



INTERCARGO

INTERNATIONAL ASSOCIATION
OF DRY CARGO SHIPOWNERS

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Bulk Carrier Casualty Report

Years 2015 to 2024 and trends



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INTRODUCTION

INTERCARGO's annual Bulk Carrier Casualty Report examines the safety performance of bulk carriers over a rolling 10-year period in order to identify risks and improve safety for seafarers and vessel operations. The new edition of the Bulk Carrier Casualty Report (2025) reveals that between 2015 and 2024, 20 bulk carriers of more than 10,000 deadweight tonnes (dwt), (excluding the loss of three bulk carriers in the Red Sea), were reported lost, with the tragic loss of 89 seafarers' lives in the Red Sea.

The Red Sea is a critical chokepoint for global trade, particularly for bulk commodities like grain, coal, and iron ore. Disruptions can have ripple effects on global supply chains.

There were three bulk carrier total loss casualties, namely **Rubymar, True Confidence and Tutor**, in the Red Sea as a direct consequence of missile, drone and drone boat attacks during the period, causing the loss of four seafarers' lives.

INTERCARGO strongly condemns all attacks on bulk carriers in the Red Sea and Gulf of Aden (GOA) regions which directly contravene the fundamental principle of freedom of navigation while expressing deep concern over the tragic loss of life and injuries suffered by the crews of merchant ships in over 100 attacks in the regions in 2024.

The loss of life and injuries to civilian seafarers is completely unacceptable. Merchant vessels crewed by civilian seafarers in the service of global trade should have the right to innocent passage through the region without the threat of attack.

The significant safety concerns led to difficulties in recruiting seagoing personnel, impacting bulk carriers operating in these regions.

Following the ceasefire declaration of 19 January 2025, INTERCARGO expresses hope for the restoration of maritime security in the Red Sea and Gulf of Aden regions, ensuring safe passage for civilian vessels both regionally and globally.

Statistics analysis

Initial analysis of the statistics in the 2025 Report reveals some potential safety gaps, such as:

- **Cargo liquefaction**¹ remains the greatest contributor to loss of life, accounting for 55 lives or 61.8% of the total loss of life in the period.
- **Groundings** remain the greatest cause of ship losses, with nine losses or 45.0% of the total number of bulk carrier casualties.
- **Cargo shift** (not liquefaction) sank two bulk carriers and cost 12 lives - a concerning 13.5% of the total number of lives lost.

The importance of bulk carrier safety remains paramount. INTERCARGO's contributions have been instrumental in reducing vessel and crew losses since the challenging period of 1980-2000. Specifically during 1990-2000, the sector experienced annual losses of between 5 and 26 bulk carriers, with tragic seafarer fatalities ranging from 23 to 186 per year.

The dry bulk sector is encouraged to note that there have been marked improvements in the number of bulk carrier total losses since 2017 and marked improvements in the total lives lost since 2020. INTERCARGO believes that the dry bulk sector should be proud of this achievement and recognise that improved safety is to be largely attributed to constant learning, better crew training, improved ship design, new technology and stronger regulatory compliance.

There is no room for complacency. It is the intention of INTERCARGO to continue to work tirelessly with all stakeholders in order to improve bulk carrier safety and ultimately to strive for zero losses of seafarers' lives and zero losses of dry bulk ships every year.

Safety remains fundamental in all operations. INTERCARGO continues to advocate for safe decarbonisation practices whilst promoting crew safety initiatives and enhanced bulk carrier management protocols in pursuit of our zero-loss objective.

February 2025

¹ Liquefaction is used in this report to describe moisture-related cargo failure mechanisms such as liquefaction and dynamic separation.



SUMMARY

- 20 bulk carriers (of over 10,000 dwt¹) have been identified as total losses² for the years 2015 to 2024.
- Three bulk carrier casualties and four associated lives lost in the Red Sea as a direct consequence of missile, drone and drone boat attacks during the period were not included in the statistics, with details of them at the end of the section Casualty list of the Report.

Total losses - bulk carriers by size³ and year

Year	10,000-34,999 dwt	35,000-49,999 dwt	50,000-59,999 dwt	60,000-79,999 dwt	80,000+ dwt	Total
2015	2		1	2		5
2016		1			2	3
2017			1		1	2
2018			1			1
2019			1			1
2020					2	2
2021	1	1				2
2022	1	1				2
2023	1					1
2024				1		1
Total	5	3	4	3	5	20

Significant findings

- **50,000-59,999 dwt:** vessels in this range accounted for the most loss of life, with 55 seafarers losing their lives, accounting for 61.8% of the total of 89 lives during the period.
- **10,000-34,999 dwt and 80,000+ dwt:** five ships were lost, accounting for 25.0% of the total 20 casualties reported. These casualties cost 22 lives, or 24.7% of the total in the **80,000+ dwt** range and 12 lives, or 13.5% in the **10,000-34,999 dwt** range.
- In 2020 the losses of one Capesize and one VLOC vessel (*Wakashio* and *Stellar Banner*) focused attention on large bulk carrier safety.
- The lowest number of three casualties occurred in the **35,000-49,999 dwt** and **60,000-79,999 dwt** ranges, representing 15.0 % of the total of 20 ship losses. There was no life lost as a consequence of those ship losses.

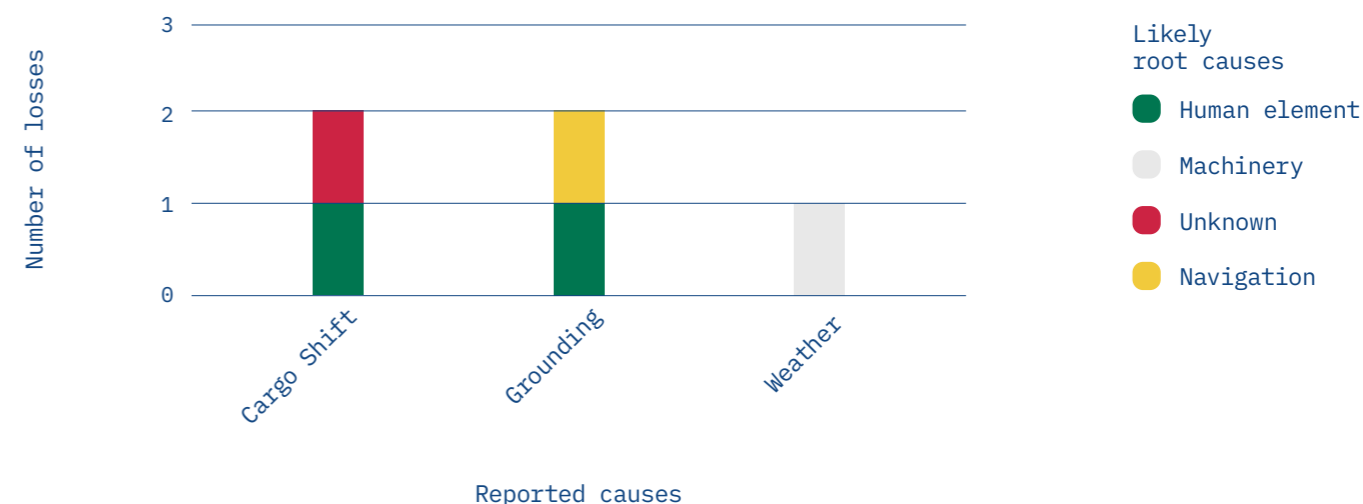
¹ A 9,999 dwt cement carrier was included as an exceptional case for this report.

² This document provides information on casualty data related to bulk carriers above 10,000 dwt. INTERCARGO's classification of ship casualties follows the same principles used in IMO's classification on GISIS. The assumed definitions of vessel sizes used in this report are for continuity and easier comparison with past reports.

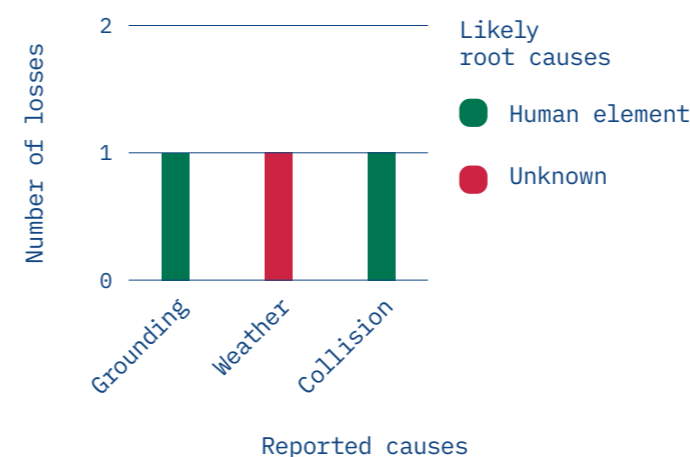
³ These arbitrary size ranges are used for easy comparison with past reports.

Analysis of causes by ship size

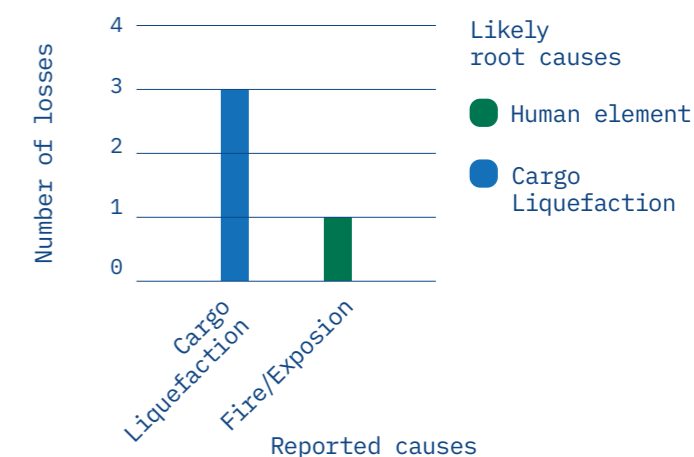
Casualties - 10,000-34,999 dwt bulk carriers



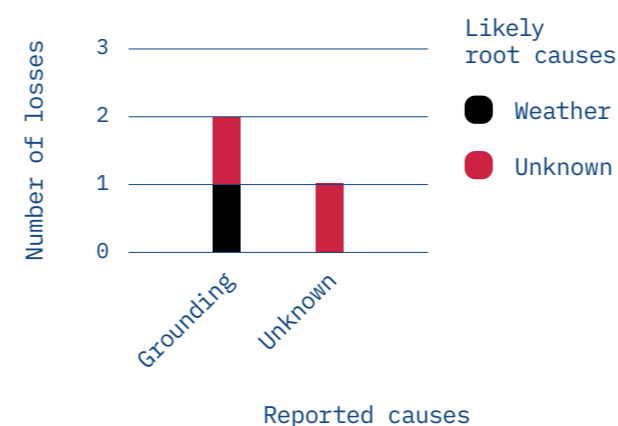
Casualties - 35,000-49,999 dwt bulk carriers



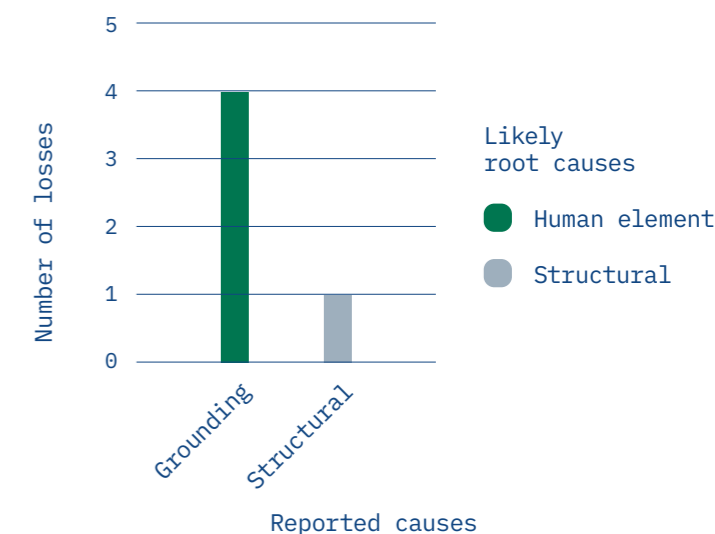
Casualties - 50,000-59,999 dwt bulk carriers



Casualties - 60,000-79,999 dwt bulk carriers



Casualties - 80,000+ dwt bulk carriers



ANALYSIS OF TOTAL LOSSES FROM 2015 TO 2024

- 20 bulk carriers over 10,000 dwt have been identified as lost, an average of 2.0 per year
- 89 crew members lost their lives as consequence, or on average nine fatalities per year
- The average age of the bulk carriers lost was 18.3 years
- Vessels amounting to 1.79 million dwt in total have been lost, an average 179,115 dwt per year

Losses by cause

Reported cause	Losses of life	Losses of ships	Likely root cause	Losses of ships
Cargo liquefaction	55	3	Cargo liquefaction	3
Cargo shift	0	1	Unknown	1
	12	1	Human element	1
Fire/explosion	0	1	Human element	1
Structural	22	1	Structural	1
			Human element	6
Grounding	0	9	Weather	1
			Navigation	1
			Unknown	1
			Human element	1
Collision	0	1	Human element	1
Unknown	0	1	Unknown	1
Weather	0	2	Unknown	2
TOTAL	89	20		20

- **Cargo liquefaction remains the greatest contributor to loss of life**, accounting for 55 lives or 61.8% of the total loss of life in the past ten years.
- **Groundings remain the greatest cause of ship losses**, with nine losses or 45.0% of the total.
- Two casualties (10.0% of the total) were a result of **cargo shifts**, and these cost 12 lives - a remarkable 13.5% of the total number of lives lost.
- The average life loss per ship casualty was 4.45 during the ten-year period between 2015 and 2024, and 4.24 between 2014 and 2023, 4.00 between 2013 and 2022, 3.41 between 2012 and 2021. This compares to 3.56 during 2011 and 2020.

Safety performance of bulk carriers

Analysis of data from 2015 to 2024 demonstrates a consistent decline in the rolling 10-year average of vessel casualties. This downward trend in bulk carrier losses indicates sustained improvement in maritime safety performance.

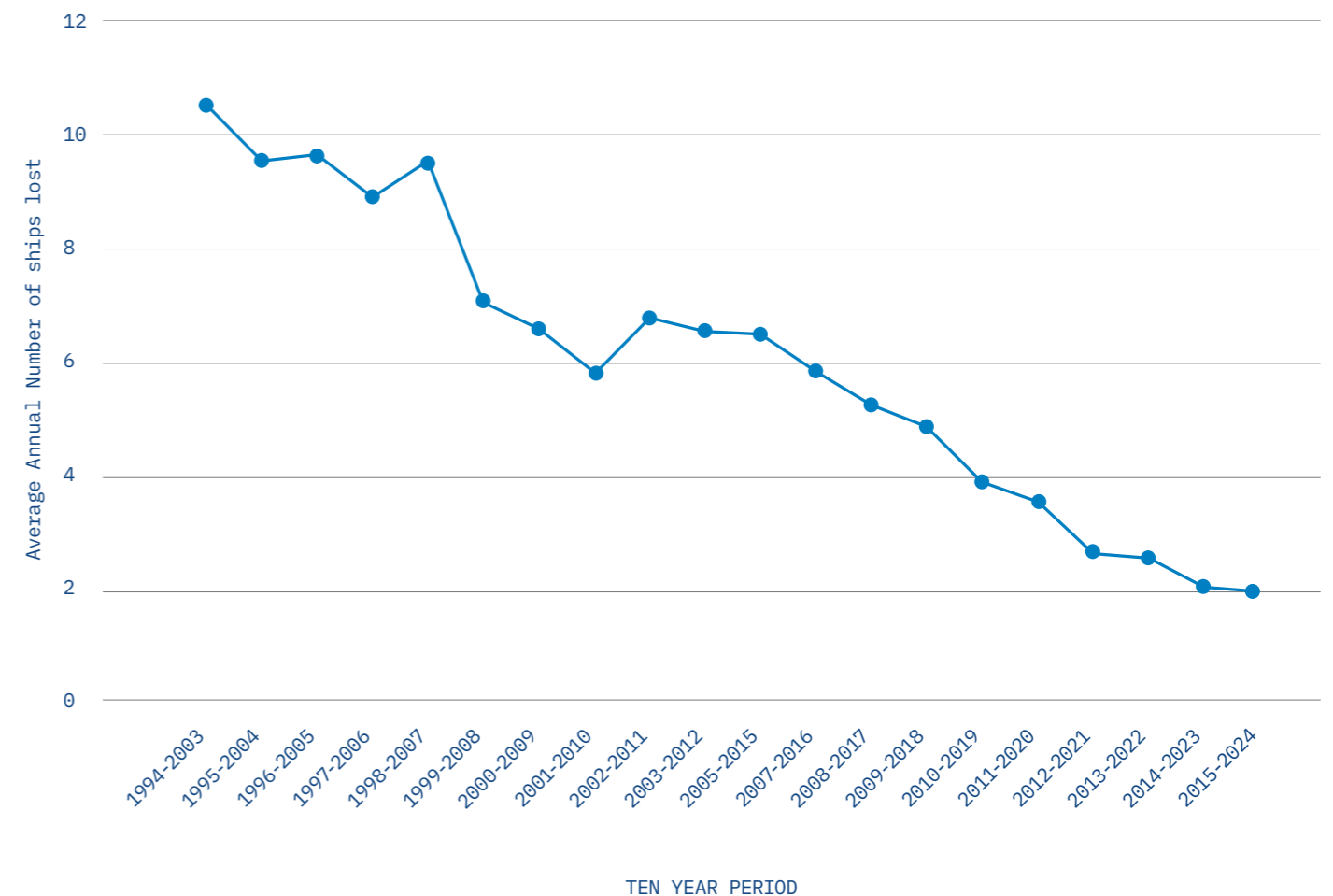
A growing fleet

*There have been marked improvements in the number of bulk carrier total losses since 2017.

These statistics and trends can also be set against a backdrop of a significant growth in the global bulk carrier fleet 2015-2024.

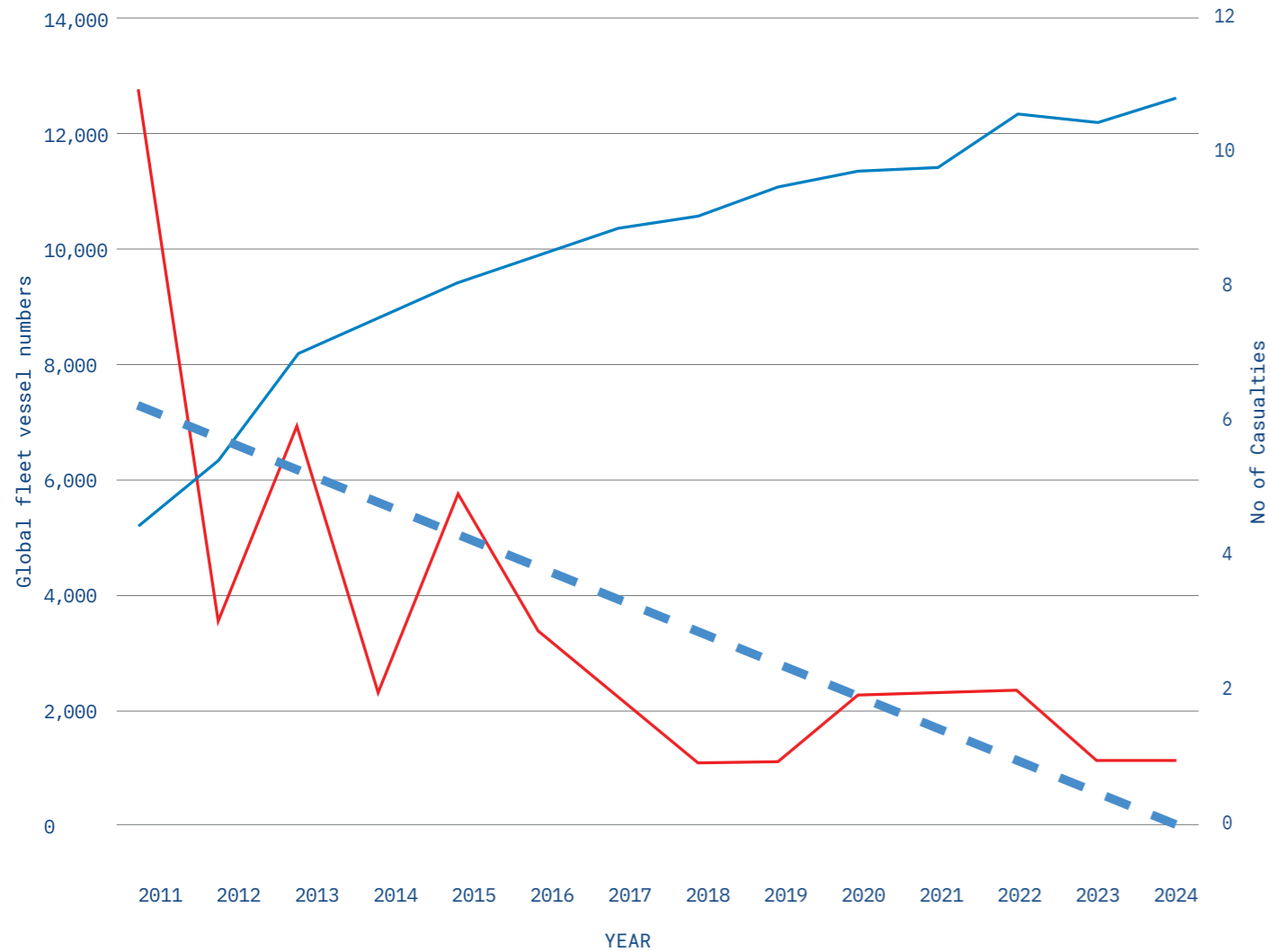
Industry figures show that the global bulk carrier fleet has seen significant growth in the years since 2013. About 10,400 bulk carriers were operating in 2013. That figure had grown to 12,544, according to the MIS data, by December 2024.

Rolling ten-year trend of average annual number of ships lost



Annual casualties compared with the global total number of bulk carriers over 10000 dwt, as shown in the graph below, have continued at a low level since 2018.

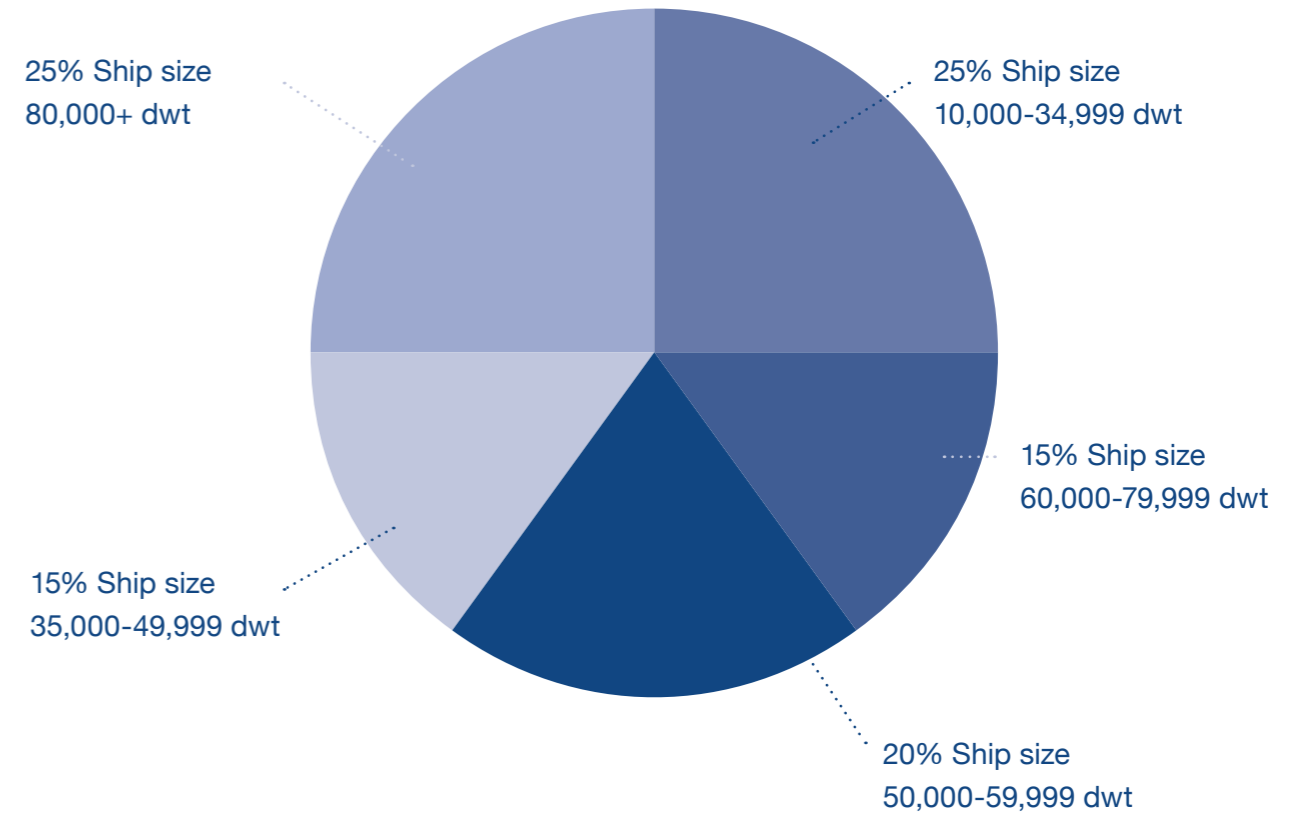
Number of casualties compared with total bulk carriers over 10,000 dwt



— No of vessels in global fleet
 — No of Casualties
 - - Casualty trend over time

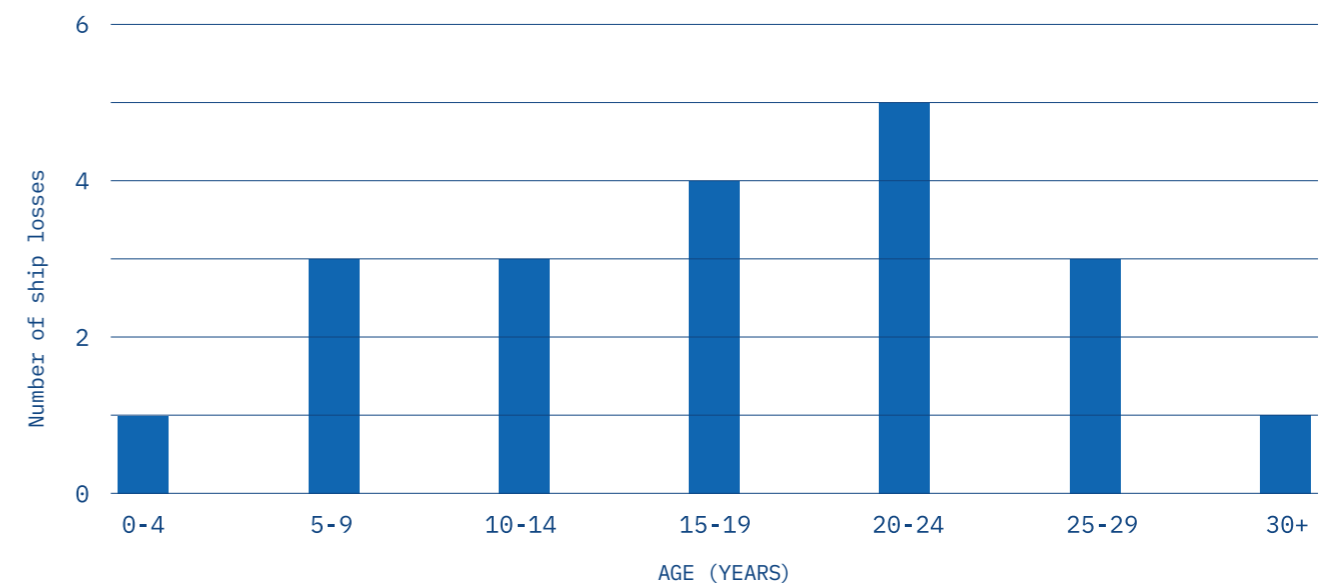
This improvement is particularly noteworthy given the challenging operational environment, which includes increased trade volumes, port congestion, fleet age profiles, and adverse weather conditions. The progress can be attributed to enhanced safety protocols, including crew training programmes, advanced vessel design, technological innovation, and strengthened regulatory compliance. Nevertheless, continued vigilance remains essential, particularly regarding cargo liquefaction risks, cargo shifts and safe navigation with the emphasis on berth to berth passage planning.

Losses by bulk carrier size



Number of losses by age

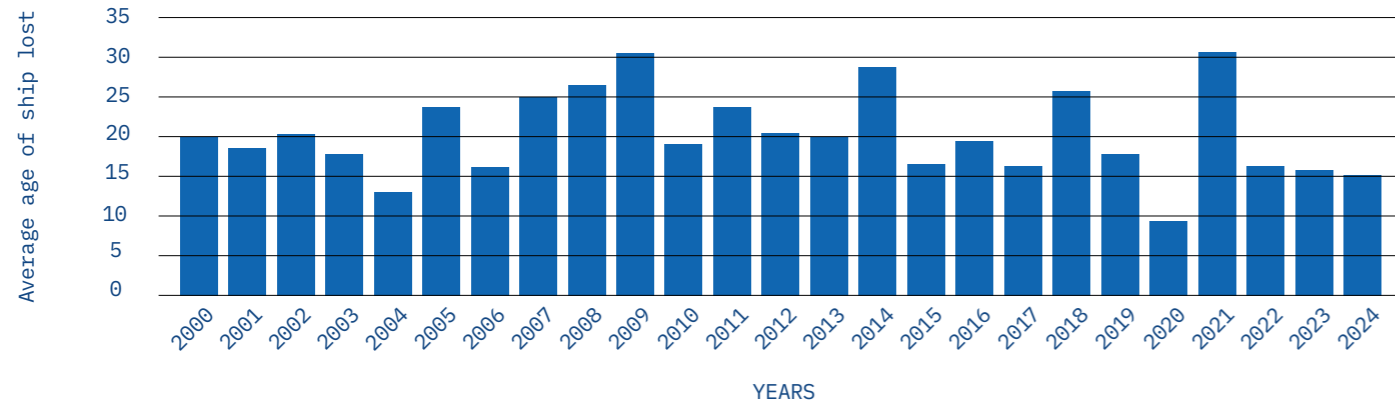
Number of ship losses by age (Period 2015-2024)



Average age of ships lost

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Average age (years)	16.8	19.7	16.5	26.0	18.0	9.5	26.0	16.5	16.0	15.0

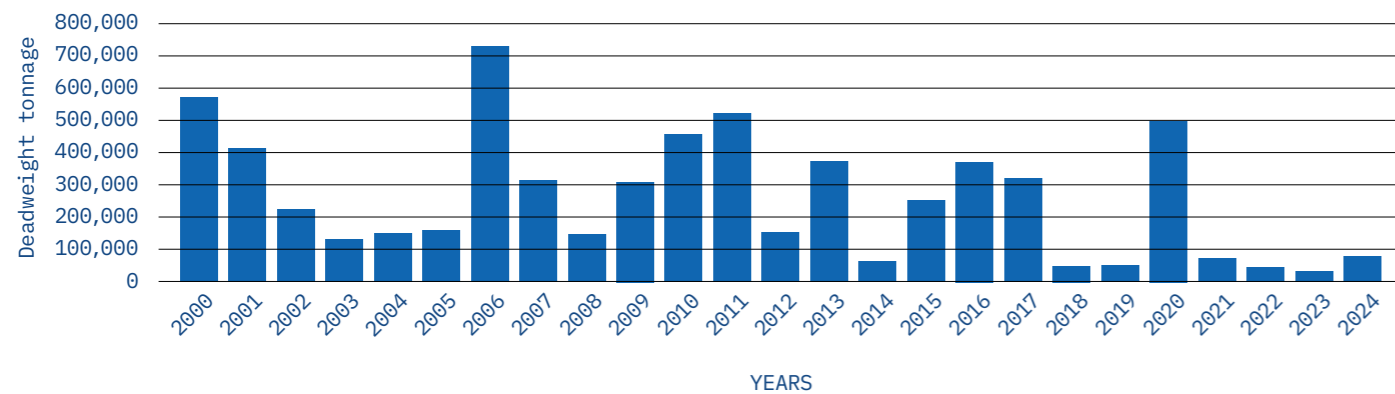
Average age of ship lost (years)



Total losses (dwt)

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Losses (dwt)	255,230	375,386	323,508	50,587	52,378	503,790	72,935	45,361	32,500	79,474

Losses (dwt)

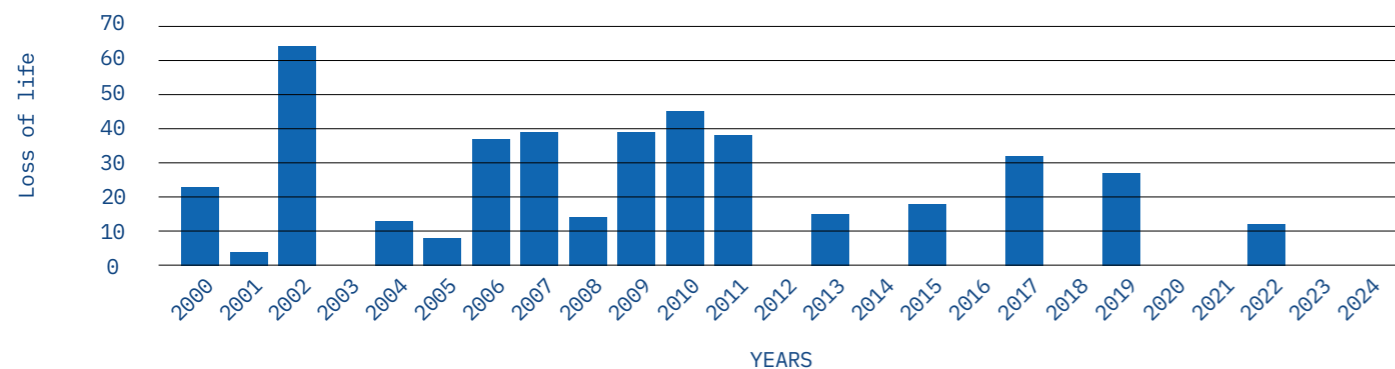


Loss of life

*There have been marked improvements in the lives lost since 2020.

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Loss of life	18	0	32	0	27	0	0	12	0	0

Loss of life



Flag state performance - report of investigation submitted to IMO's GISIS

Lessons learnt from past incidents play an important role in determining where additional safety improvement is needed.

At the beginning of February 2025, 14 of the 20 bulk carrier losses in this analysis had investigation reports made available on IMO's GISIS (Global Integrated Shipping Information System) database. That represents 65.0% of the total.

The average time from an incident to a report becoming available on GISIS has been 25.5 months for these investigations, with the shortest 7 months and the longest 44 months.

The following analysis shows those casualties that have been reported by flag states and appear on the IMO GISIS database.

Flag	No. of cases	GISIS with reports	Months*	GISIS without report
Australia	1	1	37.0	
Barbados	1			1
Bahamas	1	1	7.0	
China	2			2
Cyprus	1	1	42.0	
Hong Kong, China	1	1	44.0	
Indonesia	1	1	27.0	
Liberia	1	1	33.0	
Marshall Islands	2	2	23.0	
Mexico	1	1	38.0	
Panama	7	4	14.5	3
Tuvalu	1			1
Average	20	13	25.5	7

*Number of months from the incident date to the date of the reports shown on GISIS

Casualty list

Between January 2015 and December 2024, 20 bulk carrier casualties were identified as total losses. These are listed in the following pages of this report.

The Equasis website, IMO GISIS and other public sources were used to compile the data. Because of the limited information available, it is likely that errors exist, and consequently readers and users of this report seeking confirmation regarding the accuracy and/or updates of the compiled data, are recommended to contact the relevant shipowners and flag states.

2015

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - Bulk Jupiter sank and 18 crew lost with bauxite cargo on board loaded in Kuantan, Malaysia, attributed to liquefaction/dynamic separation of the cargo.						
	Investigation report on IMO GISIS: Available on 2015.8.18 (7 months from the incident date)						
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
	Reported cause: Grounding (Likely root cause: Human error) - driven ashore in ballast condition on Andros, Greece. All crew rescued. Equasis reports "In casualty or repairing".						
	Investigation report on IMO GISIS: available on 2018.08.09 (42 months)						
Panamax Trader	9003108	08-Mar-15	69338	1990	Panama	LR	0
	Reported cause: unknown (Likely root cause: unknown) - took water forward and subsequently sank in the Red Sea, northwest of Djibouti, carrying a cargo of rock phosphate.						
	Investigation report on IMO GISIS: No						
Jiang Quan 6	9614804	08-Aug-15	30910	2013	China	CCS	0
	Reported cause: Grounding (Likely root cause: navigation) - hit a reef near Zhoushan carrying 24,000 tons of ore while trying to avoid a collision with a fishing vessel. Equasis reports "In casualty or repairing".						
	Investigation report on IMO GISIS: No						
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
	Reported cause: Grounding (Likely root cause: Weather) - being victim to Hurricane Patricia which hit the Mexico's Pacific coast, the ship ran aground on the rocks and sustained considerable damage while at anchor off the coast with approximately 11,484 litres of oil, 489 cubic meters of diesel and other contaminants aboard the ship. The ship's hull was cracked in the middle.						
	Investigation report on IMO GISIS: available on 2018.12.13 (37 months)						

2016

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
	Suspected cause: Grounding (Likely root cause: human error) - carrying iron ore cargo, the ship struck the canal bank and ran aground in the Suez Canal with two pilots on board while transiting in the southern direction and sustained considerable damage in its fore part with water ingress.						
	Investigation report on IMO GISIS: available on 2017.04.18 (14 months)						
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
	Suspected cause: Grounding (Likely root cause: human error) - carrying 160,000 tons of coal from Richards Bay to Vizag, the ship ran aground near Faux Cap, Madagascar on 29 Feb and broke in three parts and sank on 8 May 2016.						
	Investigation report on IMO GISIS: available on 2017.04.17 (15 months)						
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
	Suspected cause: Grounding (Likely root cause: human error) - not carrying any cargo, the ship ran aground off Mahebourg on 17 Jun and sank under tow on 30 Jul approximately 93.5 nautical miles from Mauritius.						
	Investigation report on IMO GISIS: available on 2019.04.22 (33 months)						

2017

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Daisy	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22
	Reported cause: Water ingress due to hull breach (Likely root cause: catastrophic structural failure) - the vessel, loaded with a cargo of iron ore from Brazil, sank in the South Atlantic shortly after issuing a distress signal. Two crew members were rescued with 22 missing.						
	Investigation report on IMO GISIS: available on 2019.4.20 (25 months)						
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) - loaded with nickel ore cargo from Buli, Indonesia, cargo liquefaction and shifting occurred on board Emerald Star causing the vessel to heavily list and finally capsize, sinking approximately in position 19°03'N, 124°52'E at about 0140 hours on 13 October 2017. 16 crew members were rescued with ten crew members missing.						
	Investigation report on IMO GISIS: available on 2021.06.02 (44 months)						

2018

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Iron Chieftain	9047740	18-Jun-18	50587	1993	Australia	DNV GL	0
	Reported cause: Fire (Likely root cause: human element) - during discharge operations of the ship's cargo of dolomite while alongside at Port Kembla, a fire broke out in the internal cargo handling spaces and eventually was extinguished about five days after it started. The self-unloading (SUL) bulk carrier sustained substantial structural damage, including breaches of two fuel oil tanks, and key components of the SUL system were largely destroyed. The ship was declared a constructive total loss. The ship's crew were evacuated. There were no serious injuries or pollution of the sea reported.						
	Investigation report on IMO GISIS: available on 2021.7.29 (37 months)						

2019

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Nur Allya	9245237	20-Aug-19	52378	2002*	Indonesia	NK	27
	Reported cause: Cargo liquefaction (Likely root cause: cargo liquefaction) – carrying nickel ore from Weda Island (North Maluku) to Morosi (Southeast Sulawesi), Indonesia, the Nur Allya disappeared near Buru Island in Maluku on 20 Aug 2019, with all 27 seafarers on board drowned. Authorities located the missing bulk carrier 843 meters beneath the ocean, in the eastern ‘spice islands’ of Maluku in Oct 2019.						
	Investigation report on IMO GISIS: available on 2021.11.12 (27 months) (Note: some sections in English and some in Bahasa Indonesia)						
Note*. The Certificate of Nationality states that her YOB is 2001, while both Equasis and her class Certificates state 2002 as the YOB.							

2020

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Stellar Banner	9726803	24-Feb-20	300660	2016	Marshall Islands	KR	0
	Reported cause: Grounding (Likely root cause: human element) – VLOC Stellar Banner ran aground off the coast of Brazil earlier on 24 Feb 2020 while carrying 294,871 metric tons of iron ore. All 20 crew members were evacuated. The ship was refloated on June 3 after 145,000 metric tons of iron ore and 3,900 cubic metres of bunker fuel were lightered. Due to the extent of hull damage suffered as a result of the incident, the ship was declared a total constructive loss on 4 June 2020 and scuttled about 150 kilometres from the coast of Maranhão on June 12, 2020.						
	Investigation report on IMO GISIS: available on 2021.11.12 (21 months)						
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0
	Reported cause: Grounding (Likely root cause: human element) – on the day of grounding on a reef off Mauritius (July 25) carrying around 3,894 tonnes of fuel oil and no cargo, she tried to reduce the distance from the coast from 5 nautical miles to 2 nautical miles to enter an area within the communication range of mobile phones and used a nautical chart without sufficient scale to confirm the accurate distance from the coast and water depth. The ship broke in two on 12 Aug; more than 1,000 tonnes of fuel seeped from a crack in the hull.						
	Investigation report on IMO GISIS: available on 2021.7.21 (12 months)						

2021

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Yong Feng	8401793	13-Jan-21	23386	1984	Panama	Isthmus Bureau of Shipping	0
	Reported cause: Cargo shift (Likely root cause: unknown) – The Yong Feng, carrying a cargo of timber, listed sharply when the cargo shifted, took on water, capsized and sank in the Philippine Sea on 13 Jan 2021. All 22 crew members were rescued.						
	Investigation report on IMO GISIS: No.						
Crimson Polaris	9370783	12-Aug-21	49549	2008	Panama	NK	0
	Reported cause: Grounding (Likely root cause: weather) – woodchip carrier Crimson Polaris, carrying a cargo of timber, was swept away by a strong wind while anchored and ran aground in heavy weather off the port of Hachinohe in northern Japan on 11 August and broke up on 12 August 2021. Oil was found leaking from the cracked stern section of the ship. All 21 crew members were rescued.						
	Investigation report on IMO GISIS: No						

2022

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
OS 35	9172399	19-Sept-22	35362	1999	Tuvalu	KR	0
	Reported cause: Collision (Likely root cause: human element) – the ship sustained hull breach in the fore section following a collision on 29 Aug 2022, and grounded at Catalan Bay to avoid sinking, carrying a cargo of 33,632 tonnes of steel bars. The hull suffered substantial damage after the grounding. On 19 Sept 2022, it was reported that the ship’s hull was broken, although not completely split in two. All 24 crew members were evacuated.						
	Investigation report on IMO GISIS: Available on 02 Feb 2025						
Xing Shun No 1	9665451	31-Oct-22	9999	2014	Panama	BV	12
	Reported cause: cargo shifting (Likely root cause: mistake on ship-operation) – Cement carrier Xing Shun No 1 lost power, listed seriously, capsized and sank in rough seas on 31 Oct 2022 in Taiwan Strait, with 12 crew members missing.						
	Investigation report on IMO GISIS: Available on 11 Apr 2024						

2023

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Yong Xing 56	9493494	01-Mar-23	32500	2008	China	CCS	0
	Reported cause: Weather (Likely root cause: unknown) – Suffering massive water ingress from a hull breach by ice on 23 Feb while at anchor in the Tatar Strait south of Vanino Khabarovsk Krai carrying a cargo of alumina, it sank on 1 Mar after the breach wasn’t sealed, and pumping water out of flooded compartments failed. All crew members were safely evacuated from the ship.						
	Investigation report on IMO GISIS: No						

2024

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Blue Lagoon	9481427	01-Oct-24	79474	2010	Barbados	ABS	0
	Reported cause: Grounding (Likely root cause: Unknown) - forced ashore and grounded during Typhoon Krathon on 01 Oct after suffering water ingress in the engine room, carrying 67,500 tonnes of ore, and broken in two on 04 Oct 2024. There was no spill, and all crew members were safely rescued.						
	Investigation report on IMO GISIS: No						

Additional Casualty list – Consequence of missile, drone and drone boat attacks

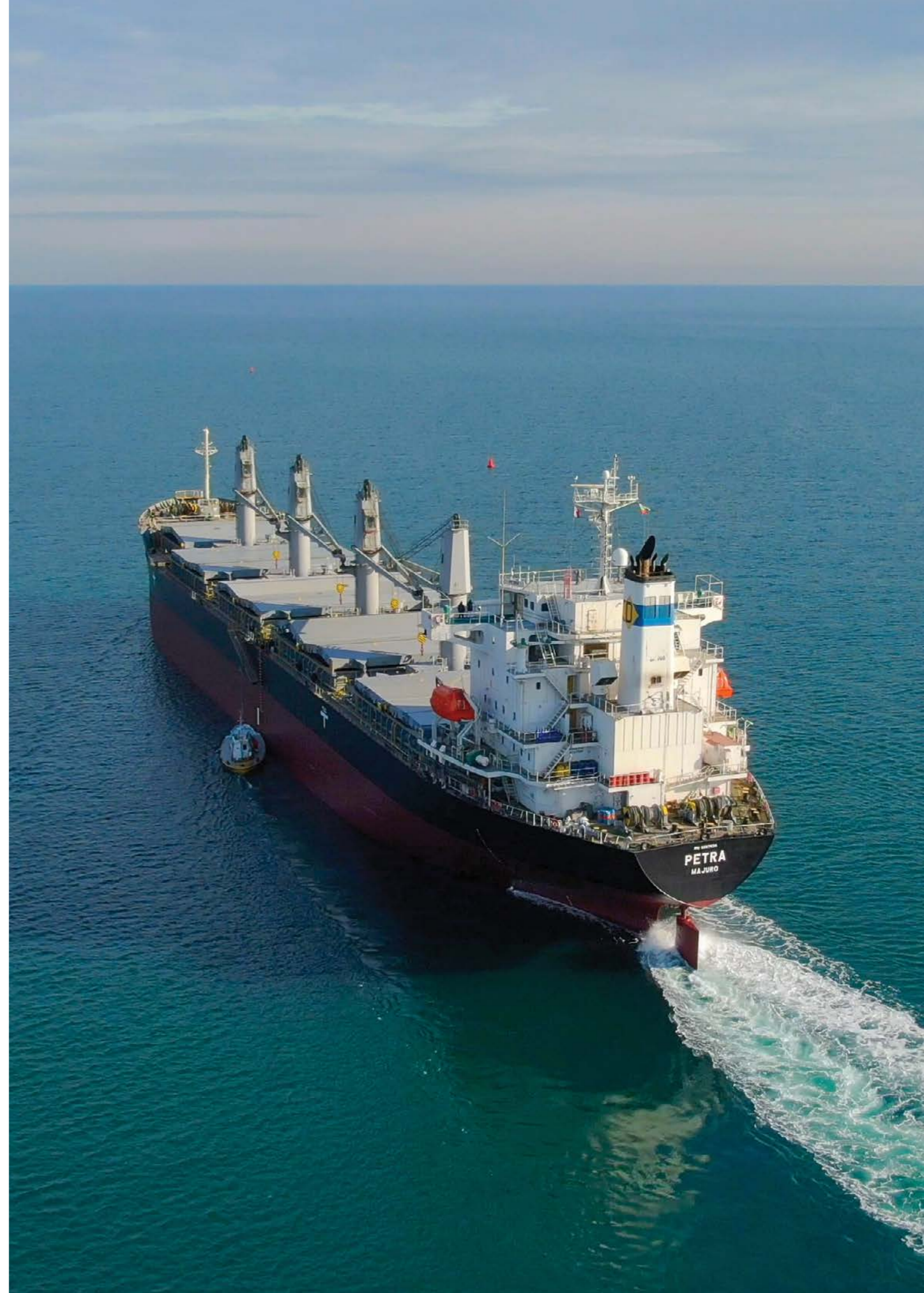
Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Rubymar	9138898	02-Mar-24	32211	1997	Belize	NK	0
	Region: Red Sea – Rubymar, built as a bulk carrier and trading as a general cargo ship, sank on 02 Mar 2024 with 21,000 metric tonnes of ammonium phosphate sulphate fertiliser on board. It had been taking on water since a missile strike on 18 Feb damaged its hull.						
	Investigation report on IMO GISIS: No						
True Confidence	9460784	06-Mar-24	50448	2011	Barbados	NK	3
	Region: Red Sea – it was hit by a missile on 6 March while it was 50 nautical miles (93 km) south-west of the port city of Aden and seriously damaged, killing three crewmembers. Abandoned by its crew, it was eventually towed to the UAE by a salvage tug, and Equasis shows her a total loss.						
	Investigation report on IMO GISIS: No						
Tutor	9942627	18-Jun-24	82357	2022	Liberia	LR	1
	Region: Red Sea – was hit on the stern by an explosive-filled uncrewed surface vessel (USV) and seriously damaged, killing one crewmember, on 12 Jun and sank in the southern Red Sea on 18 Jun 2024.						
	Investigation report on IMO GISIS: No						

Alphabetical list

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life
Benita	9172961	30-Jul-16	44183	1998	Liberia	BV	0
Blue Lagoon	9481427	01-Oct-24	79474	2010	Barbados	ABS	0
Bulk Jupiter	9339947	02-Jan-15	56009	2006	Bahamas	NK	18
Crimson Polaris	9370783	12-Aug-21	49549	2008	Panama	NK	0
Emerald Star	9449261	13-Oct-17	57367	2010	Hong Kong, China	DNV GL	10
Goodfaith	9076404	11-Feb-15	27308	1994	Cyprus	NK	0
Iron Chieftain	9047740	18-Jun-18	50587	1993	Australia	DNV GL	0
Jiang Quan 6	9614804	08-Aug-15	30910	2013	China	CCS	0
Los Llanitos	9045912	24-Oct-15	71665	1993	Mexico	ABS	0
New Katerina	9138953	25-Feb-16	170082	1997	Panama	NK	0
New Mykonos	9135688	29-Feb-16	161121	1997	Panama	KRS	0
Nur Allya	9245237	20-Aug-19	52378	2002	Indonesia	NK	27
OS 35	9172399	19-Sep-22	35362	1999	Tuvalu	KR	0
Panama Trader	9003108	08-Mar-15	69338	1990	Panama	LR	0
Stellar Banner	9726803	24-Feb-20	300660	2016	Marshall Islands	KR	0
Stellar Daisy	9038725	31-Mar-17	266141	1993	Marshall Islands	KR	22
Wakashio	9337119	25-Jul-20	203130	2007	Panama	NK	0
Xing Shun No 1	9665451	31-Oct-22	9999	2014	Panama	BV	12
Yong Feng	8401793	13-Jan-21	23386	1984	Panama	Isthmus Bureau of Shipping	0
Yong Xing 56	9493494	01-Mar-23	32500	2008	China	CCS	0

Casualty list – Consequence of missile, drone and drone boat attacks

Name	IMO No.	Incident Date	Deadweight	Built	Flag	Class	Loss of life	Region
Rubymar	9138898	02-Mar-24	32211	1997	Belize	NK	0	Red Sea
True Confidence	9460784	06-Mar-24	50448	2011	Barbados	NK	3	Red Sea
Tutor	9942627	18-Jun-24	82357	2022	Liberia	LR	1	Red Sea



INTERCARGO's Mission



Uniting and Promoting Quality Dry Bulk Shipping

The International Association of Dry Cargo Shipowners (INTERCARGO) unites and promotes quality dry bulk shipping, bringing together about 260 forward thinking companies from 30 countries. INTERCARGO convened for the first time in 1980 in London and has been participating with consultative status at the International Maritime Organization (IMO) since 1993.

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. The Association takes forward its Members' positions to IMO, as well as to other shipping and international industry fora, having free and fair competition as a principle.

INTERCARGO's work program

In addition to addressing unique issues affecting the dry bulk sector, INTERCARGO also focuses on a number of important topics which are of broader concern to international shipping as a whole. The role of INTERCARGO is to explore them from the angle of dry bulk shipping, bringing forward solutions that correspond to the special characteristics and needs of the dry bulk sector.

INTERCARGO's participation in international fora, industry working and correspondence groups, and its consultative status at International Maritime Organization (IMO) deliberations enable members to gain access to cross-industry sources of knowledge and engage in drafting strategy for both the dry bulk and the wider shipping industry.

Members can use INTERCARGO as an information and experience-sharing hub across all of the topics in its work programme. On an ongoing basis they can also use INTERCARGO's internal reporting on specific operational aspects to assess problems related to terminals and loading/unloading at anchorage.

INTERCARGO's activities are also directed towards challenges and issues of interest to its membership that go beyond specific items of its work programme, such as the development of a quality self-assessment scheme for the dry bulk sector.

Monthly accounts of the Secretariat's activities can be referred to at www.intercargo.org/2024-monthly-updates-of-secretariat-activities

SAFETY - SECURITY

- Cargoes, 'Liquefaction'
- Design & Construction, Machinery & Operations
 - Class & Statutory Rules
 - Cargo Gear
 - Hatch Covers
 - Loading Rates
- Incidents & Casualties
- Life Saving
- Piracy
- Cyber Risks

ENVIRONMENT - QUALITY

- Ballast Water
- Coatings
- Emissions
 - Green House Gas - CO2 emissions
 - Sulphur Cap, SOx and Particulate Matter (PM) emissions
 - Other emissions (NOx, Black Carbon)
- Ports & Terminals
 - Reception Facilities
 - Port State Control & Transparency
 - Corruption, Criminalisation
- Training, Manpower & Human Element

REGULATION

- International Maritime Organization (IMO)
- Other Legislation
- Miscellaneous Issues

INTERCARGO Membership

- There are three categories of membership within INTERCARGO. Full, Consociate and Associate:

Full Member	Consociate Member	Associate Member
Any company that owns, operates or manages dry bulk carriers of 10,000 dwt and above.	Any company that owns, operates or manages dry bulk carriers below 10,000 dwt.	Any entity that provides goods or services to the dry cargo shipping industry.
GBP 5,000 for 1 to 10 ships and GBP 350 for each subsequent ship up to a capped maximum of GBP 20,000.	Half the fees that would be paid as a Full Member.	GBP 1,250

Benefits to all members



- Being part of an Association dedicated to quality, safety, and the environment.
- Unique access to INTERCARGO circulars with expert insight into the dry bulk shipping industry.
- Opportunities to meet fellow members at the Association's meetings in Europe and Asia.
- Special invitations/discounted access to industry events. For more information, please visit intercargoo.org/news/category/member-news.
- A free hard copy of the latest Bulk Carrier Benchmarking Report is offered to each member. For information on publications, please visit intercargoo.org/news/publications.
- Advertising opportunities in some of the Association's publications and on its website at reduced rates. Please visit intercargoo.org/advertising-intercargoo-website.
- Opportunities to present at the Association's events (subject to invitation).
- Special access to the Association's website: www.intercargoo.org (some sections are reserved for Full Members).

Benefits for Full membership

Visit intercargoo.org/join for all the available info regarding the benefits of Membership for Full Members.



- Companies and ships registered with INTERCARGO arguably enjoy a badge of quality widely recognised by the industry as a marker of excellence. Along with a Company Certificate and the right to use the INTERCARGO membership logo, a Vessel Certificate is provided for each registered vessel. Entered ships are tagged on Equasis as registered with INTERCARGO. Vessel membership with INTERCARGO is displayed on the vessel dashboard of the RightShip Safety Score.
- INTERCARGO and RightShip are founding partners of DryBMS, a quality standard for the dry bulk sector. Safety, environmental and operational excellence are promoted through company self-assessment. Please visit drybms.org.
- Members are invited to appoint a representative to INTERCARGO's Executive Committee and are eligible to put forward a representative to the Technical Committee (conditions apply). Details can be found in our Constitution under 'Management' at intercargoo.org/constitution.
- The Association is represented at the International Maritime Organisation (IMO), the Round Table of Shipping Associations (joining BIMCO, ICS and Intertanko on important cross-industry matters), the Tripartite Forum and other international shipping fora, and regularly engages with the International Association of Classification Societies (IACS) and RightShip on critical issues.
- Members are invited to INTERCARGO hosted events (two semi-annual Committee meetings, seminars etc). Please visit intercargoo.org/about/meetings for more information.
- For INTERCARGO's feedback and reporting schemes, please see intercargoo.org/members-reporting-surveys.
- Regular circulars provide timely, detailed information either following IMO meetings or on ongoing issues, such as cargoes, piracy, port, terminal and anchorage feedback, cybersecurity, etc.
- Experience sharing/(anonymous) consultation within the membership, when appropriate on reported issues of concern (cargoes, ports, etc), in order to provide informed feedback
- Full access to the Association's website www.intercargoo.org



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Bulk Carrier Casualty Report

Years 2015 to 2024 and trends

