



Hi Mike

1. All forwarders who are aware of clients' goods having been loaded on the Rena should, if they have not already done, advise their clients accordingly. Such clients should be advised to notify their cargo insurers so that the insurers can monitor the position. A cargo surveyor has been appointed through the Insurance Council to report on all cargo issues, and would likely find it helpful to know which parties have an interest in any given cargo. It is unlikely that any claims will actually be accepted at this stage. Most cargo insurance only covers physical loss or damage and, until any given cargo is determined to have been damaged or lost, no claim will be payable. Delay is generally not covered.
2. Although it has not happened as yet, there must be a high prospect of the ship owners declaring general average. Forwarders who are not familiar with their obligations in a general average situation may wish to speak to their insurer, to have the position explained.
3. Attached below is the latest communication from MSC
4. Attached below is the latest communication from Port of Tauranga
5. For advice from Vero Insurance please [visit their website](#)
6. As CBAFF receives advice/information from the cargo surveyor or other parties, we will distribute to you.

Attachments:	Rena_notice_to_client.pdf UptotheMinute-Grounding- update12Oct11.docx.pdf
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12 October 2011

MV Rena Grounding Update

Weather conditions have been very poor overnight, but the vessel remains in position with an 18 degree list to starboard.

The current navigational warning is for vessels to avoid the area between Astrolabe reef and Motiti Island. This is obviously a very dynamic situation and we will endeavour to update customers as new information comes to hand.

Maritime New Zealand broadcasts the most up-to-date coastal navigational warnings from all Maritime Radio VHF stations and on the Inmarsat – C Safety NET system via the Pacific Ocean regional satellite through the land earth station in Burum, Netherlands.

At this time there is no further update on the position of the oil slicks in relation to the shipping lanes to the Port. As the weather clears and aerial surveillance is possible, we will provide further updates as they become available.

Currently the Port remains fully operational and we will make every effort to ensure it remains so. We reiterate that we will advise customers **directly** if that situation changes.

A handwritten signature in black ink that reads 'Mark Cairns'.

Mark Cairns
CHIEF EXECUTIVE





MEDITERRANEAN SHIPPING COMPANY S.A.

Dear Sirs,

We regret to advise you that on 5 October 2011, *M/V Rena* ran aground on Astrolabe Reef, approximately 12 miles from the harbour entrance at Tauranga, New Zealand.

At the relevant time, *M/V Rena* was under time charter to MSC.

The vessel owners have contracted in professional salvors, Svitzer, to assist them to re-float the vessel and preserve the cargo under an LOF salvage contract.

MSC very much regret the inconvenience that this casualty will cause and MSC will continue to work with the vessel owners with a view to minimising this. MSC and their local agents will also do their utmost to assist their cargo clients so that matters run as smoothly and as quickly as possible.

At this early stage, it will be appreciated that only limited details of the accident are available. When MSC are in a position to provide an update as to further developments, we will revert accordingly. We would suggest that, meanwhile, you will wish to contact your insurance company to advise them that you have cargo onboard the ship.

Kind regards,

MSC Mediterranean Shipping Company SA
11 October 2011

Written entirely without prejudice to the question of liability and nothing herein stated is to be considered or construed as an admission of liability.