

SUB-COMMITTEE ON IMPLEMENTATION  
OF IMO INSTRUMENTS  
8th session  
Agenda item 4

III 8/INF.3  
30 April 2022  
ENGLISH ONLY  
Pre-session public release:

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

**Bulk Carrier Casualty Report 2012-2021**

**Submitted by INTERCARGO**

**SUMMARY**

*Executive summary:* This document provides information on bulk carrier casualty statistics and analysis between the years 2012 and 2021

*Strategic direction,  
if applicable:* 7

*Output:* 7.4

*Action to be taken:* Paragraph 5

*Related documents:* None

**Introduction**

1 The INTERCARGO Bulk Carrier Casualty Report provides an analysis of casualty statistics covering the past 10 years from 2012 to 2021, during which it was reported that 27 bulk carriers over 10,000 deadweight tonnage (dwt) were lost with a loss of life of 92 seafarers\*. Cargo liquefaction remains the greatest contributor to loss of life and grounding remains the greatest cause of ship losses.

2 Of the five bulk carrier marine casualties which occurred as a consequence of cargo liquefaction, four vessels carried nickel ore and one carried bauxite. They represented 18.5% of the 27 bulk carrier casualties in the past 10 years. Those casualties led to the loss of 70 seafarer lives, or 76.1% of the total loss of life.

3 Grounding was the most common reported cause of bulk carrier losses during the said period, with 13 of 27 bulk carrier losses as reported due to grounding, corresponding to 48.1% of total number of losses.

\* Based on available reports of total losses and constructive total losses from public sources and the Global Integrated Ship Information System (GISIS).

- 4 The full Bulk Carrier Casualty Report can be downloaded from the webpage:  
<https://www.intercargo.org/imo-iii-paper/>

**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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