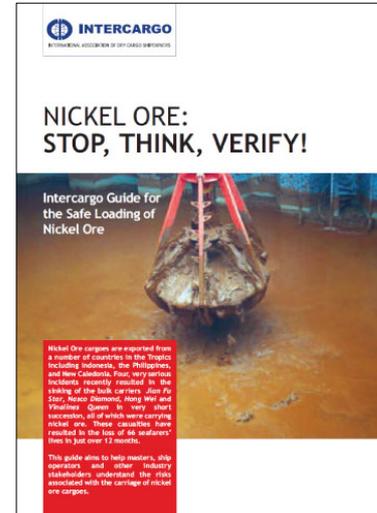


## Intercargo publishes guide for the safe loading of nickel ore

The International Association of Dry Cargo Shipowners ([Intercargo](#)) has recently published the “Guide for the Safe Loading of Nickel Ore”, which aims to explain, through use of a flow-chart, how nickel ore can be safely shipped, within limitations, whilst raising awareness of the serious problem of cargo liquefaction. It is targeted at the widest possible audience within the industry, including shippers, shipowners and masters.

In addition to a chart describing what to look for when loading nickel ore, the guide recommends that:

- Responsible shippers must not misrepresent cargoes. In order to provide accurate cargo declarations shippers should have in place procedures for sampling, testing and controlling moisture content of cargoes including procedures to protect cargo on barges from any precipitation and water ingress.
- Responsible shipowners must check that the cargo documentation is provided as required in the IMSBC Code.
- Before fixing, chartering departments should refer to their own internal procedures regarding the acceptance of nickel ore cargoes.



Intercargo also points out that the so-called “can test” is insufficiently robust as a means of checking cargo safety on its own.

[A copy of the guide can be found here](#). We are grateful to Intercargo for their kind permission to reproduce the document.

For additional information on cargo liquefaction, please refer to:

- Gard News articles “[IMSBC Code amendments regarding cargoes that may liquefy](#)” and “[Cargo liquefaction - An update](#)” published in Gard News no. 205, February/April 2012.
- Gard Compilation on “[Dangerous solid cargoes in bulk DRI, nickel and iron ores](#)” – including a number of articles focusing specifically on the risk of cargo liquefaction published by Gard prior to June 2011.
- Gard Loss Prevention Circular no.06-11 “[Cargo liquefaction problems - sinter feed from Brazil](#)”.
- Gard Alert “[IMSBC Code - Charterparty clause for solid bulk cargoes](#)” issued 21 September 2011.