INTERCARGO
International Association of Dry Cargo Shipowners

Bulk Carrier Casualty Report

Years 2012 to 2021 and trends

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Cover Photo: Bulk carrier *Stellar Banner* aground with starboard deck awash on 27 Feb 2020

Credits: Brazilian Navy

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Introduction

Between the years 2012 to 2021, 27 bulk carriers over 10,000 dwt have been identified as total losses and 92 crew members have lost their lives. The average age of bulk carriers lost was 19.6 years and in total 2.3 million dwt have been lost which equates to an average 230,000 dwt per year. **Cargo liquefaction** remains the greatest contributor to loss of life and **grounding** remains the greatest cause of ship losses.

Liquefaction[1]

Of the five bulk carrier casualties which occurred as a consequence of cargo liquefaction, four vessels carried nickel ore and one carried bauxite. They represented 18.5% of the total casualties in the past ten years. Those casualties led to the loss of 70 seafarer lives, or 76.1% of the total loss of life.

The investigation reports for the five cargo liquefaction casualties are available for download from the IMO at: https://gisis.imo.org/.

Preliminary review of the reports highlighted the following concerns:

- IMSBC Code requirements not being followed, especially in relation to testing and certification of cargo condition. This should be the most important safety defence and prevents the loading of non-compliant cargoes on ships.
- Lack of adequate assessment and monitoring of the condition of cargoes being loaded in the cargo holds by representatives of all interests.
- Safe carriage of dry bulk cargoes and moisture related failure mechanisms such as liquefaction and dynamic separation remain a major concern and high on the dry bulk shipping agenda. Moisture related cargo failure (widely known as liquefaction) continues to result in losses of ships and the lives of seafarers.

Cargo liquefaction remains the greatest contributor to loss of life and concern of the bulk carrier industry.

The lack of consolidated effort and commitment from all stakeholders to resolve the problem is evident. These include shippers, receivers and port state authorities at loading and discharging ports.

This makes it imperative that the minimum obligations under the IMSBC Code are properly fulfilled.

1 Liquefaction in this report is used to describe moisture related cargo failure mechanisms such as liquefaction and dynamic separation. In previous editions of the report these mechanisms were referred to as Cargo Shift/ Liquefaction however Cargo Shift is now included as a separate category to cover incidents such as stowage failure of unitised cargo and grain cargoes shifting.

Grounding

Grounding was the most common reported cause of bulk carrier losses from 2012 to 2021, with 13 casualties, representing 48.1% of total losses. The investigation reports available highlight that human error both operationally and in navigation contributed to the majority of the 13 casualties.

The loss of the 2016-built very large ore carrier (VLOC) STELLAR BANNER while carrying iron ore in February 2020 off the coast of Brazil, suggested that there were serious issues related to the effectiveness of the Company's navigation and watchkeeping procedures among other considerations.

The grounding and the subsequent break-up of the 2007-built Newcastlemax bulk carrier WAKASHIO was reportedly "most probably a result of 'human factors'". The most likely cause is that as the vessel passed five miles south of Mauritius the crew was distracted by their search for a phone signal, communicating with their families, and inadequate monitoring of the ECDIS. This incident suggests inadequate ISM procedures and insufficient guidelines on performing navigation in a safe manner.

Lessons learned

Learning lessons from incidents and casualties and sharing of experience have proven to be effective approaches to raise safety awareness. It is vital to deepen understanding and knowledge of existing rules, regulations and skills. However, it appears that currently there is a significant delay between the time at which a report, or an initial report is submitted by an accident investigating organisation and when that information becomes publicly available.

Continued focus on safety awareness and safety measures helps to close gaps in understanding and reduces the potential for similar casualties involving bulk and ore carriers.

The bulk carrier industry should not be reluctant to make bold changes to ship design in order to further improve the safety and survivability of dry bulk vessels. Flag state reports of casualties must question and strive to alter existing SOLAS, MARPOL, LOADLINE, IMSBC Codes and conventions if crew lives are to be saved.

February, 2022

Summary

➤ **27 bulk carriers (of over 10,000 dwt) have been identified as total losses[1] for the years 2012 to 2021.**

Year	10k-34,999 dwt	35k-49,999 dwt	50k-59,999 dwt	60k-79,999 dwt	80k+ dwt	Total
2012	1	0	1	0	1	3
2013	1	2	2	0	1	6
2014	1	1	0	0	0	2
2015	2	0	1	2	0	5
2016	0	1	0	0	2	3
2017	0	0	1	0	1	2
2018	0	0	1	0	0	1
2019	0	0	1	0	0	1
2020	0	0	0	0	2	2
2021	1	1	0	0	0	2
Total	6	5	7	2	7	27

Total losses - Bulk carriers by size[2] and year

➤ **Significant findings**

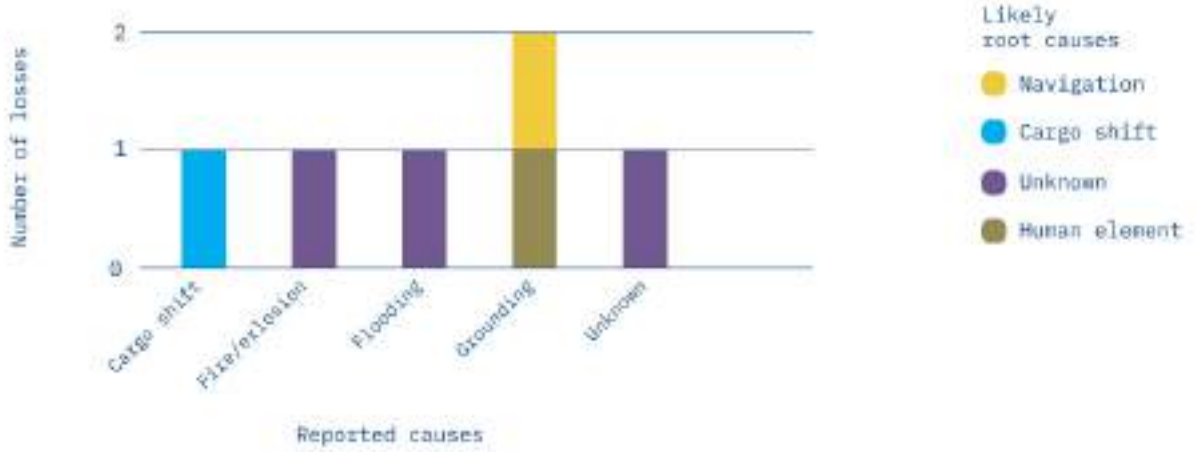
- **10,000-34,999 dwt:** Six bulk carriers were lost, representing 22.2% of the total.
- **35,000-49,999 dwt:** Five bulk carriers were lost, representing 16.3% of the total, with one loss related to suspected cargo liquefaction and the consequential loss of 15 lives.
- **50,000-59,999 dwt:** Seven vessels were lost, representing 25.9% of the total, with the loss of 55 lives, accounting to 59.8% of the total. Four of the casualties were related to suspected cargo liquefaction.
- The lowest number of casualties was in the **60,000-79,999 dwt** range, representing 7.4% of the total.
- **80,000+ dwt:** Losses of one Newcastlemax and one VLOC (Wakashio and Stellar Banner) brought attention back to larger bulk carrier safety: the seven losses, or 25.9% of the total 27 casualties reported cost 22 lives, or 23.9% of the total 90 lives lost during the period.

1 This document provides information on casualty data related to bulk carriers above 10,000 dwt. INTERCARGO's classification of ship casualties follows the same principles used in IMO's classification on GISIS. The assumed definitions of vessel sizes used in this report serve its purposes for continuity and easier comparison with past reports.

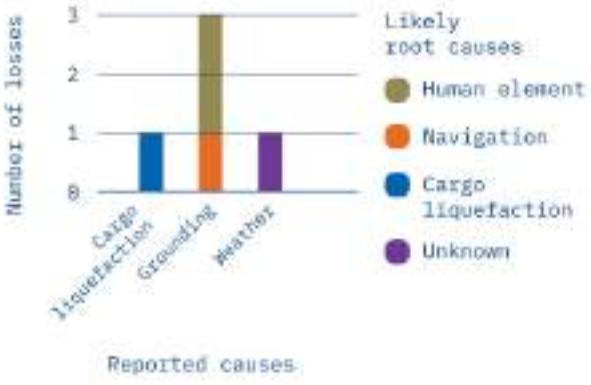
2 These arbitrary size ranges are used for easy comparison with past reports.

Analysis of causes by ship size

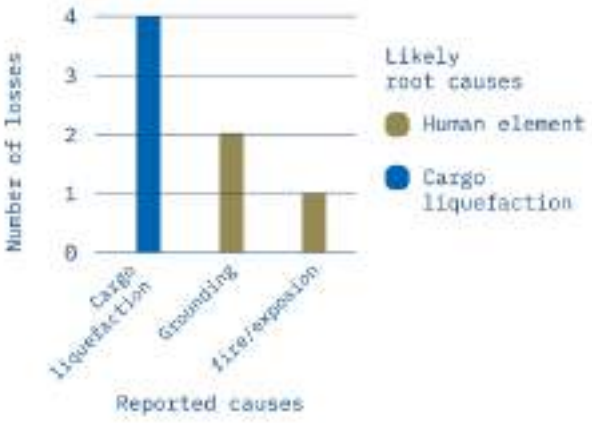
Casualties of 10,000-34,999 dwt bulk carriers



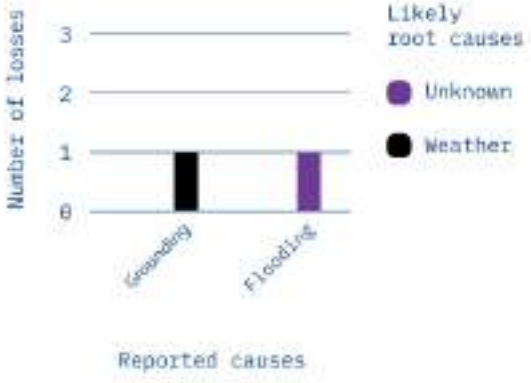
Casualties of 35,000-49,999 dwt bulk carriers



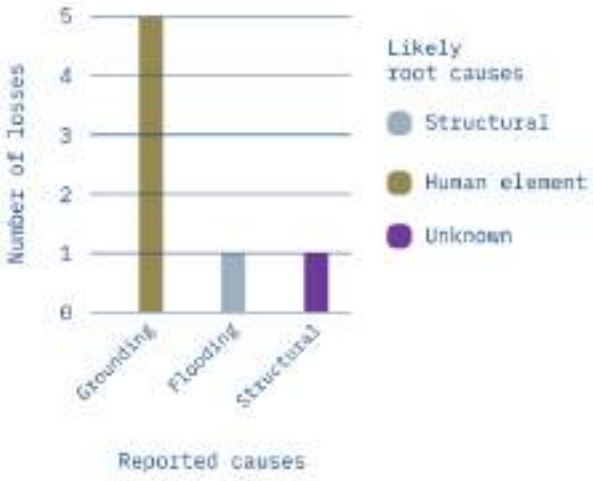
Casualties of 50,000-59,999 dwt bulk carriers



Casualties of 60,000-79,999 dwt bulk carriers



Casualties of 80,000+ dwt bulk carriers



Analysis of total losses for 2012 to 2021

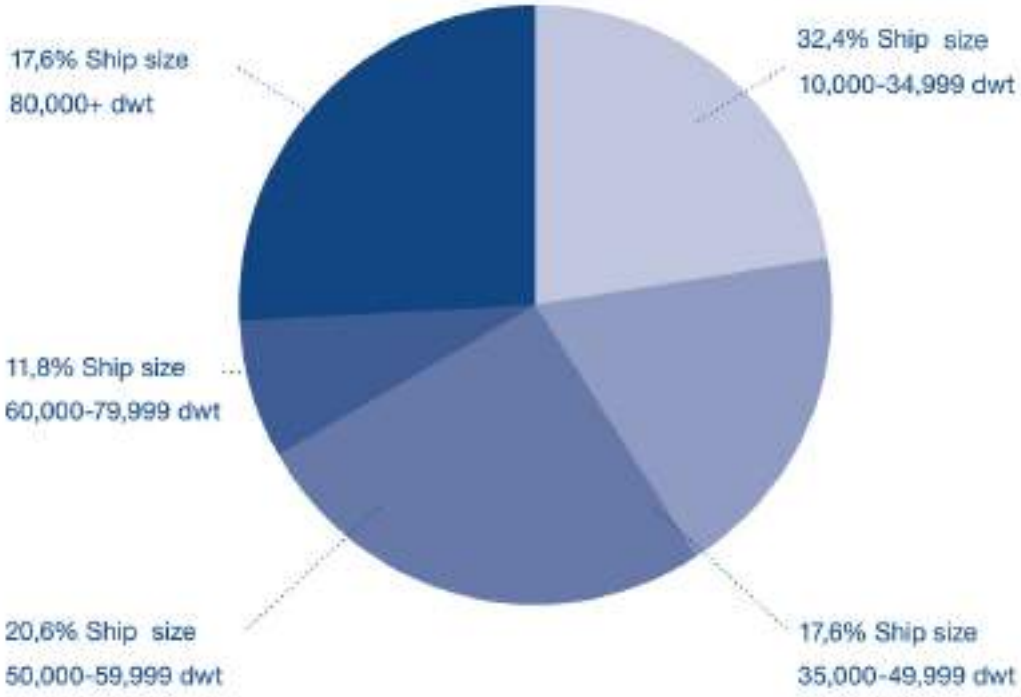
- 27 bulk carriers over 10,000 dwt have been identified as lost, or on average four ships per year.
- 92 crewmembers have lost their lives as consequence, or on average nine lives lost per year.
- The average age of the bulk carriers lost was 19.6 years.
- Vessels amounting to a total of 2.30 million dwt have been lost, which amounts to an average 230,000 dwt per year.

Losses by cause

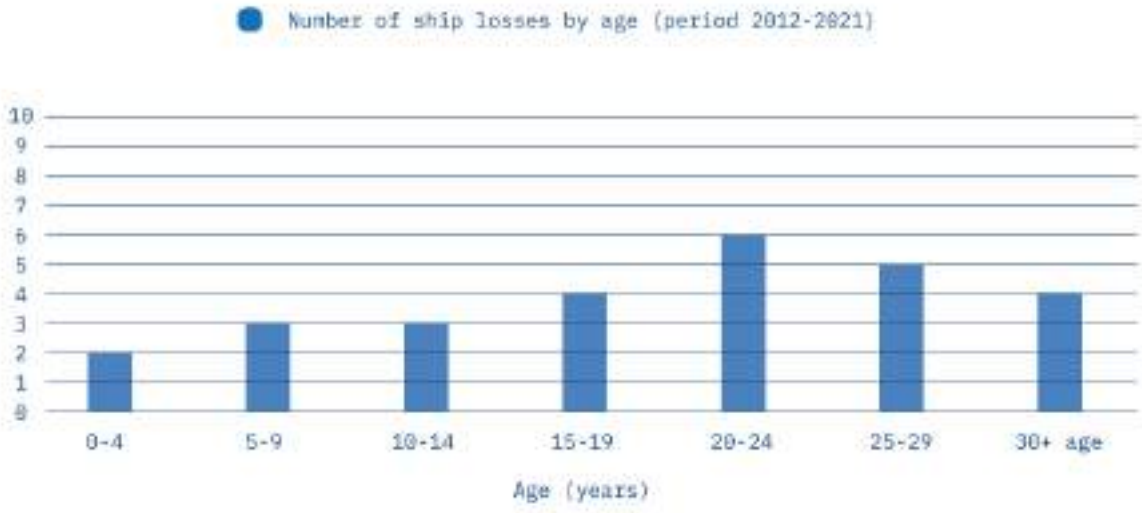
Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo liquefaction	70	5	Cargo liquefaction	5
Cargo shift	8	1	Unknown	1
Fire/explosion	0	2	Human element	1
			Unknown	1
Flooding	22	3	Structural	1
			Unknown	2
Grounding	0	13	Human element	10
			Navigation	2
			Weather	1
Structural	0	1	Unknown	1
Weather	0	1	Unknown	1
Unknown	0	1	Unknown	1
TOTAL	92	27		27

- Cargo shift and liquefaction remain the greatest contributors to loss of life, and groundings remain the greatest cause of ship losses.
- Significant loss of life has been attributed to **cargo liquefaction**, with the five casualties (18.5% of the total) resulting in the highest loss of 70 lives or 76.1% of the total loss of life in the past ten years.
- The most common reported cause of ship losses has been **grounding**, with 13 losses or 48.1 % of total losses.
- Three casualties (11.1% of the total) were due to **flooding** and cost 22 lives, or a significant 23.9% of total lives lost.
- The average **life loss per ship casualty** was 3.41 during the ten-year period between 2012 and 2021, compared to 3.56 during 2011 and 2020.

Losses by bulk carrier size



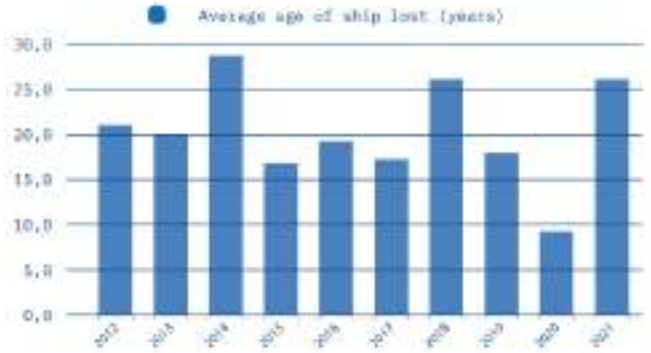
Number of losses by age



13

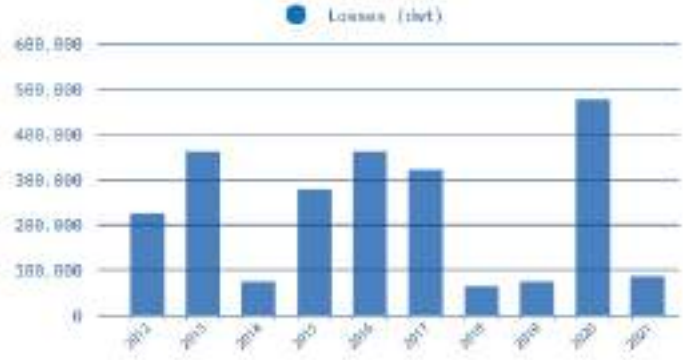
Average age of ships lost

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Average age (years)	20.7	20.0	28.5	16.8	19.7	16.5	26	18	9.5	26



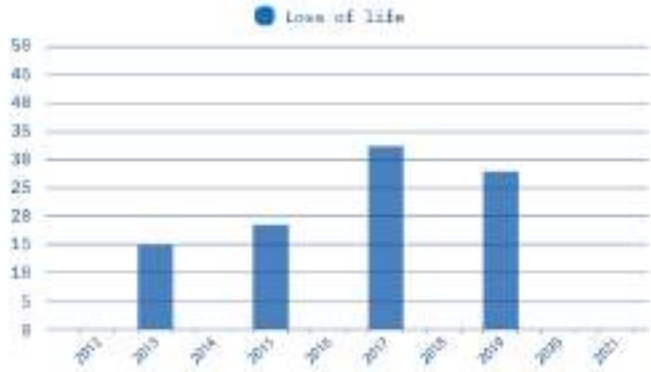
Total losses (dwt)

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Losses (dwt)	224,007	376,478	63,588	256,230	375,386	323,588	50,587	52,378	583,798	72,935



Loss of life

Year	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Loss of life	8	15	0	18	0	32	0	27	0	0



Flag state performance - report of investigation submitted to IMO's GISIS

Lessons learnt from past incidents play an important role in determining where additional safety improvement is necessary. At the end of Jan 2022, 20 of the 27 bulk carrier losses in this analysis have had investigation reports made available on IMO's GISIS (Global Integrated Shipping Information System) database, representing 74.1% of the total. The average time from incident to a report becoming available on GISIS has been 27.5 months for these investigations, with the shortest seven months and the longest 44 months.

The following analysis shows those casualties that have been reported by flag states and appear on the the IMO GISIS database.

Flag	No. of cases	GISIS with reports	Average months*	GISIS without report
Australia	1	1	37	-
Bahamas	1	1	7	-
China	1	-	-	1
Cyprus	2	1	42	1
Hong Kong, China	3	3	28.3	-
Indonesia	1	1	27	-
Korea	1	-	-	1
Liberia	2	2	52.5	-
Malta	1	1	44	-
Marshall Islands	2	2	23	-
Mexico	1	1	38	-
Panama	11	7	16.9	4
Total	27	28	27.5	7

*Average number of months from the incident date to the date of the reports shown with GISIS

Casualty list

Between January 2012 and December 2021, 27 bulk carrier casualties were identified as total losses and are listed in the following pages of this report.

The Equasis website, IMO GISIS and other public sources were used to compile the data contained within this report. Due to the limited information available, it is likely that errors exist, and consequently readers and users of this report seeking confirmation regarding the accuracy and/or updates of the compiled data, are recommended to contact the relevant shipowners and flag states.

2012

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Ocean Breeze	9389667	16-Aug-12	52289	2006	Hong Kong, China	NK	0
	Reported cause: Grounding (Likely root cause: failure to adopt safety measures) - dragged anchor due to the storm and heavy sea and ran aground on a sandbank of the Llo-Lleo beach.						
	Investigation report on IMO GISIS: available on 2013.10.14 (14 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Thermopylae Sierra	8313875	23-Aug-12	24779	1985	Cyprus	JRB	0
	Reported cause: Unknown (Likely root cause: unknown) - sank while in lay-up anchorage.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Pacific Carrier	8417637	28-Aug-12	146939	1986	Korea	KR	0
	Reported cause: Structural (Likely root cause: unknown) - broke in two in typhoon Bolaven on Samchonpo anchorage, near Sacheon, South Korea.						
	Investigation report on IMO GISIS: No						

2013

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Harita Bauxite	8183664	17-Feb-13	48891	1983	Panama	RINA	15
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - cargo liquefaction caused the sinking of Harita Bauxite carrying 47,450 metric tons of nickel ore from Indonesia, with the loss of 15 seafarer lives.						
	Investigation report on IMO GISIS: available on 2015.08.17 (30 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Atlantik Confidence	9118341	30-Mar-13	27209	1996	Liberia	BV	0
	Reported cause: Fire/explosion (Likely root cause: unknown) - sank after suffering engine room fire and taking on water during unmanned watch-keeping.						
	Investigation report on IMO GISIS: available on 2019.3.31 (72 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
	Reported cause: Grounding (Likely root cause: navigation) - laden with 35,200 MT of cement clinker, ran aground on hard rock off South East Preparis Island. Investigation report by Transport Malta available at https://mti.gov.mt/en/Pages/Main%20en.aspx						
	Investigation report on IMO GISIS: available on 2017.01.27 (43 months)						

2013 (continuing)

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Fu Sheng Hai	9871793	02-Jul-13	52588	1993	Panama	RINA	0
	Reported cause: Grounding (Likely root cause: human error) - ran aground on rocks of Saeng-Do (Island) off Yong of Busan and broken in two in way of No.4 cargo hold.						
	Investigation report on IMO GISIS: available on 2014.05.15 (10 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong, China	BV	0
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - due to nickel ore liquefaction, Trans Summer capsized and sank carrying 57,000 tons of nickel ore from Indonesia.						
	Investigation report on IMO GISIS: available on 2015.11.30 (27 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
	Reported cause: Grounding (Likely root cause: human error) - sank after running aground.						
	Investigation report on IMO GISIS: available on 2014.07.08 (11 months from incident date)						

2014

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	8
	Reported cause: Flooding (Likely root cause: unknown) - sinking off of Guam from suffered leak and uncontrolled water ingress in the engine room; no life lost.						
	Investigation report on IMO GISIS: No						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	8
	Reported cause: Grounding (Likely root cause: seachest suction valve defective or not closed properly) - suffered a power failure from flooding, drifted with wind and ran aground off Rose Blanche, Canada. Her hull sustained tears, punctures, and dents.						
	Investigation report on IMO GISIS: available on 2016.6.27 (28 months)						

2015

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - Bulk Jupiter sank and 18 crew lost with bauxite cargo onboard loaded in Kuantan, Malaysia, attributed to liquefaction/dynamic separation of the cargo.						
	Investigation report on IMO GISIS: Available on 2015.8.18 (7 months from incident date)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Goodfaith	9076494	11-Feb-15	27368	1994	Cyprus	NK	8
	Reported cause: Grounding (Likely root cause: human error) - driven ashore on Andros, Greece. All crew rescued. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: available on 2018.08.09 (42 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Jiang Quan 6	9614894	08-Aug-15	30910	2013	China	CCS	8
	Reported cause: Grounding (Likely root cause: navigation) - hit a reef near Zhoushan while trying to avoid a collision with a fishing vessel. Equasis reports "In Casualty Or Repairing".						
	Investigation report on IMO GISIS: No						

2015 (continuing)

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	8
	Reported cause: Grounding (Likely root cause: weather) – being victim to the Hurricane Patricia which hit the Mexico's Pacific coast, the ship ran aground on the rocks and sustained considerable damage. The ship's hull was cracked in the middle.						
	Investigation report on IMO GISIS: available on 2018.12.13 (37 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Panamax Trader	9083188	08-Mar-15	69338	1998	Panama	LR	8
	Reported cause: water ingress (Likely root cause: unknown) - took water forward and subsequently sank in the red sea northwest of Djibouti.						
	Investigation report on IMO GISIS: No						

2016

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
	Suspected cause: Grounding and flooding (Likely root cause: human error) - Carrying 168,088 tons of coal from Richards Bay to Vizag, it ran aground near Faux Cap, Madagascar on 29 Feb and broke in three parts and sank on 8 May 2016.						
	Investigation report on IMO GISIS: available on 2017.04.17 (15 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Katerina	9138953	25-Feb-16	170882	1997	Panama	NK	0
	Suspected cause: Allision, grounding and flooding (Likely root cause: human error) - Carrying iron ore cargo, it struck Canal bank and ran aground in Suez Canal with two pilots on board while transiting in southern direction and sustained considerable damage in its fore part with water ingress.						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	Suspected cause: Grounding (Likely root cause: human error) - not carrying any cargo, it ran aground off Mahabourg on 17 Jun and sank under tow on 30 Jul approximately 93.5 nautical miles from Mauritius.						
	Investigation report on IMO GISIS: available on 2019.04.22 (33 months)						

2017

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Daisy	9838725	31-Mar-17	266141	1993	Marshall Islands	KR	22
	Reported cause: Flooding (Likely root cause: catastrophic structural failure) - The vessel, loaded with a cargo of iron ore from Brazil, sank in South Atlantic shortly after issuing a distress signal. Two crew members were rescued with 22 missing.						
	Investigation report on IMO GISIS: available on 2019.4.20 (25 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	loss of life
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	18
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - loaded with nickel ore cargo from Buli, Indonesia, cargo liquefaction and shifting occurred onboard Emerald Star causing the vessel heavily listed and finally capsized and sank approximately in position 19°83'N, 124°52'E at about 0140 hours on 13 October 2017. 16 crew members were rescued with 18 crew members missing.						
	Investigation report on IMO GISIS: available on 2021.06.02 (44 months)						

2018

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Iron Chieftain	9047740	18-Jun-18	58587	1993	Australia	DNV GL	0
	Reported cause: Fire (Likely root cause: human element) - during cargo discharge operations while alongside at Port Kembla, a fire broke out in the internal cargo handling spaces and eventually extinguished about 5 days after it started. The self-unloading (SUL) bulk carrier sustained substantial structural damage, including breaches of two fuel oil tanks, and key components of the SUL system were largely destroyed. The ship was declared a constructive total loss. The ship's crew were evacuated. There were no serious injuries or pollution of the sea reported.						
	Investigation report on IMO GISIS: available on 2021.7.29 (37 months)						

2019

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Nur Allya	9245237	20-Aug-19	52398	2002*	Indonesia	NK	27
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - carrying nickel ore from Weda island (North Maluku) to Morosi (southeast Sulawesi), Indonesia, Bulk carrier Nur Allya disappeared near Buru Island in Maluku on 20 Aug 2019, with all the 27 seafarers onboard drowned. Authorities located the missing bulk carrier Nur Allya - 843 meters beneath the ocean, in the eastern 'spice islands' of Maluku in Oct 2019.						
	Investigation report on IMO GISIS: available on 2021.11.12 (27 months) (Note: some sections in English and some in Bahasa Indonesia) Note*. The Certificate of Nationality states that her YOB is 2001, while both Equasis and her class Certificates state 2002 as the YOB.						

2020

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Banner	9726803	24-Feb-20	388660	2016	Marshall Islands	KR	0
	Reported cause: Grounding (Likely root cause: human element) - VLOC Stellar Banner ran aground off the coast of Brazil earlier on 24 Feb 2020 while carrying iron ore. All 20 crew members were evacuated. The ship was refloated on June 3 after 145,000 metric tons of iron ore and 3,900 cubic meters of bunker fuel were lightered. Due to the extent of hull damage suffered as a result of the incident, the ship was declared a total constructive loss on 4 June 2020 and scuttled about 150 kilometers from the coast of Maranhão on June 12, 2020.						
	Investigation report on IMO GISIS: available on 2021.11.12 (21 months)						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Wakashio	9337119	25-Jul-20	203138	2007	Panama	NK	0
	Reported cause: Grounding (Likely root cause: human element) - on the day of grounding on a reef off Mauritius (July 25), she tried to reduce the distance from the coast from 5 nautical miles to 2 nautical miles to enter an area within the communication range of mobile phones and used a nautical chart without sufficient scale to confirm the accurate distance from the coast and water depth; broke in two on 12 Aug; more than 1,000 tonnes of fuel seeped from a crack in the hull.						
	Investigation report on IMO GISIS: available on 2021.7.21 (12 months)						

2021

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Yong Feng	8401793	13-Jan-21	23386	1984	Panama	Isthmus Bureau of Shipping	0
	Reported cause: Cargo shift (Likely root cause: unknown) - Yong Feng, carrying a cargo of timber, listed sharply when the cargo shifted, took on water, capsized and sank in the Philippine Sea on 13 Jan 2021. All 22 crewmembers were rescued.						
	Investigation report on IMO GISIS: No.						
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Crimson Polaris	9378783	12-Aug-21	49549	2008	Panama	NK	0
	Reported cause: Grounding (Likely root cause: weather) - Woodchip carrier Crimson Polaris, carrying a cargo of timber, was swept away by a strong wind while anchored and ran aground in heavy weather off the port of Hachinohe in northern Japan on 11 August and broke up on 12 August 2021. Oil was found leaking from the cracked rear part of the ship. All 21 crewmembers were rescued.						
	Investigation report on IMO GISIS: No						

Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Atlantik Confidence	9110341	30-Mar-13	27289	1996	Liberia	BV	0
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
Bulk Jupiter	9339947	02-Jan-15	56809	2006	Bahamas	NK	18
Crimson Polaris	9370783	12-Aug-21	49549	2008	Panama	NK	0
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	18
Fu Shang Hai	9071703	02-Jul-13	52586	1993	Panama	RINA	0
Goodfaith	9076484	11-Feb-15	27388	1994	Cyprus	NK	0
Harita Bauxite	8103664	17-Feb-13	48891	1983	Panama	RINA	15
Iron Chieftain	9047740	18-Jun-18	50587	1993	Australia	DNV GL	0
Jiang Quan 6	9614884	08-Aug-15	30910	2013	China	CCS	0
John 1	8902486	15-Mar-14	42263	1991	Panama	ABS	0
Los Llanitos	9046912	24-Oct-15	71665	1993	Mexico	ABS	0
New Katerina	9138953	25-Feb-16	170802	1997	Panama	NK	0
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
Nur Allya	9245237	20-Aug-19	52378	2002	Indonesia	NK	27
Ocean Breeze	9339667	16-Aug-12	52289	2006	Hong Kong	NK	0
Pacific Carrier	8417637	28-Aug-12	146939	1986	Korea	KR	0
Panama Trader	9003188	08-Mar-15	69338	1998	Panama	LR	0
Rich Forest	8126135	19-Jan-14	21317	1982	Panama	Intermarine	0
Rio Gold	8408521	05-May-13	39695	1984	Malta	NK	0
Smart	9137959	19-Aug-13	151279	1996	Panama	NK	0
Stellar Banner	9726883	24-Feb-20	380660	2016	Marshall Islands	KR	0
Stellar Daisy	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22
Thermopylae Sierra	8313875	23-Aug-12	24779	1985	Cyprus	JRB	0
Trans Summer	9615468	14-Aug-13	56824	2012	Hong Kong	BV	0
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0
Yong Feng	8401793	13-Jan-21	23386	1984	Panama	Isthmus Bureau of Shipping	0
Name	**IMO No.**	**Incident Date**	**Deadweight**	**Built**	**Flag**	**Class**	**Loss of life**

INTERCARGO – Who we are

Uniting and Promoting Quality Dry Bulk Shipping

The International Association of Dry Cargo Shipowners (INTERCARGO) unites and promotes quality dry bulk shipping, bringing together more than 220 forward thinking companies from about 30 countries. INTERCARGO convened for the first time in 1980 in London and has been participating with consultative status at the International Maritime Organization (IMO) since 1993.

Our Association provides the forum where dry bulk shipowners, managers and operators are informed about, discuss and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence. The Association takes forward its Members' positions to IMO, as well as to other shipping and international industry fora, having free and fair competition as a principle. INTERCARGO is committed to safety and quality in ship operations, with a focus on operational efficiency and the protection of the marine environment.

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Industry Topics

Although a number of topics on INTERCARGO's agenda are of broader concern to international shipping as a whole, the role of INTERCARGO is to view them from the angle of dry bulk shipping, bringing forward solutions that correspond to the special characteristics of the sector.

INTERCARGO's participation in international fora, industry working and correspondence groups and its consultative status at IMO deliberations enable members to gain access to cross-industry sources of knowledge and engage in drafting strategy for both the dry bulk and the wider shipping industry.

Members can use INTERCARGO as an information and experience-sharing hub across all of the topics in its work programme. On an ongoing basis, they also use INTERCARGO's internal reporting on specific operational aspects to assess problems related to terminals and loading/unloading at anchorage.

INTERCARGO's activities are also directed towards challenges and issues of interest to its membership that go beyond specific items of its work programme, such as the development of a quality self-assessment scheme for the dry bulk sector.

INTERCARGO's work programme is outlined below and can be referred to at www.intercargo.org/2022-monthly-updates-of-secretariat-activities/

SAFETY – SECURITY

- Cargoes, 'Liquefaction'
- Design & Construction, Machinery & Operations
  - Class & Statutory Rules
  - Cargo Gear
  - Hatch Covers
  - Loading Rates
- Incidents & Casualties
- Life Saving
- Piracy
- Cyber Risks

ENVIRONMENT – QUALITY

- Ballast Water
- Coatings
- Emissions
  - Green House Gas - CO_2 emissions
  - Sulphur Cap, SOx and Particulate Matter (PM) emissions
  - Other emissions (NOx, Black Carbon)
- Ports & Terminals
  - Reception Facilities
  - Port State Control & Transparency
  - Corruption, Criminalisation
- Training, Manpower & Human Element

REGULATION

- International Maritime Organisation (IMO)
- Other Legislation
- Miscellaneous Issues

INTERCARGO – Membership

There are three categories of membership within INTERCARGO Full, Associate and Consociate:

Full Member	Consociate Member	Associate Member
Any company that owns, operates or manages dry bulk carriers of 10,000 dwt and above.	Any company that owns, operates or manages dry bulk carriers below 10,000 dwt.	Any entity that provides goods or services to the dry cargo shipping industry.
GBP 4,500 for 1 to 5 ships and GBP 350 for each additional ship up to a capped maximum of GBP 21,000.	Half the fees that would be paid as a Full Member.	GBP 1,250.

Benefits to All Members

2023 Associate Member of INTERCARGO

- **Being part of an Association dedicated to quality, safety and the environment.**
- Unique access to INTERCARGO **circulars with expert insight** into the dry bulk shipping industry.
- **Opportunities to meet** fellow Members at the Association's meetings in Europe and Asia.
- **Special invitations/discounted access** to industry events. For more information, please visit www.intercargo.org/news/category/member-news.
- **A free hard copy of the latest Bulk Carrier Benchmarking report** is offered to each member. For information on publications, please visit www.intercargo.org/news/publications.
- **Advertising opportunities** in some of the Association's publications and on its website at reduced rates. Please visit www.intercargo.org/advertising-intercargo-website.
- **Opportunities to present** at the Association's events (subject to invitation).
- **Special access to the Association's website**: www.intercargo.org (some sections are reserved for Full Members).

Benefits to Full Members

Visit intercargo.org/join for all the available info regarding the benefits of Membership for Full Members.

2022 Associate Member of INTERCARGO

- Companies and ships registered with INTERCARGO arguably enjoy a badge of quality widely recognised by the industry as a marker of excellence. Along with a **Company Certificate** and the right to use the **INTERCARGO membership logo**, a **Vessel Certificate** is provided for each registered vessel. Entered ships are tagged on **Equasis** as registered with INTERCARGO. Vessel membership with INTERCARGO is displayed on the vessel dashboard of the **RightShip Safety Score**.
- INTERCARGO and RightShip are founding partners of **DryBMS**, a quality standard for the dry bulk sector. Safety, environmental and operational excellence are promoted through company self-assessment. Please visit: www.intercargo.com/drybms.org/
- Members are invited to appoint a representative to INTERCARGO's **Executive Committee** and are eligible to put forward a representative to the Technical Committee (conditions apply). Details can be found in our Constitution under 'Management' at www.intercargo.org/constitution/
- The Association is represented at the **International Maritime Organization** (IMO), the **Round Table of Shipping Associations** (joining BIMCO, ICS and Intertanko on important cross-industry matters), the **Tripartite Forum** and other **international shipping fora**, and regularly engages with the **International Association of Classification Societies** (IACS) and **RightShip** on critical issues.
- Members are invited to **INTERCARGO hosted events** (two semi-annual Committee meetings, seminars, etc). Please visit www.intercargo.org/about/meetings for more information.
- For INTERCARGO's **feedback and reporting schemes**, please see www.intercargo.org/members-reporting-surveys.
- **Regular circulars** provide timely, detailed information either following IMO meetings or on ongoing issues, such as cargoes, piracy, port, terminal and anchorage feedback, cybersecurity, etc.
- **Experience sharing**/(anonymous) consultation within the membership, when appropriate on reported issues of concern (cargoes, ports, etc) in order to provide informed feedback.
- Full access to the Association's **website** www.intercargo.org

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Bulk Carrier Casualty Report

Years 2012 to 2021 and trends

INTERCARGO
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