

# JAPAN P&I NEWS

No. 713-15/01/06

To the Members

Dear Sirs,

## **Venezuela - Reactivated Iron Pellets Production at San Felix**

We have received circulars from our correspondents, VENEPANDI, issued on iron pellets production in Venezuela. Since November 2013 the iron ore pellets production stopped, it has been announced that the production has now reactivated.

It is not discussed here whether there is a risk of cargo related to iron pellets; however, it is suggested that there is an increase of cases with mis-declarations and subsequent consequences with cargoes loaded out of the parameters established by the IMSBC code. Owners, charterers and/or operators are suggested to appoint experienced surveyors and to have the samples to be analysed at certified labs in Brazil or UK.

We hope it will be of help to you with regard to the safe voyaging.

Yours faithfully,

### **The Japan Ship Owners' Mutual Protection & Indemnity Association**

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## **Venepandi's Circular - 015 – Reactivated iron pellets production at san Felix**

**Ferrominera CVG, has announced the reactivation of the iron ore pellets production at their plant which will reactivate the traffic of such products and derivatives such as briquettes from the Orinoco river.**

After a period of around 12 months with the iron ore pellets production stopped due diverse situation such as the labor conflicts, lack of maintenance, etc. Ferrominera CVG, has announced the reactivation of the iron ore pellets production at their plant which will reactivate the traffic of such products and derivatives such as briquettes from the Orinoco river.

Ferrominera terminal is located at mile 190 of the orinoco river at San felix port which serves the city of puerto Ordaz. This company is fillial to the government owned company: CVG. According to the following press communicate from the company, 5300 MT of product will be produced daily at the preliminary stages of the reactivation, with around 50 thousand metric tons available at their yards in the port for export.

<http://www.ferrominera.com/site/?q=node/1011>

We reccomend members to take a careful look on these shipments (see our circular 002 in our web page) given that misdeclaration may take place regarding the iron content of the products that could lead to hazardous situations according to the IMSBC code.

Should you have any question about this or any other matter, please don't hesitate on contacting us.

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## **Venepandi's Circular -002 - loading of iron ore fines at Boca Grande II transfer Station**

**In consideration of the loading of Iron ore fines at Boca Grande transfer station, we've noted the increase of cases with misdeclarations by the shippers and subsequent consequences with cargoes loaded out of the parameters established by the IMSBC code.**

BOCA GRANDE transfer station is an off shore vessel located in mile 1 Orinoco river (outside the river's mouth for around 15 miles) designed for vessels to complete loadings carried out at Puerto Ordaz (mile 190 Orinoco River) or for vessels that will load only that the referred station.

It's important to remark that we've noted a worrying increase of misdeclarations of iron ore fines. We've managed to identify the problem which is taking place because the certificates are issued when the cargo is located at the stock piles (mile 190 Orinoco River) and not made from samples collected from the station.

Since the cargo is taken to the station with the usage of barges, parameters such as the humidity, TML and FMP could vary and even pass the maximum allowed by the IMSBC code for cargoes subject to liquefaction.

In order to avoid potential losses (see: <http://maritimeaccident.org/2009/07/unwanted-cargo-sinks-ship/#more-4551>) we would suggest the appointment of experienced surveyor as a precautionary measure who could verify the cargo in accordance to the knowledge of it and the carriage of provisional tests such as the can test, in case free moisture is released during the test, then the samples could be collected and taken to certified labs for analysis of TML and FMP.

It's very important to remark that despite there isn't any certified lab in the country to carry out TML/FMP test and that samples must be taken to certified and reputed labs in Brazil or UK for analysis, some parties are taking economic advantage of this by offering tests locally which are of course not certified and less reliable so owners/charterers and/or operators must be aware of this situation in order to avoid it timely.

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