



INTERCARGO

International Association of Dry Cargo Shipowners

ESG REVIEW 2024



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FOREWORD BY INTERCARGO'S CHAIRMAN



I am pleased to present INTERCARGO's first ESG Review, which demonstrates our Association's commitment to quality dry bulk shipping through protecting the environment, safeguarding seafarers' health and safety, supporting economies and societies, and promoting transparent and ethical business practices and governance.

This Review highlights INTERCARGO's recent activities and how they relate to ESG (Environmental, Social, and Governance), emerging challenges and opportunities.

The ESG Review highlights that ESG has become an increasingly important topic for all stakeholders in the dry bulk shipping community, such as investors, financiers, charterers, cargo owners, insurers, employees, and non-governmental organizations.

When reflecting on ESG, we should not forget that safety is a cornerstone and key driver of sustainability for dry bulk shipping.

Over the past decades, the safety performance of bulk carriers has notably improved despite a significant increase of the fleet. INTERCARGO, as an influential Non-Governmental Organization (NGO) within the International Maritime Organization (IMO) has been instrumental in advocating for and implementing changes in international rules and regulations to enhance the safety of dry cargo vessels. Through collaborative efforts, INTERCARGO has contributed to the development of legislation and initiatives, which have been pivotal in improving safety standards for bulk carriers. This progress underscores the importance of safety in our agenda and our commitment to achieving zero losses and ensuring the well-being of seafarers and the sustainability of dry bulk shipping.

I would like to express my sincere gratitude to the dedicated professionals at Moore Greece and to our Secretary General, Kostas Gkonis for their effort and skill in preparing this ESG Review.

I would also like to thank all our members for their ongoing support and commitment to INTERCARGO. Together, we will successfully transition to a future where day-to-day operations of the dry bulk shipping sector are fully aligned with the principles of sustainable development.

Dimitrios J. Fafalios
INTERCARGO Chairman

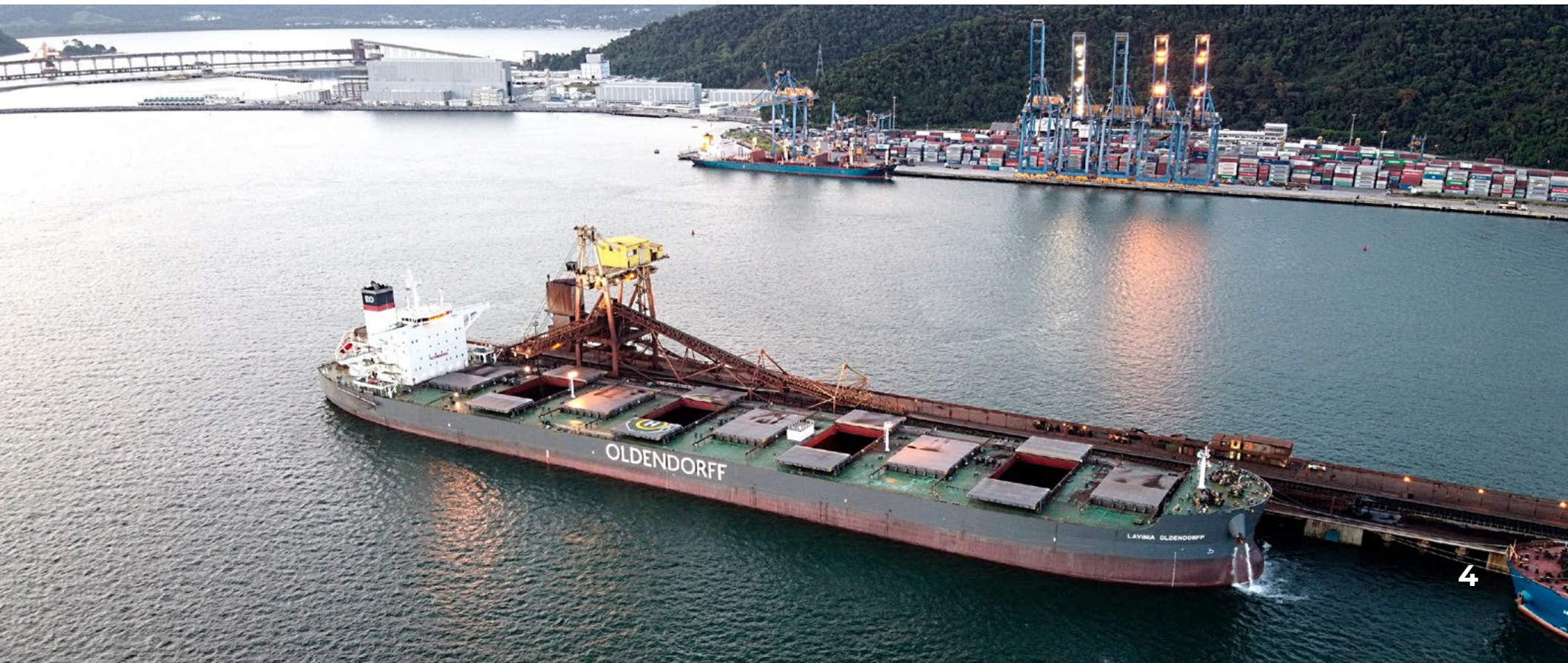
April 2024

ABOUT THIS REVIEW

This Review presents INTERCARGO's commitments - and effectively the commitments of its members - to quality dry bulk shipping, through initiatives that:

- Protect the environment;
- Safeguard the health, safety and security of the seafarers;
- Have a positive impact on local economies and society as a whole; and
- Promote transparent and ethical business practices and excellence in governance.

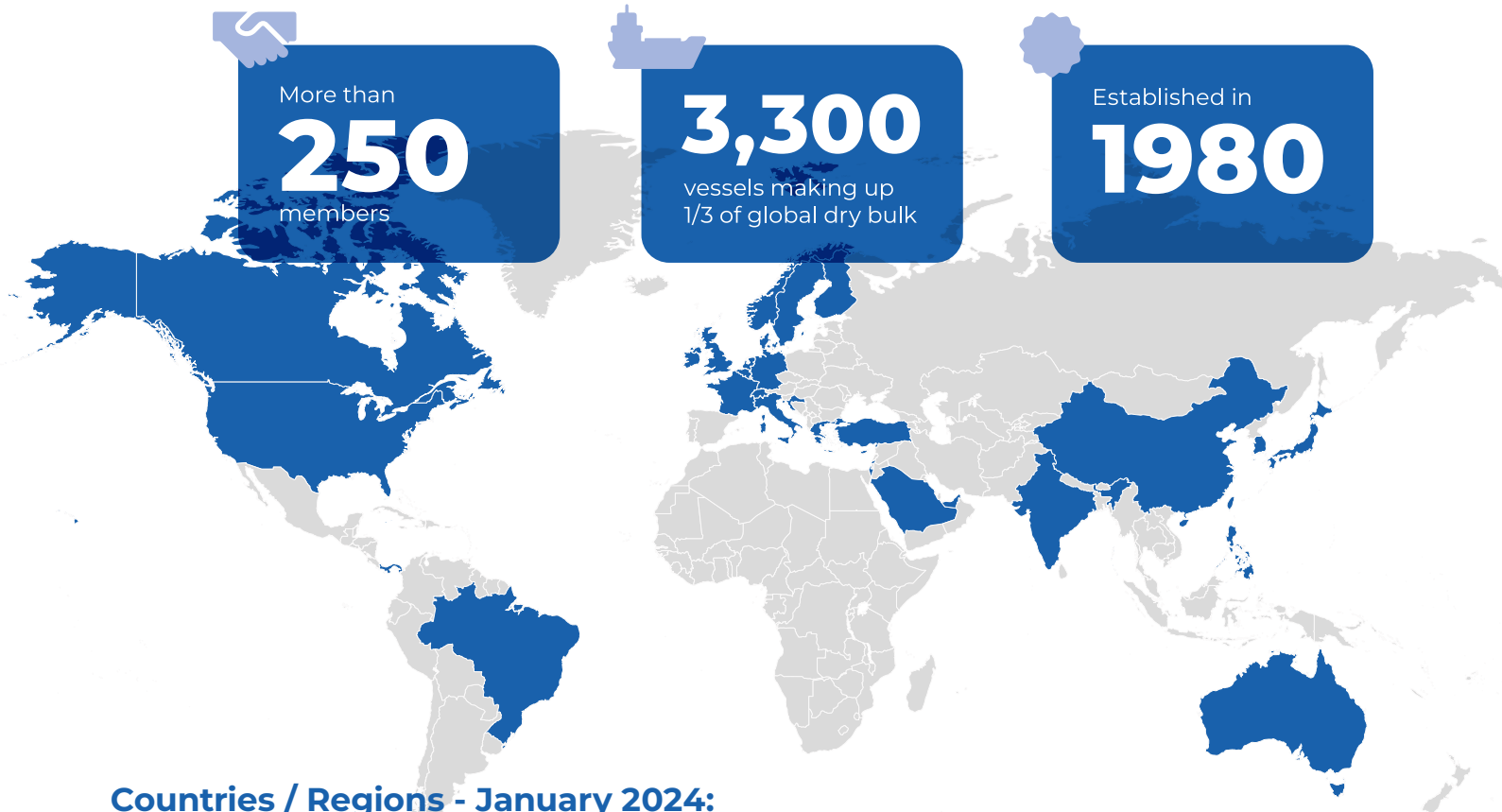
This Review, compiled by INTERCARGO in cooperation with Moore Greece presents key actions and initiatives that INTERCARGO has been engaged with over the past few years, in the context of ESG (Environmental, Social and Governance) questions and challenges.



INTERCARGO AND THE DRY BULK SHIPPING SECTOR

INTERCARGO AT A GLANCE


The International Association of Dry Cargo Shipowners (INTERCARGO) is a global and multicultural organisation that unites and promotes quality dry bulk shipping.





Countries / Regions - January 2024:


Australia, Belgium, Bermuda, Brazil, Canada, China, Croatia, Cyprus, Denmark, Germany, Greece, Hong Kong, India, Italy, Japan, Monaco, Norway, Philippines, Singapore, Switzerland, Taiwan, Turkey, UAE, United Kingdom, USA, Isle of Man, Cayman Islands, Finland, France, Israel, South Korea, Netherlands, Republic of Panama, Saudi Arabia, Sweden.

INTERCARGO holds a prominent position in global shipping because of its:

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· **SIGNIFICANCE IN THE FOOD AND ENERGY SUPPLY CHAINS:** INTERCARGO's members own, manage or operate Bulk Carriers transporting cereals, grains, agricultural and forest products, fertilisers, cement, iron and other mineral ores, as well as multitude of cargoes including coal and bauxite, vital to the international food and energy chains. INTERCARGO's members contribute towards maintaining and enhancing living standards in both developed and developing economies.
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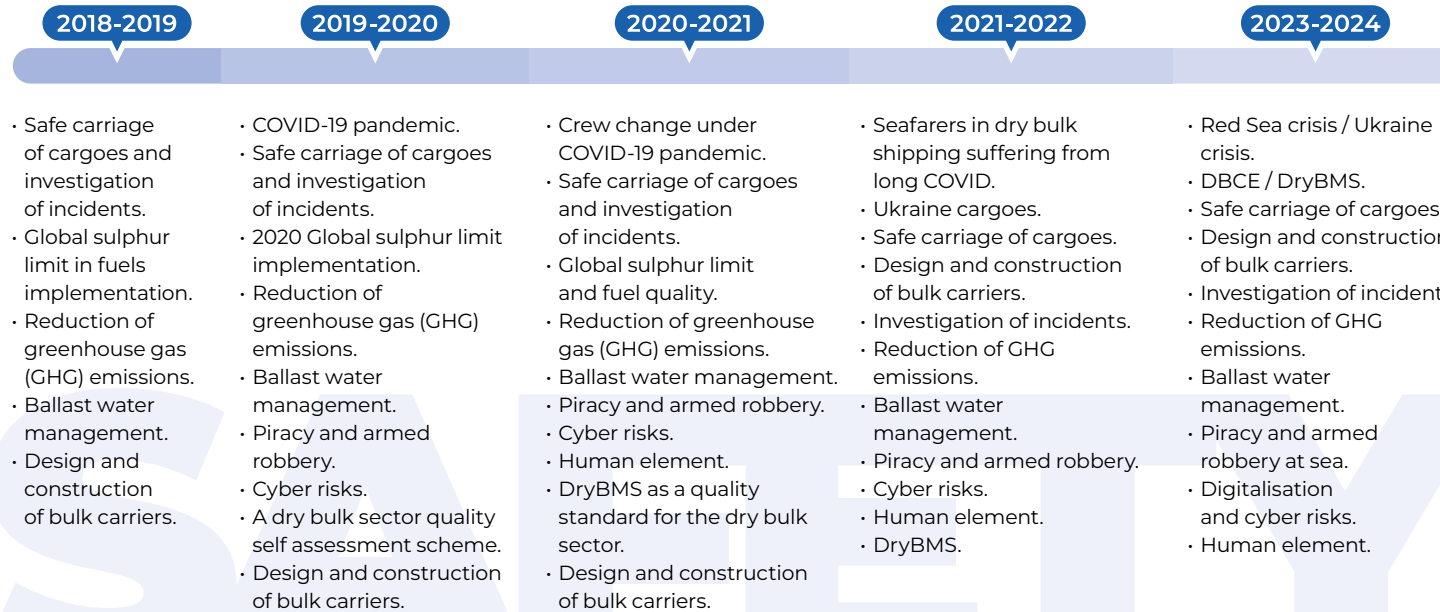
· **ACTIONS AND INITIATIVES TO PROMOTE SAFETY, QUALITY AND THE ENVIRONMENT:** INTERCARGO is committed to safety and quality in ship operations, with a focus on operational efficiency and the protection of the marine environment.
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· **MEMBERS INCLUSIVITY AND COLLABORATION:** INTERCARGO provides the forum where dry bulk shipowners, managers and operators are informed about, discuss, and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment, and operational excellence.
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· **REGULATORY REPRESENTATION OF THE INDUSTRY AND SUPPORT OF FAIR COMPETITION:** INTERCARGO has been participating with consultative status at the International Maritime Organization (IMO) since 1993. The Association actively participates in the development of global legislation through the International Maritime Organization and other international bodies, where it promotes its members' positions, having free and fair competition as a principle.



INTERCARGO'S FOCUS AREAS



COMMITMENT TO THE UN SDGs

The Sustainable Development Goals (SDGs) were adopted by the United Nations in 2015 as a universal call to action to end poverty, protect the planet, and ensure that by 2030 all people enjoy peace and prosperity. There are 17 SDGs, which set out where the world collectively needs to go and how to get there.



“End poverty in all its forms everywhere.”



“End hunger, achieve food security and improved nutrition and promote sustainable agriculture.”



“Ensure healthy lives and promote well-being for all at all ages.”



“Ensure access to affordable, reliable, sustainable, and modern energy for all.”

The dry bulk shipping sector is vital for the prosperity of people all around the world, as it delivers approximately 55% of the global transport work, serving essential needs, such as food and energy supply both in developed and developing economies.

Among the necessary goods transported by bulk carriers are cereals, grain, agricultural and forest products, cement, iron, and other mineral ores, as well as coal. All the above are needed for the welfare of societies.



COMMITMENT TO THE UN SDGs (continued)

The shipping industry is vital for the prosperity of people all over the world as it transports approximately 90% of global trade, yet is responsible for less than 3% of the anthropogenic GHG emissions.

Bulk carrier vessels represent one of the most economical and thereby environmentally-friendly modes of transport on Earth. Based on the Fourth IMO GHG Study 2020, the most significant carbon intensity reduction was achieved by bulk carriers, where the overall EEOI and AER (both operational GHG emission metrics) in 2018 were around 38% and 31% lower compared to 2008.



“Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.”



“Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.”



“Take urgent action to combat climate change and its impacts.”



“Conserve and sustainably use the oceans, seas and marine resources for sustainable development.”

INTERCARGO contributes towards meeting the IMO’s objectives by being fully committed to the IMO strategy and ambition in reducing GHG emissions by ships and the protection of the marine environment. INTERCARGO offered to co-sponsor for a five-billion-dollar R&D program to kick start the vital research and development needed to help shipping meet the UN Decarbonization goals.

For an overview of INTERCARGO’s work in relation to the UN Sustainable Development Goals (UN SDGs), you may watch the Association’s videos on “Dry Bulk Shipping: Sustainably serving the world’s essential needs”: <https://www.intercargoo.org/video-2021/> and <https://www.intercargoo.org/video-2020/>

THE DRY BULK SHIPPING SECTOR AT A GLANCE

Dry bulk is the world's largest shipping sector. Its capacity exceeding

1,000 million DWT

At the end of 2023, there were more than

13,000 dry bulk carriers compared to just over 10,000 in 2013.

Dry bulk carriers carry out approximately

55% of global maritime transport work.

They transport approximately

700kg of goods a year for each person on the planet.

They employ over

350,000

seafarers annually. The dry bulk shipping sector provides continuous and well-paid jobs to hundreds of thousands of talented and committed employees, providing significant income to households in areas with high rates of unemployment.

The average age of bulk carriers is lower than the average age of the global shipping fleet. Bulk carriers are much younger than other types of commercial ships.





ENVIRONMENT

The environmental pillar of ESG embraces all factors that have an impact on the functionality of our natural environment and natural systems. The environmental pillar is concerned with the protection of our precious planet and includes factors such as greenhouse gas (GHG) and other air emissions, climate change, biodiversity loss, renewable energy, energy efficiency, air, water or resource depletion or pollution, waste management, stratospheric ozone depletion, changes in land use, ocean acidification, and changes to the nitrogen and phosphorus cycles.

BALLAST WATER

The International Convention for the Control and Management of Ships' Ballast Water and Sediments (Ballast Water Convention) entered into force on the 8th of September 2017. The implementation challenges of the Convention especially relate to the performance of ballast water treatment systems, the operating conditions and locations of vessels, and the global coverage of technical support for the systems involved.

INTERCARGO has co-sponsored several papers submitted to IMO on the Convention Review. The Association has worked closely with various stakeholders, including the treatment system manufacturers (BEMA) with the aim of

providing solutions to some of the issues that are affecting the bulk carrier fleet. Additionally, it is hoped that the ongoing discussions at the IMO will play a part in solving some of the other ballast water management issues faced by ship operators.

“Environmental protection is and always has been acknowledged by INTERCARGO as fundamental to shipping.”

For more information, you may visit: <https://www.intercargoo.org/topics/ballast/>

GHG, SULPHUR AND OTHER EMISSIONS

The Association has for a long time been committed to IMO's strategy and ambition in reducing GHG emissions by ships. Over the years, the Association has been actively participating in the IMO deliberations, expressing the views of its members on the measures being developed by IMO for emission reductions.

INTERCARGO has been promoting the concept of Green Hubs for developing the necessary infrastructure to ensure availability of low/zero carbon fuels in ports around the world and supporting, along with its industry partners, the establishment of an international maritime research fund for decarbonising shipping. Among other initiatives, INTERCARGO made early written submissions to IMO's Marine Environment Protection Committee

(MEPC) for taking forward and implementing mandatory market-based measures for international shipping, while it was also a frontrunner along with International Chamber of Shipping in putting forward a levy-based economic measure, per tonne of CO2 emissions, to expedite the uptake and deployment of zero-carbon fuels.

During MEPC 80 in July 2023, a revised IMO GHG Strategy was adopted, which includes an enhanced common ambition to reach net-zero GHG emissions from international shipping by or around, i.e. close to, 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative checkpoints for 2030 and 2040.



Environment

INTERCARGO fully supports the IMO's ambition, despite the challenges. This ambition requires urgent acceleration in the development of green technologies, propulsion systems, fuels and related infrastructure, and "Green Hubs", along with mechanisms, including the industry's proposed market-based economic measure, which would allow the transition to net a zero carbon shipping.

Some years earlier, the Association was also actively involved in the discussions on the 2020 Sulphur Limit implementation. Since 1st January 2020, ships have been required to use fuels with a maximum sulphur content of 0.5%. This was a step change never before attempted on such a global scale, and considerable planning and preparation had been undertaken by owners and operators to ensure compliance with the new regulation.

INTERCARGO had made continuous efforts to help find solutions in the practical issues arising from the sulphur

limit implementation, while thereafter it has performed surveys on how the industry has experienced the transition.

In November 2023, INTERCARGO organized the forum "Solutions for Sustainable Dry Bulk Shipping" in which more than 200 attendees participated. One of the key points of the event was that the design of bulk carriers presents a significant decarbonization challenge.

INTERCARGO is participating in the International Electromechanical Commission (IEC) Bulk Carrier Shore Power Working Group tasked with finalising the electrical standards for shore-power/ cold-ironing/ AMP specifically for bulk carriers.

For more information, you may visit: <https://www.intercargo.org/topics/emissions/>



INTERCARGO keeps up to date with the latest developments in the field of air emissions, raises concerns about the challenges faced by the dry bulk shipping industry and promotes constructive solutions in this field.

SHIP RECYCLING

INTERCARGO has been actively involved with ship recycling, especially to assist the dry bulk shipping sector in its transition to a regulated environment in this field. The IMO's Hong Kong Convention for Safe and Environmentally Sound Recycling of Ships ("HKC") will enter into force on 26 June 2025, according to which: new ships shall have an International Certificate on IHM (Inventory of hazardous materials) from 26 June 2025 and all existing ships shall have an International Certificate on IHM latest by 26 June 2030. IHM is a detailed and certified document, outlining all the existing hazardous material onboard ships. IHM preparation is based on documentation provided by the suppliers in the form of Material Declarations (MDs) and Suppliers Declaration of Conformity (SDoC). MD and SDoCs should be provided for all machinery, equipment, materials and coatings installed on board a vessel. The MD and SDoC contain information on whether hazardous materials are present in the specified products, placed onboard.

Before the entry into force of HKC, the EU Ship Recycling Regulation (EU SRR) affects non-EU-flagged vessels, as non-EU flag ships calling at a port or anchorage of an EU member state shall have a certified IHM. Every EU-flagged vessel planned to be recycled shall have a Ready for Recycling Certificate (RfR) and only be sent to recycling yards on the European List of Ship Recycling Facilities (EU List).

INTERCARGO represents the views of the dry bulk shipping community on this subject and makes continuous efforts to find solutions to the challenges of ship recycling, always taking into consideration safety and environmental standards.

For more information, you may visit: <https://www.intercargoo.org/ship-recycling/>



INTERCARGO stresses the importance of a holistic approach to environmental regulation. Shipping is on a journey to decarbonize which in the short term to mid-term will mean finding efficiencies and ultimately using less power. However, regulations such as the Ballast Water Management Convention effectively require vessels to use more power and thus produce more emissions, meaning that one environmental regulation can potentially have a negative effect on another. INTERCARGO flags such issues to the regulators and invites them to recognize the consequences of all regulations and how they may impact each other.

INTERCARGO MESSAGING & COMMUNICATIONS

<p>“Bulk carrier design presents a decarbonisation challenge”</p> <p>29.11.2023 Learn more</p>	<p>INTERCARGO Statement on IMO GHG Strategy</p> <p>07.07.2023 Learn more</p>	<p>IMO’s mid-term decarbonisation measures should be simple and effective</p> <p>30.06.2023 Learn more</p>	<p>Don’t regulate shipping in isolation warns INTERCARGO as members meet in Dubai</p> <p>02.06.2023 Learn more</p>
<p>INTERCARGO Statement on IMO Decarbonisation Ambitions, Medium -Term Measures and Carbon Intensity Indicators</p> <p>07.12.2022 Learn more</p>	<p>Towards 2050: Governments must share the load, warns INTERCARGO</p> <p>09.06.2022 Learn more</p>	<p>Achieving 2050 zero -emission shipping: Global challenges require global solutions</p> <p>04.11.2021 Learn more</p>	<p>Statement on GHG emissions and a levy -based Market Based Measure</p> <p>07.09.2021 Learn more</p>
<p>“Industry backs United Nations \$5 Billion ‘Moon-Shot’ Programme to decarbonise Shipping”</p> <p>10.03.2021 Learn more</p>	<p>“Shipping industry urges Governments to take forward USD 5 billion proposal to accelerate the decarbonisation of maritime transport”</p> <p>16.11.2020 Learn more</p>	<p>“Shipping’s inclusion in EU ETS ignores industry’s calls for collaboration”</p> <p>21.09.2020 Learn more</p>	<p>“Industry survey shows switch to low-sulphur fuel has not been without problems”</p> <p>19.08.2020 Learn more</p>
<p>“Shipping sector proposes USD 5 billion R&D board to cut emissions”</p> <p>18.12.2019 Learn more</p>	<p>“2020 Global Sulphur Limit implementation: INTERCARGO raises Safety concerns</p> <p>19.07.2019 Learn more</p>		



SOCIAL

The social pillar of ESG is concerned with the protection and promotion of the rights and well-being of people and communities. It is about fostering equality, respecting human rights and focusing on factors such as labour standards in the supply chain, workplace health and safety, freedom of association and freedom of expression, human capital management and employee relations; diversity; relations with local communities, activities in conflict zones, health and access to medicine, consumer protection.

CONTRIBUTION TO SOCIETY

The dry bulk shipping industry has always had a very strong commitment to serving societies across the world, by providing essential goods, creating wealth and employment. The dry bulk shipping industry plays a critical role in the global economy, accounting for over half of all transportation activities worldwide and providing basic necessities like food and energy to both developed and developing nations. Cereals, grains, wood and agricultural products, cement, iron, and various mineral ores, along with coal, are among the essential commodities that bulk

carriers deliver and all of them are required to ensure societies' welfare.

INTERCARGO unites the dry bulk shipping sector in voicing its significance in sustainably serving the world's essential needs.

For more information about INTERCARGO's impact to societies you may visit: [INTERCARGO's video 2020](#) and <https://www.intercargoshipping.com/about-esg/>



SAFETY, REDUCTION OF FATALITIES, INJURIES, AND LOSS OF VESSELS

Dry bulk ships are at the very heart of global trade and have seen a much welcomed long-term positive safety trend in recent years. There has been a clear improvement in terms of the number of annual losses of bulk carriers versus the total number of bulk carriers in the global fleet. Improved safety is largely thanks to constant learning, better crew training, improved ship design, new technology and stronger regulatory compliance. Sadly, major incidents involving loss of life still occur: there is no room for complacency.

INTERCARGO is determined to help lead the response to these events, working with its members and industry stakeholders to do all possible to learn and protect the lives of the brave men and women who crew bulk carriers.

Every year, the INTERCARGO Bulk Carrier Casualty Report provides an analysis of casualty statistics covering the

previous 10 years. Ship loss statistics between 2014 and 2023 suggest a clear improvement in terms of the number of annual losses of bulk carriers versus the total number of bulk carriers in the global fleet.

INTERCARGO is a proud supporter of the ‘Together in Safety’ initiative, which is a non-regulatory industry consortium connecting the maritime sector to improve safety performance. The Together in Safety Coalition has developed a Framework for any shipping company as the basis for their safety management program, and comprises the Strategic Drivers of Leadership, Incident Prevention, and Wellbeing & Care.

It is the intention of INTERCARGO to continue to work tirelessly with all stakeholders in order to improve bulk carrier safety and to strive for zero losses of seafarers and zero losses of dry bulk ships.



INTERCARGO members surpass industry average performance in both deficiencies and detentions.

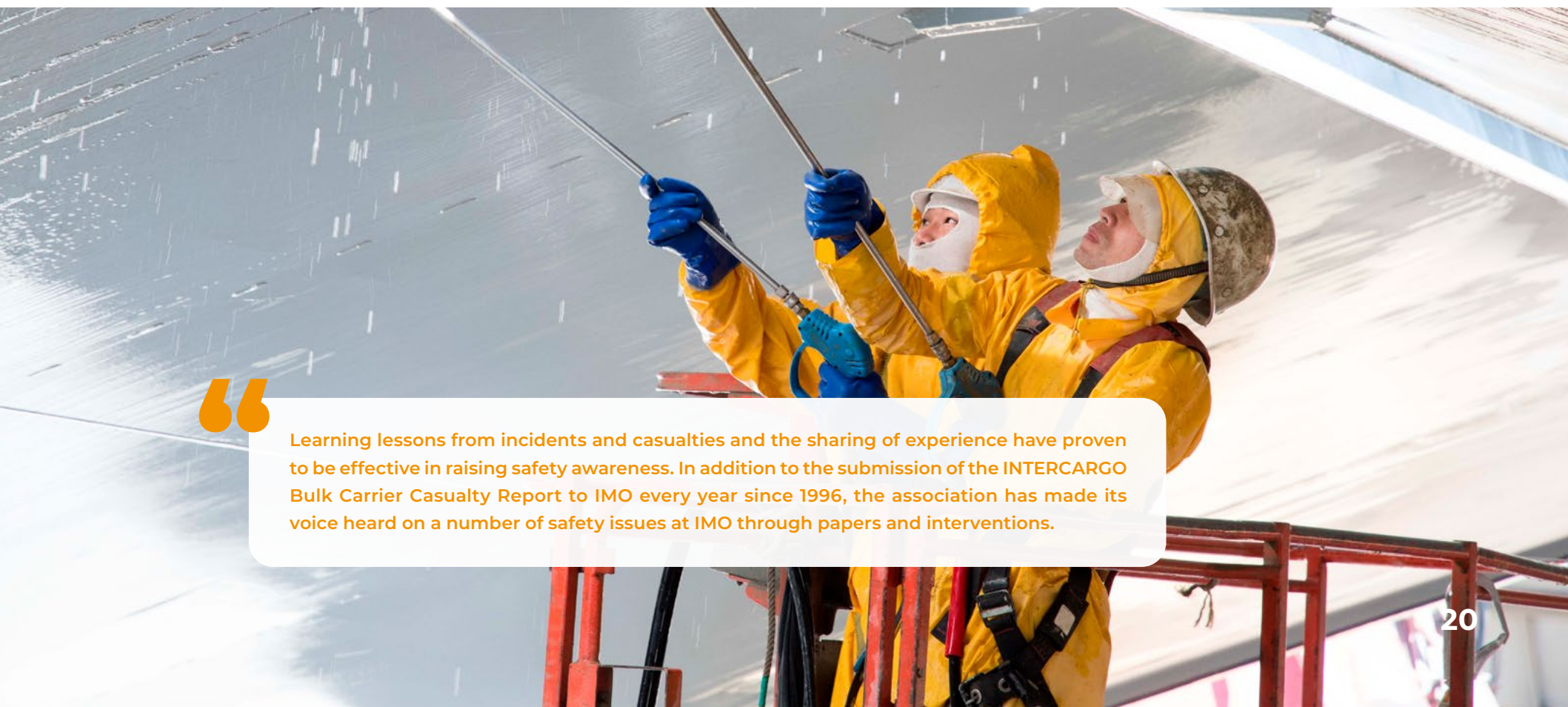
The INTERCARGO badge of quality is widely recognised within the industry, and based on the latest Benchmarking Report 2022-2023, INTERCARGO-entered vessels consistently bettered industry performance indicators in terms of both deficiencies and detentions. However the industry as a whole shows a steady increase in detention rates. The Benchmarking Report 2022-2023 can be accessed <https://www.intercargo.org/benchmarking-report-2022-2023/>.

Social

INTERCARGO participates in the HEIG (Human Element Industry Group), an industry group established in conjunction with the IMO comprising non-governmental organizations (NGOs) with interests in the human element that are accredited to the IMO. During 2022 and 2023, the HEIG has been looking closely at how time pressure affects the safety of personnel engaged in enclosed space entry and has been making recommendations to the IMO.

INTERCARGO also continuously supports the UK Maritime & Coastguard Agency (MCA) initiative, HEAG (Human Element Advisory Group) through active participation in the routine meetings of the group, which has been considering changes to the Code of Safe Working Practices, Leading for Safety, and other relevant MCA publications.

For more information, you may visit: <https://www.intercargoo.org/topics/incidents/> and: <https://www.intercargoo.org/intercargoo-is-a-proud-supporter-of-together-in-safety/>



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Learning lessons from incidents and casualties and the sharing of experience have proven to be effective in raising safety awareness. In addition to the submission of the INTERCARGO Bulk Carrier Casualty Report to IMO every year since 1996, the association has made its voice heard on a number of safety issues at IMO through papers and interventions.

UKRAINE & RED SEA GEOPOLITICAL CRISES

The war in Ukraine and the Red Sea crisis have been significant disruptive forces in the shipping sector posing substantial risks in the safety of vessels and their crews that operate in the affected areas.

Since the Ukrainian crisis started, INTERCARGO has actively participated in an industry task force formed to gather information and to share experiences and valuable data with ship operators. This has supported INTERCARGO members in making informed decisions regarding operations in and around the Black Sea and the Sea of Azov.

Additionally, since the eruption of Red Sea geopolitical crisis, INTERCARGO has condemned the attacks on merchant vessels transiting the Red Sea and is calling for an immediate stop to these actions and the release of ships and their crew being held.

“The safety of our seafarers remains INTERCARGO’s paramount concern, and we urge our members to remain vigilant and take note of the guidance being issued by the industry.”

Not only are these attacks putting crew members and vessels at risk but East African nations and regions relying on the transit of dry bulk cargoes, such as food and vital raw materials, through the Red Sea will face severe consequences due to trade disruptions.

INTERCARGO continues to monitor the situation closely and offer guidance and support to members, as the industry collaborates with all stakeholders to address the threat posed and safeguard international shipping.

With Non-Governmental Organisation status at the IMO, INTERCARGO is actively involved in discussions and information sharing at the highest level. The association endorses the IMO’s stance that there must be caution and restraint to avoid further escalation of the situation in the Red Sea and broader area, in alignment with UN Security Council Resolution 2722 (2024) on the Red Sea.

For more information, you may visit: <https://www.intercargoo.org/intercargoo-statement-on-red-sea-attacks/>, <https://www.intercargoo.org/intercargoo-statement-on-black-sea-grain-initiative/> and <https://www.intercargoo.org/ukraine-crisis-updates/>



SEAFARER TRAINING AND DEVELOPMENT

INTERCARGO is concerned about the training of the people engaged in the dry bulk shipping sector and about the numbers of seafarers that may be available to meet the future needs of an expanding bulk carrier fleet, as well as about where these professionals might be sourced from. In addition the adequacy of the existing training regime for the modern safety conscious bulk carrier sector is actively monitored.

INTERCARGO believes that it will be necessary to give far more attention to the breadth and quality of seafarers' training if the future Bulk Carrier fleet is to be efficiently manned and accidents reduced, especially with the introduction of alternative fuels.

INTERCARGO has been looking into:

- issues connected with the supply and demand of seafarers for the expanding Bulk Carrier fleet,

- competency issues vis-à-vis the established STCW Training Regime and
- issues connected with the human element and how this interacts with Casualties and other Negative Performance Indicators noted in INTERCARGO's Benchmarking Report.
- compliance with DryBMS Element 7 "HR Management and Recruitment".

"Everyone should be reminded of the value of our seafarers and the imperative for their legal designation as key workers by all nations with special/favourable handling by ports and countries of destination."

For more information, you may visit: <https://www.intercargo.org/topics/training/>



COVID-19 AND CREW CHANGES

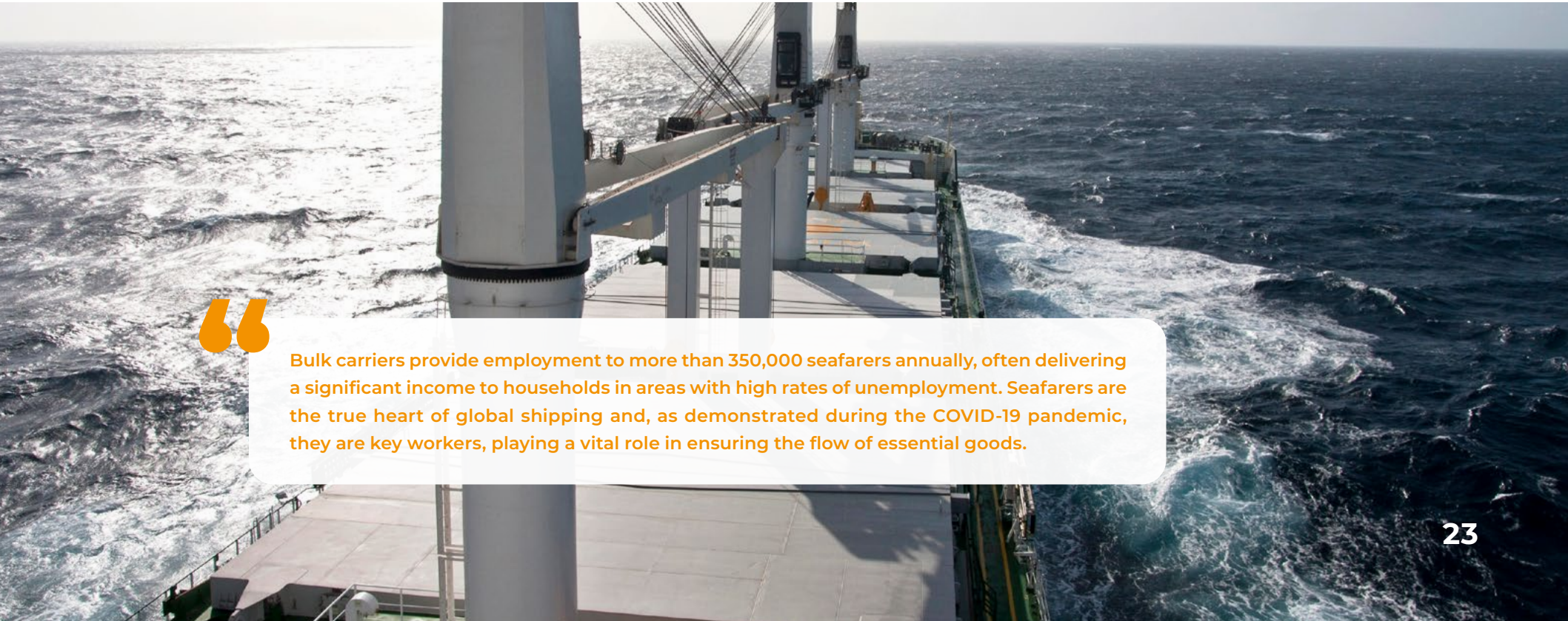
The shipping industry faces its own version of 'long covid', with continued crew shortages, and arbitrary regulations in areas around the world restricting crew changes and affecting shore leave for crews. Seafarers worldwide face major issues with crew changes, port entry and changing vaccination requirements. The waves of infection affected ports, and local authorities created their own interpretation of the rules.

The situation is ongoing and requires pan-industry commitment. The efforts of INTERCARGO and its members to highlight the plight of the seafarer must not stop, and

the industry must never consider what is happening to seafarers today is in any way normal. INTERCARGO urges consideration by national governments at the highest level for the issue to remain at the top of their agenda.

INTERCARGO frequently supports charitable initiatives, organised by various organisations such as the Nautical Institute and the Mission to Seafarers.

For more information, you may visit: <https://www.intercargoo.org/operational-considerations-for-managing-covid-19-cases-on-board-ships/>



Bulk carriers provide employment to more than 350,000 seafarers annually, often delivering a significant income to households in areas with high rates of unemployment. Seafarers are the true heart of global shipping and, as demonstrated during the COVID-19 pandemic, they are key workers, playing a vital role in ensuring the flow of essential goods.

PIRACY, CRIME RISKS

Incidents of piracy and armed robbery at sea have shown an encouraging reduction. For vessels operating in areas with reported piracy and armed robbery cases, the best advice is to obtain access to the latest guidance and best practice, carry out a risk assessment and follow industry best practice.

It is essential to register and liaise with naval forces, to request support and protection. During the communication vessels may be sent updates on the security situation of intended sea passages and potential vulnerability to attack.

INTERCARGO and its partner Round Table shipping organisations and other associations have actively participated and promoted through the IMO and elsewhere, Best Management Practices (BMP's) which give advice to Masters and Companies on how best to avoid seizure by Pirates. These matters are kept under review by INTERCARGO.

For more information, you may visit: <https://www.intercargo.org/topics/piracy/>



UNFAIR DETENTIONS OF SEAFARERS

Seafarers play a vital role in ensuring the flow of essential goods under challenging weather and working conditions. They have managed to maintain global trade without disruption over the years, despite emerging challenges such as Covid-19, and for their contribution have been assigned “key worker” status. However, it is of grave concern that unfair detentions and treatment of seafarers continue in many jurisdictions, jeopardising their financial and mental health.

It is expected that the next decades will introduce monumental technological breakthroughs and the availability of well-qualified and mentally strong seafarers

is of paramount importance. INTERCARGO speaks about the importance of solving the issue of seafarers’ unfair detention in many jurisdictions, a factor that - among others - discourages the entry to young talent.

INTERCARGO has been actively participating in discussions to establish a set of guidelines on fair treatment of seafarers. The intention of the guidelines should be to provide practical guidance to all stakeholders in case of detention on suspicion of committing maritime crimes and were not intended to interfere with national criminal procedures and legislation.



INTERCARGO MESSAGING & COMMUNICATIONS

<p>INTERCARGO Statement on Safety of Seafarers</p> <p>23.01.2024 Learn more</p>	<p>INTERCARGO Statement on Red Sea attacks</p> <p>19.12.2023 Learn more</p>	<p>“INTERCARGO warns against complacency as liquefaction remains greatest contributor to deaths in dry bulk sector”</p> <p>28.07.2023 Learn more</p>	<p>INTERCARGO Statement on Black Sea Grain Initiative</p> <p>21.07.2023 Learn more</p>
<p>“Round Table prioritises Seafarers at first in-person meeting since COVID”</p> <p>22.02.2023 Learn more</p>	<p>Industry Partners Must Play a Greater Role in Safety, says INTERCARGO</p> <p>05.07.2022 Learn more</p>	<p>Shipping Industry Suffering from ‘Long COVID’ says INTERCARGO</p> <p>31.05.2022 Learn more</p>	<p>INTERCARGO statement on crews & ships trapped at Ukrainian ports</p> <p>10.03.2022 Learn more</p>
<p>Statement from INTERCARGO on the Ukrainian crisis</p> <p>02.03.2022 Learn more</p>	<p>“Industry group reveals initial results from research into maritime deaths in enclosed spaces”</p> <p>08.12.2021 Learn more</p>	<p>Time to recognise the value of the dry bulk sector says INTERCARGO</p> <p>19.10.2021 Learn more</p>	<p>Day of the Seafarer 2021 – INTERCARGO Joins Calls for a Fair Future for Seafarers”</p> <p>23.06.2021 Learn more</p>
<p>SHIPPING INDUSTRY WELCOMES NIGERIA’S CREATION OF “DEEP BLUE” TO STAMP OUT PIRACY IN THE GULF OF GUINEA</p> <p>10.06.2021 Learn more</p>	<p>Statement of Support – new Seafarers International Relief Fund</p> <p>05.05.2021 Learn more</p>	<p>Vaccination lottery for the dry bulk sector</p> <p>31.03.2021 Learn more</p>	<p>The Neptune Declaration on Seafarer Wellbeing and Crew Change</p> <p>26.01.2021 Learn more</p>

INTERCARGO MESSAGING & COMMUNICATIONS (continued)

<p>INTERCARGO calls for seafarers to receive COVID-19 vaccine as a priority</p> <p>09.12.2020 Learn more</p>	<p>INTERCARGO: Charterers preventing crew change must be held to account</p> <p>02.11.2020 Learn more</p>	<p>“Crew change: Drastic measures needed now”</p> <p>27.07.2020 Learn more</p>	<p>“Slow Response from Governments Pushing Seafarers to their Limits”</p> <p>24.06.2020 Learn more</p>
<p>Crew Change for ‘Key Workers’ at Sea Must be Top of the Industry’s Agenda, says INTERCARGO</p> <p>28.04.2020 Learn more</p>	<p>New publication offers updated maritime security guidance for mariners operating off West Africa and the Gulf of Guinea</p> <p>31.03.2020 Learn more</p>	<p>Coronavirus poses major challenges for seafarers on merchant ships from increasing restrictions imposed by port states</p> <p>17.03.2020 Learn more</p>	<p>Gulf of Guinea Security</p> <p>09.03.2020 Learn more</p>
<p>“INTERCARGO applauds the IMO’s intention to improve casualty investigation reporting”</p> <p>30.01.2020 Learn more</p>	<p>Celebrating the Day of the Seafarer 2019: “I Am On Board with gender equality”</p> <p>25.06.2019 Learn more</p>	<p>“INTERCARGO on Bulk Carrier Casualties reporting”</p> <p>24.04.2019 Learn more</p>	<p>Cargo liquefaction continues to be a major risk for dry bulk shipping</p> <p>31.01.2019 Learn more</p>



Governance

GOVERNANCE

Governance is concerned with establishing a transparent set of relationships between an organisation's management, its board, its shareholders and other stakeholders. Governance provides the structure and processes through which the objectives of the undertaking are set, progress against performance is monitored, and results are evaluated.

STAKEHOLDER DIALOGUE

The Round Table of international shipping associations consists of INTERCARGO, INTERTANKO, ICS and BIMCO and meets regularly to enhance synergies for the benefit of the industry.

INTERCARGO participates in the Annual Tripartite Forum and its follow-up meetings. The Tripartite refers to a series of meetings during a year of the three groups: Owners, Classification Societies/IACS, and the Shipbuilders Associations of, predominantly, China, Japan and South Korea.

INTERCARGO is engaged with the European Community Shipowners' Association (ECSA) on key EU regulatory

developments affecting the dry bulk shipping sector. INTERCARGO is also engaged with the Association of Resource Companies, Ship Operators, Ports & Terminals (ARCSOPT), an Australian-based association about shipping standards in Australian ports.

INTERCARGO also represents its membership in many other international shipping fora and of course at the International Maritime Organization.

For more information, please visit: <https://www.intercargo.org/about/roundtable/> and [Annual Review 2022-2023 \(page 34\)](#).

DryBMS

It is essential that companies in the dry bulk shipping sector have a widely accepted, common quality benchmark, which will drive significant improvements in dry bulk safety standards. This will support an industry which is working hard to achieve a positive impact on safety standards, but which faces structural challenges along a complex supply chain (port-terminal-shipper-charterer-receivership). This varies from other ship types, for example, the tanker sector, which enjoys a much more regulated operational framework.

INTERCARGO and RightShip are founding members of DryBMS, a quality standard for the dry bulk sector. Safety, environmental and operational excellence are promoted through company self-assessment.

Supported by the International Chamber of Shipping (ICS) and BIMCO, DryBMS now exists as a simple set of best

practices and key performance indicators and raises the bar on safety, environmental and operational excellence.

For more information, you may visit: <https://www.intercargo.org/drybms/>

RightShip and INTERCARGO announce important new quality standard for dry bulk sector to be governed by new NGO"

21.01.2021

[Learn more](#) 

INTERCARGO and Rightship launch Dry Bulk Center of Excellence (DBCE)

03.04.2024

[Learn more](#) 

CYBER RISKS & DIGITALISATION

In realising the benefit of improving ship efficiency, partly driven by cost reduction, and partly meeting market expectation of shipping’s decarbonisation goals, many bulk carrier shipowners are increasing their effort to explore new ways of digitalising every operational aspect, while keeping pace with all the links of the supply chain to make the digitalisation process and information system secure and resilient.

The International Maritime Organization (IMO) adopted a resolution, ‘Maritime Cyber Risk Management in Safety Management Systems, in June 2017 which was updated on 7 June 2022, to provide high-level recommendations

on maritime cyber risk management to safeguard shipping from current and emerging cyberthreats and vulnerabilities. Ships failing to include cyber security measures in their plans risk being declared unseaworthy.

INTERCARGO members are actively involved in supporting the implementation of this resolution, and regularly share experiences via the channels established by the Association to assist members in complying with the relevant IMO requirements in the area of cyber security.

For more information, you may visit: <https://www.intercargoo.org/topics/cyberisks/>



‘Now is the time to re-evaluate the image of the bulk carrier sector and recognise the commitment of INTERCARGO members to a safe, efficient, high quality and environmentally sound dry bulk shipping industry’.



OTHER INITIATIVES

INTERCARGO has hosted several industry presentations and issued many publications over the years to help establish a set of best practices for the dry-bulk sector. Amongst others:

- INTERCARGO has organised briefing sessions, seminars and webinars for its members and invited representatives of the dry bulk community. A few examples are the webinars “Project Blue Visby Solution”; “Mastering your EU ETS Compliance Strategy”; “Bulk carriers and frequent commodities”, “Biofuels in shipping”, “Latest Mooring Management requirements of Australian ports”,

“Empowering behavioural competence of seafarers onboard”.

- INTERCARGO has circulated to its members many publications, such as annual casualty reports, benchmarking reports, guidelines on different aspects of the dry-bulk shipping operations, including guidelines on cyber security onboard ships.

For more information, please visit: <https://www.intercargo.org/about/meetings/> and <https://www.intercargo.org/news/publications/>



CONCLUDING REMARKS BY INTERCARGO'S SECRETARY GENERAL

The evolving Environmental, Social, and Governance (ESG) agenda is not merely a prerequisite for operating in the dry bulk shipping industry of the 21st century; it is a roadmap for thriving amidst challenges and securing sustainable success. The present report highlighted key activities and initiatives of our Association on the ESG front. INTERCARGO and its members take high pride in their work.

At the same time, a 2023 report by Woodrow titled 'Navigating ESG risks in the Maritime Sector' underscored significant ESG risks in the maritime industry, as well as transparency issues. While the industry is acknowledged for its advanced risk management practices, it is also seen as more exposed and riskier compared to others. Substantial communication shortcomings contribute to scepticism regarding its commitment to ESG expectations. Overall, the maritime industry's traditional and slow-to-adapt nature were identified as exacerbating relevant challenges, particularly within the ship owning and maritime technology sectors, necessitating proactive measures to enhance transparency and credibility.

In light of such perceptions, a forward-looking attitude is certainly required when addressing key aspects shaping the future of maritime operations and the dry bulk shipping sector more particularly.

Seafarers' well-being tops the list of our priorities. Ensuring their safety and welfare is imperative for our sector's future. People remain the cornerstone of our business model and success. Workers' safety and wellbeing, alongside environmental impacts and technological disruptions, are the biggest risk factors. Decarbonisation stands out as a paramount environmental challenge, alongside other ones such as waste management, hazardous materials disposal, and ballast water impacts. While technological uncertainties persist, embracing innovation is essential.

Moreover, prioritising talent development and fostering a culture of innovation are critical for attracting and retaining top talent to meet the demands of the future.

A clear sense of purpose, coupled with robust governance structures, is crucial for fostering a sustainable and resilient business model, ultimately striving for stronger, safer, and more sustainable dry bulk shipping practices. The recent launch by INTERCARGO and RightShip of the Dry Bulk Centre of Excellence (DBCE) has been a pivotal initiative aimed at fostering excellence in governance in our sector. Operating independently on a non-profit basis, DBCE will oversee the administration of the Dry Bulk Management Standard (DryBMS). DBCE's aim is to empower ship owners and managers to assess and enhance their performance against the DryBMS framework.

In summary, dry bulk shipping should embrace the ESG agenda as a catalyst for innovation, resilience, and long-term success and to effectively communicate dry bulk shipping's impact and commitment to sustainability. By proactively addressing environmental and social challenges, fostering robust governance practices, and embracing a purpose-driven culture, our sector can navigate the present and future complexities, while charting a course toward sustainable prosperity for societies around the world.



Kostas G. Gkonis, PhD
INTERCARGO Secretary General

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www.intercargo.org

