

**INTERCARGO Secretary General Kostas Gkonis intervention at the “Together in Safety Seminar”,  
hosted by UK P&I Club and supported by INTERCARGO  
-Athens, 21 November 2019-**

I wish to express on behalf of INTERCARGO and also of our Chairman Dimitris Fafalios, who much wanted to be here today but a business trip commitment did not allow him to, our appreciation to:

- Hugo Wynn-Williams and Thomas-Miller / UK P&I Club for hosting this seminar, which INTERCARGO gladly promoted to our Membership
- Grahaeme Henderson of Shell, who has been passionately leading the Together in Safety initiative since its inception; INTERCARGO has been of course aboard since we were invited to in early 2019

Safety is the top priority for INTERCARGO as evidenced by our work and agenda at IMO (liquefaction, 2020, ship design and construction, etc). While the ‘environment above all’ has been in fashion, we have been one of those rather lonely voices in international fora insisting that ‘safety comes first’. In this sense, INTERCARGO as organisation is surely supportive of the Together in Safety initiative.

While the Together in Safety aims are extremely valid and important in improving safety aboard and are much welcome and supported, the human element and “soft” aspects of safety need to be appreciated in the framework and model of the dry bulk sector.

We can surely improve by doing our best in those respects, but the structural differences in the whole dry bulk supply chain (port-terminal-shipper – charterer –receiver – ship) make it more challenging to have the same positive impact, when ones compares to the tanker sector.

The ‘Tankers’ sector where the Together in Safety initiative originates is a much more regulated sector / operational framework, encompassing:

- charterers
- ports/terminals / anchorage
- safe access to berths
- loading / unloading

Examples of where dry bulk shipping is different, and only to name a few:

- Cargoes: the major threat to the lives of bulk carriers’ seafarers of cargo liquefaction / dangerous cargoes
- Dangers onboard for seafarers: open hatches
- Under keel clearance etc

INTERCARGO encourages its Members get involved in their capacity and to join if possible bearing the above aspects in mind, and also the fact that the smaller dry bulk companies’ resources are much more limited compared to their tanker counterparts.

These said our side, we wish to thank you again for giving this opportunity to the dry bulk sector companies / our Members, and more opportunities would be much welcome in the future, for experience sharing and to voice their views, concerns, ‘fears and hopes’ when it comes to safety improvement.