

IUM



Recent car carrier casualties – concerns and peculiarities arising from major incidents

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TOPICS

- Are Pure Car & Truck Carrier (PCTC) incidents commonplace?
- Cargo issues
- Ship-handling issues
- Ship-management issues
- Casualty response



RECENT INCIDENTS: 2015/2016



CARGO ISSUES

- Similarities to container vessels
 - High volume of units
 - Numerous shippers
 - Danger of unknown/mis-declared weights
 - Last minute cargo changes
- Non-uniformity in cargo
 - High & heavy
 - Challenges of stowing
 - Challenges of lashing
 - Reliance on the unit for secure lashing points
- Sensitive cargoes (e.g. military vehicles)



SHIP-HANDLING

- Large open decks (fire: *Eurasian Dream*)
- Stability
 - Non-uniformity of cargo
 - Differing cargo vertical centre of gravity
- Challenges of changes of schedule
 - Stowage planning
 - Bunkering
 - Ballast management / exchange
 - High volume of units from different shippers
 - Danger of unknown/mis-declared weights
- Last minute cargo changes



SHIP-MANAGEMENT

- Separation of cargo planning between ship and shore. Divergence between:
 - Knowledge of cargo to be loaded (shore)
 - Knowledge of ship's characteristics (ship)
- Time constraints
- Crew training/competence



CASUALTY RESPONSE

- Typical casualty response issues
 - Crew
 - Salvage
 - Anti-pollution
 - Deployment
 - Liability
 - Reputation
 - Authorities
 - Evidence gathering



CASUALTY RESPONSE

- Port of refuge
 - Cargo reception facilities
 - On-shipment facilities
- Sensitive cargo
 - Sensitive to damage
 - "tainting" / "brand"
 - Warranty issues
 - Trading cycle
 - "Deemed" total loss



CASUALTY RESPONSE

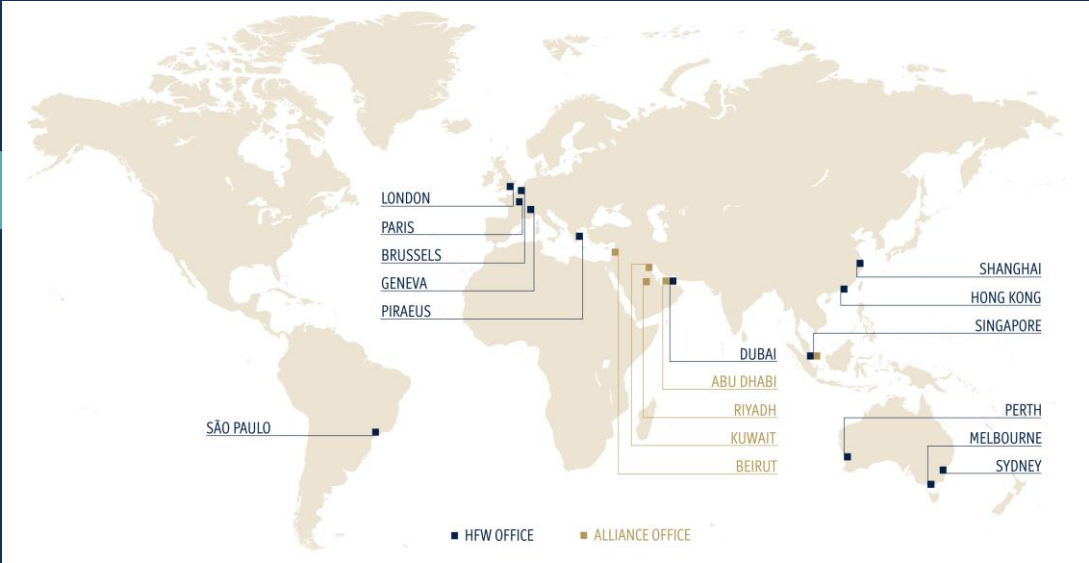
- Peculiar damage
 - Loss of stern ramp





POINTS OF NOTE

- Despite some high profile casualties, vast majority of PCTCs operate safely
- Peculiar features which merit attention
- Complications in casualty response, particularly cargo sensitivities and liabilities



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