

News Release

13 Oct 2015

Intercargo Technical and Executive Committees Agree to Push-Ahead for Solutions to Dry-Bulk Safety Problems

At this week's meeting of Intercargo's Technical and Executive Committee meetings, held Athens 12 and 13 October, Intercargo members discussed and agreed a number of Work Programme strategies on a range of technical and dry-bulk related issues, including Ballast Water Management, Air Emissions, Lifting Appliances, Piracy and Armed Robbery plus Port State Control and Corruption.

High importance was again given to discussions concerning the safety of carriage of cargoes that may liquefy following the high-profile casualties involving loss of life and members agreed for Intercargo to continue its work pro-actively with all industry stakeholders and at IMO in order to keep the dangers associated with the carriage of bulk cargoes that have a potential for liquefaction high on the agenda.

The casualty 'Bulk Jupiter' in the opening days of this year with the loss of 18 out of its 19 crew members whilst carrying a cargo of Bauxite from Kuantan, Indonesia, highlighted the need for increased care and vigilance when bulk cargoes that have the potential for liquefaction are to be carried, this was followed by the loss of the 'Alum Manis' in July with the death of one seafarer during this incident; the most likely cause of both these casualties has been attributed to cargo liquefaction.

Intercargo has achieved success through IMO towards improved testing and verification of the carriage conditions for solid bulk cargoes and continues to remain committed to working with IMO, the International Group of P&I Clubs and other industry stakeholders to continuously improve the safety of shipping in the dry bulk sector. It is to this end that Intercargo is producing its latest bulk carrier casualty report covering bulk carrier losses over the previous 10 years. It is only by correctly identifying and addressing the cause of such casualties that the loss of lives and ships can be addressed.

The timely production of flag State casualty reports is an essential contribution to safety; the statistics on flag State performance for the casualty investigation of bulk carrier losses over the last 10 years is generally woefully inadequate, with only 24 reports submitted to IMO for 69 losses, and with an **average** time from the incident to these reports becoming available of 20 months.

The recent report of the Bahamas into the 'Bulk Jupiter' casualty is an example of how a casualty investigation **should** be carried out; in a timely manner and in depth with clear recommendations; it is also noteworthy that in the Bahamas report, the shippers were identified as being 'uncooperative' in their response to a request for information. It is only when we get full transparency and cooperation from the shippers with accurate shippers' declarations on the composition of bulk cargoes that we will be able to fully identify and mitigate the risks involved for the safe carriage of cargoes and assure the protection of our seafarers.

Ends.

Notes

- 1. Intercargo represents over 150 bulk carrier owners/operators (vessels engaged in the transport of dry bulk commodities such as coal, grain and iron ore) and associates with 1100 entered vessels over 10,000 GRT. With Non-Governmental Organisation status at the International Maritime Organization (IMO), Intercargo's objective is the creation of a "safe, efficient and environmentally friendly" dry cargo sector.**
- 2. Intercargo was founded in 1980 and works within the Round Table of international maritime associations comprising of BIMCO, the International Chamber of Shipping, Intercargo and Intertanko.**