

SUB-COMMITTEE ON IMPLEMENTATION  
OF IMO INSTRUMENTS  
9th session  
Agenda item 4

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

### Bulk Carrier Casualty Report 2013-2022

Submitted by INTERCARGO

#### SUMMARY

*Executive summary:* This document provides information on bulk carrier casualty statistics and analysis between 2013 and 2022.

*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 2013 to 2022, during which it was reported that twenty-six (26) bulk carriers over 10,000 deadweight (dwt) were lost with a loss of life of 104 seafarers\*. Cargo liquefaction remains the greatest contributor to loss of life and grounding remains the greatest cause of ship losses.

2 Four of the five bulk carrier marine casualties which occurred as a result of cargo liquefaction were loaded with nickel ore and one with bauxite. They led to the loss of 70 seafarers' lives (63.7% of the overall total) and accounted for 19.2% of all the ship casualties over this period of time. Amendments 06-21 of the International Maritime Solid Bulk Cargoes (IMSBC) Code were developed in order to provide more accurate cargo information and will come into force on 1 December 2023. The amendments include the term "dynamic separation" in addition to liquefaction. This is expected to safeguard against moisture related cargo failure mechanisms, which can cause cargo and ultimately ship instability.

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

3 Grounding was the most common reported cause of ship losses between 2013 and 2022, accounting for 12 bulk carriers lost (46.2%). Reports, where available, indicate that there were various causes for these casualties. Some incidents include complications with onboard machinery and equipment as possible causes.

4 Learning lessons from casualties and incidents as well as the sharing of experience have proven to be effective in raising safety awareness. The full Bulk Carrier Casualty Report can be downloaded from the webpage: <https://www.intercargo.org/imo-iii-paper-2023/>.

#### **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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