

SUB-COMMITTEE ON IMPLEMENTATION  
OF IMO INSTRUMENTS  
4th session  
Agenda item 4

III 4/INF.32  
21 July 2017  
ENGLISH ONLY

**LESSONS LEARNED AND SAFETY ISSUES IDENTIFIED FROM THE ANALYSIS OF  
MARINE SAFETY INVESTIGATION REPORTS**

**Bulk Carrier Casualty Report 2007-2016**

**Submitted by INTERCARGO**

**SUMMARY**

*Executive summary:* This document provides information on bulk carrier casualty statistics and analysis between the years 2007 and 2016

*Strategic direction:* 12.1

*High-level action:* 12.1.2

*Output:* 12.1.2.1

*Action to be taken:* Paragraph 5

*Related documents:* None

1 The INTERCARGO Bulk Carrier Casualty Report provides an analysis of casualty statistics covering years 2007 to 2016. Fifty-nine bulk carriers with 209 seafarers were reported lost over that period.\*

2 Cargo shift and/or liquefaction is one of the greatest concerns for the safe carriage of dry bulk over the past 10 years, likely to be the main reason causing nine bulk carrier casualties and 101 seafarers losing their lives.

3 Lessons learned from past incidents play an important role in determining where additional safety improvement is necessary. At the end of January 2017, 26 of the 59 bulk carrier losses in this analysis have had investigation reports made available on IMO GISIS, representing 44.1% of the total. The average time from an incident to a report becoming available has been 21.8 months for these investigations.

4 The full Bulk Carrier Casualty Report can be downloaded from the webpage:

<https://intercargo.org/en/component/attachments/download/490.html>

\* Based on available reports of total losses and constructive total losses from public sources and GISIS.

**Action requested of the Sub-Committee**

5 The Sub-Committee is invited to take note of the analysis, trends and also of the availability of investigation reports, and to consider how this information might be taken into account in deliberations on bulk carrier safety and lessons learnt from past incidents.

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