INTERCARGO
INTERNATIONAL ASSOCIATION
OF DRY CARGO SHIPOWNERS

51st Technical Committee Meeting

Hybrid Meeting, COSCO Yuanhai Conference Centre, Guangzhou, PR China

Monday 12th May 2025

INTERCARGO
INTERNATIONAL ASSOCIATION
OF DRY CARGO SHIPOWNERS

WELCOME

Anti-trust and Competition Law Compliance Statement

INTERCARGO is firmly committed to maintaining a fair and competitive environment in the world shipping trades, and to adhering to all applicable laws which regulate shipowners and their representative bodies in these markets. These laws include the antitrust laws, which the United States of America, the European Union and many nations of the world have adopted to preserve the free enterprise system, promote competition and protect the public from monopolistic and other restrictive trade practices. All meetings INTERCARGO will be conducted in compliance with such laws and regulations.

As part of those Guidelines, neither Intercargo nor its members shall engage in any discussion on or agree upon: fixing of terms, prices, rates; matters relating to particular customers or suppliers; boycott or blacklist particular customers or suppliers; divide markets or customers; otherwise seek to distort competition. All advice to members on, inter alia, chartering terms including information on model clauses shall be non-binding and for information only.

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WELCOME

Timetable

Session 1 – Open Session - Full & Associate Members and Invited Guests	
0900-0905	**Welcome**/Introduction
0905-0910	Approval of Minutes
0910-1045	GHG Reduction/Energy Efficiency
1045-1115	**Coffee**
Session 2 – Open Session - Full & Associate Members and Invited Guests	
1115-1200	Cargoes
1200-1210	Ballast Water
1210-1220	Bio-fouling
1220-1225	Publications
1225-1230	FO Quantity/FO Quality
1230-1330	**Lunch**
Session 3 – Open Session - Full & Associate Members and Invited Guests	
1330-1430	Design Standards
1430-1440	MAIB Investigation
1440-1450	Vistrato Dry Bulk Buddy
1455-1500	Tripartite 2025
1500-1530	**Coffee**
Session 4 – Closed Session - Full Members and Invited Observers only[1]	
1530-1625	All agenda items & Any other business
1625	**Finish**
1630	Transport to hotel[2]

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APPROVAL OF MINUTES

- Minutes from previous meeting 14 October 2024 - London
- Circulated for comment 26 November 2024
- No comments received
- ***TC invited to approve***

INTERCARGO
International Association of Dry Cargo Shipowners

DRAFT MINUTES
of the
50th TECHNICAL COMMITTEE MEETING
(Hybrid)
Trinity House, London, UK
Monday 14th October 2024

SUMMARY

The 50th Technical Committee (TC) meeting was held physically and virtually on Monday 14th October 2024. The physical meeting took place at Trinity House, London, while those attending virtually, did so by using the video conferencing service *Teams*. The meeting, conducted in accordance with INTERCARGO's anti-trust policy, was chaired by *Mr Tom Keenan* of *Liberty Maritime Corporation*.

Including the Secretariat and invited observers there were 61 participants from 41 INTERCARGO member companies [1].

The following topics were discussed in varying levels of detail:

- GHG Reductions
- Cargoes
- Ballast Water
- Design Standards
- INTERCARGO Ship to Ship Operations Working Group
- INTERCARGO Draft Survey Working Group
- Coatings
- Mooring Lines
- Fuel Quality

In addition to the discussions related to the above topics, elections for the incoming Chair and vice-Chair also took place.

These minutes, as follows, record the decisions made during the meeting. Additional details of the issues discussed can be found in the agenda that was provided to members prior to the meeting and can also be found on INTERCARGO's website here.

ELECTION OF THE CHAIR AND VICE-CHAR

The Technical Committee Chair *Mr Tom Keenan* and vice-Chair *Mr Dimitris Monioudis* will, by the end of 2024, have been in office for 6 years (the maximum allowable term) and subsequently elections were held for the new Chair and vice-Chair.

[1] A full list of participants can be found in Appendix 1 of this document.

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GHG REDUCTIONS

PRESENTATION

“ “Anemoi Rotor Sail Technology in Practice: Real Performance Results”

Mr Nick Contopoulos of Anemoi Marine Technologies

Techcom 51
12 May 2025

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GHG REDUCTIONS

STATE OF PLAY: Key Outcomes: IMO MEPC 83 (April 2025)

Mid Term Measures

- MEPC 83 finalized and **approved** a new Chapter 5 – Regulations on the **IMO Net-Zero Framework**

Life Cycle GHG Intensity Assessment (LCA) Framework

- The **GESAMP Working Group** on the Life Cycle GHG Intensity of Marine Fuels (GESAMP-LCA WG supports IMO with scientific assessments and implementation guidance.

- **Approved methodology** for review and certification of **emission factors.**

- **Work continues** (Report to be submitted at MEPC 84):
  - **WtT GHG default emission factors** of fuel production pathways and technologies
  - **TtW GHG default emission factors** of fuel usage and onboard technologies
  - framework and draft guidelines for **certifying sustainable marine fuels.**
  - **Definition Zero/near-zero** (ZNZ) GHG Emission Technologies
  - How to **integrate the Fuel Lifecycle Label (FLL)** and certification references into the legal text of the **IMO net-zero GHG framework**

CII Review and Enhancements

- Z-Factors (2027–2030): Adopted to achieve a 21.5% reduction in carbon intensity from 2019 levels by 2030.
- Review Phase 1: Completed.
- Review Phase 2 *to conclude by MEPC 87 in 2028*

SEEMP Strengthening

- Enhanced SEEMP framework to be finalized by MEPC 84 (Spring 2026).

EEDI & EEXI

- a revised reference framework for sea trials, allowing the use of both the updated ISO 15016 (2025) standard and the ITTC Recommended Procedure.

More information available in INTERCARGO's Briefs for IMO's MEPC 83:
https://www.intercargo.org/intercargos-briefs-for-imos-mepc-83/

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GHG REDUCTIONS

Review of the short-term GHG reduction measure, CII

CII reduction (Z) factor for the period 2027 to 2030

- agreed on the CII reduction rates (Z factors) for the period 2027 to 2030.
- IMO's latest assessment of the world fleet's carbon intensity concludes that by 2023 a 31% reduction has already been achieved relative to 2008 a further 9% reduction was needed to be achieved by 2030.

⇨ A total reduction of **21.5% by 2030** compared to 2019 levels, corresponding to an average **annual reduction of 2.625%** over that period.

Year	Reduction relative to 2019
2023	5%
2024	7%
2025	9%
2026	11%
2027	13.625%
2028	16.250%
2029	18.875%
2030	21.5%

Work Plan For Phase 2 Of the Review of the Short-term GHG Reduction Measure

- Will start by MEPC 84 (Spring 2026) and conclude by MEPC 87 (Spring 2028)

Improvement of the CII metric to address idle time and port waiting time

- A CII metric change to exclude the fuel consumption not underway and not for propulsion (G1) should be further considered in Phase 2, together with recalculation of the CII reference line (G2).
- The Committee agreed not to continue the consideration of a correction factor for this challenge/gap.
- The Committee is expected to finalize the ***development of the revised reference lines by MEPC 87 (Spring 2028).***

Correction factor for short voyages
CII calculation for Geared Bulk Carriers ⇨ Part of the work on the challenge to address idle time and port waiting time

CII to address fuel emissions on their full lifecycle
CII overlap with the basket of mid-term measures ⇨ Consideration of synergies between the IMO carbon intensity/energy efficiency framework and the IMO Net-Zero Framework.

INTERCARGO NEXT STEPS

- *IC Secretariat to participate in the MEPC potential Working Groups*
- *Emissions WG to participate in potential re-establishment of the CII Correspondence Group*
- *Emissions WG to consider a paper on short voyages/ geared bulk carriers- collaboration with Class/Consultant*

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GHG REDUCTIONS

Strengthening of the SEEMP and Amendments to the SEEMP Guidelines

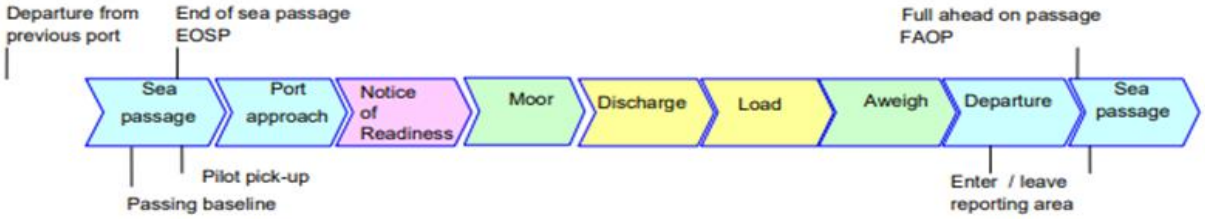
Strengthening of the SEEMP

- The Committee **agreed** to further **consider Strengthening of the SEEMP** in Phase 2 of the review of the Short-Term Measures and finalize the development of the enhanced SEEMP framework in MEPC 84 (Spring 2026).

- Endorsed the **following recommendations** to allow for individual ship-based assessment of operational energy efficiency performance:
  - **internal reviews** with a minimum frequency per year
  - strengthen **the annual audit** requirement
  - change the current focus on E and D ships to a **continuous incremental improvement** approach to all ships based on their previous performance
  - development and maintenance of an **implementation log** to provide evidence for implemented measures;
  - development detailed **guidance** around implementation of **company audits** as procedures, auditor qualifications, reporting format, acceptable audit timelines, follow-up actions, actions following non-conformities; and
  - development of **guidance for internal reviews**

Definition of "hours under way"

- At MEPC 81, the Committee adopted the draft MEPC Resolution with amendments, including the incorporation of transport work data and enhanced granularity in the IMO Data Collection System (DCS).
- The enhanced data collection and reporting requirements will apply from 1 January 2026 onwards.
- At MEPC 83 the Committee agreed to the definition of Under way and not under way as per the guidelines of ***FAL.5/Circ.42/Rev.3 GUIDELINES FOR SETTING UP A MARITIME SINGLE WINDOW*** available here



INTERCARGO NEXT STEPS

- *Emissions WG to review the proposals/papers on Strengthening of the SEEMP and potentially develop INTERCARGO position*

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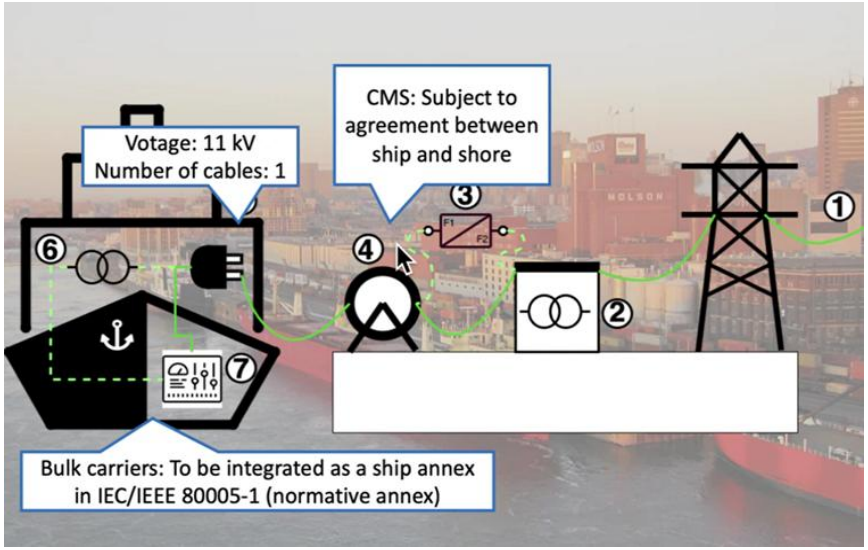
GHG REDUCTIONS

Shore Power Working Group

IEC Shore Power Standard for Bulk Carriers	Due to delays in the IEC standard's development and ***to avoid fragmented global installations*** INTERCARGO submitted an information paper to MEPC 83 outlining the current status of shore power initiatives. ***Process to take at least 1.5-2 years.***
Advocacy for Bulk Carrier-Specific Standards	INTERCARGO opposed the IEC proposal to group bulk carriers under the RO-RO standard. A ***formal letter was sent*** to International Electrotechnical Commission (IEC) ***IEC confirmed the inclusion of a new annex specifically for bulk carriers*** in the upcoming revision.
National Standards in China	The upcoming **IEC standard may differ from China's national requirements** for shore electricity usage. *Ref: 0205 – Shore Power WG> Information for Shore Power Requirements in the Republic of China*
Next Steps	INTERCARGO has requested a detailed timeline and workplan for full revision of IEC/IEEE 80005-1. Continued engagement with IEC Working Group to ensure dry bulk operational realities are reflected.



- *Port and terminal associations are strongly opposing for the Cable Management System(CMS) being ashore, pushing for CMS to be placed onboard ships instead.*
- *Members may share any experience and join the IC WG to support in future meetings.*
- *INTERCARGO was proposed to work together with Port and terminal associations (IAPH, IBTA) in pilot projects to find the best solution for the cable management system location*

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GHG REDUCTIONS

PRESENTATION

"Chinese Crew Market Outlook & Training for Alternative Fuel Vessels"

Mr Shi Jun Liu of Sinocrew Maritime Services Co Ltd

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CARGOES

PRESENTATION

”Cargo Claims in Dry Bulk Shipping: Claims Management and Prevention Strategies for Shipowners”

Mr Loyd Sun of China P&I Club

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CARGOES

CARGO PANEL

- Last Meeting on the 19th of March
- 14 Attendees
- Topics covered:
  - Hatch Covers/Hatch Cover Tape
  - Sand Group C - loading in precipitation
  - Carriage of Bailey High Vol Coking Coal
  - Scrap Metal Fires
  - UN 3077
- Next Meeting September 2025
  - Before/after CCC 11
  - Hybrid – in-person participation encouraged!!

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CARGOES

UN 3077 and its use in the Bulk Cargo Shipping Name (BCSN)

From IMSBC Code

4.1.1.2 Where the cargo is dangerous goods and not identified with a generic Proper Shipping Name, or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of the Proper Shipping Name followed by the UN number.

4.1.1.3 Except for RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile – excepted UN 2912 and RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile – excepted UN 2913 and ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S. UN 3077, where the cargo is dangerous goods identified with a generic Proper Shipping Name and/or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of, in the following order:

.1 a chemical or technical name of the material;

.2 a specific description to identify the properties of the material; and

.3 the UN number

INTERCARGO Cargo Panel Interpretation

If a cargo is ENVIRONMENTALLY HAZARDOUS SUBSTANCE (EHS) then the BCSN in the IMSBC Code need not include UN 3077

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CARGOES

UN 3077

- Apart from the wording of 4.1.1.3 what is the reason for the Panel's view:
- **IMSBC Code is generally concerned with safety aspects of cargoes**
- Chapter 2.9 of the IMDG Code provides requirements for the assignment of Class 9 dangerous goods and includes Environmentally Hazardous Substances UN 3077. **EHS solid bulk cargoes UN 3077 are cargoes that are dangerous to the aquatic environment and do not pose a safety risk to the ship or crew**
- The environmental impact of a cargo on marine life is covered by Section 4.2.2.17 which states that the shipper should declare whether or not the cargo is classified as **harmful to the marine environment (HME)** as defined by MARPOL V
- Regulation 4.3 and Appendix 1 of MARPOL Annex V state the shipper's declaration requirements and the classification criteria of solid bulk cargoes deemed as harmful to the marine environment

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CARGOES

UN 3077

- INTERCARGO members have reported cases of shippers adding UN 3077 to the Bulk Cargo Shipping Name of cargoes that are or contain Environmentally Hazardous Substances (EHS) and this is especially true for MINERAL CONCENTRATES.

- Adding UN 3077 to the BCSN creates confusion for the shipowner as the cargo is not listed in the IMSBC Code and triggers the tripartite agreement as required by Section 1.3 Cargoes not listed in the Code thus creating an unnecessary burden.

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CARGOES

UN 3077

Proposed Amendment to the IMSBC Code

4.1.1.2 Where the cargo is dangerous goods and not identified with a generic Proper Shipping Name, or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of the Proper Shipping Name followed by the UN number.

4.1.1.3 Except for RADIOACTIVE MATERIAL, LOW SPECIFIC ACTIVITY (LSA-I), non-fissile or fissile – excepted UN 2912 and RADIOACTIVE MATERIAL, SURFACE CONTAMINATED OBJECTS (SCO-I), non-fissile or fissile – excepted UN 2913 where the cargo is dangerous goods identified with a generic Proper Shipping Name and/or not otherwise specified (N.O.S) in the IMDG Code, the BCSN shall consist of, in the following order:

.1 a chemical or technical name of the material;
.2 a specific description to identify the properties of the material; and
.3 the UN number

4.1.1.3*bis* ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S. UN 3077, is exempt from complying with 4.1.1.3. The environmental impact on aquatic life should be declared as per 4.2.2.17 and MARPOL Annex V regulation 4.3.

APPROVAL SOUGHT

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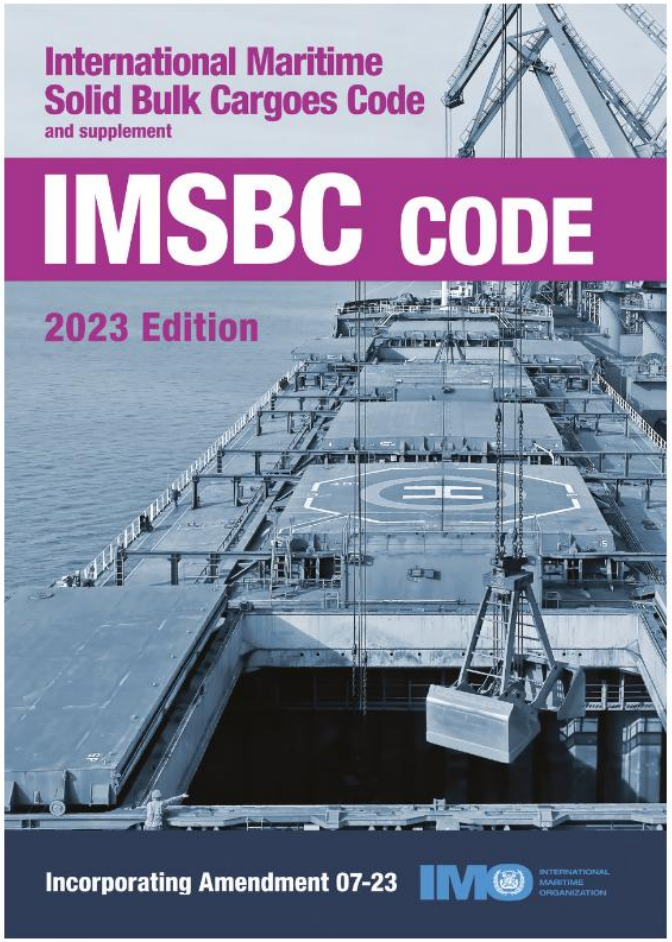
CARGOES

IMSBC Code

- Current Revision: **07-23** – **Entry into Force January 2025**
- Next Revision: **08 -25** – **Entry into Force January 2027** voluntary from Jan 2026
    - The TC was updated at the last meeting on the amendments to be included in 08-25

- Revision **09-27** - Work will commence:
    - IMO Sub-Committee on Carriage of Cargoes and Containers CCC 11 (08 to 12 September 2025)
    - IMO Editorial & Technical Groups (E&T) in 2026
    - CCC 12 (September 2026
    - Adoption at MSC in 2027
    - **Entry into Force January 2029**



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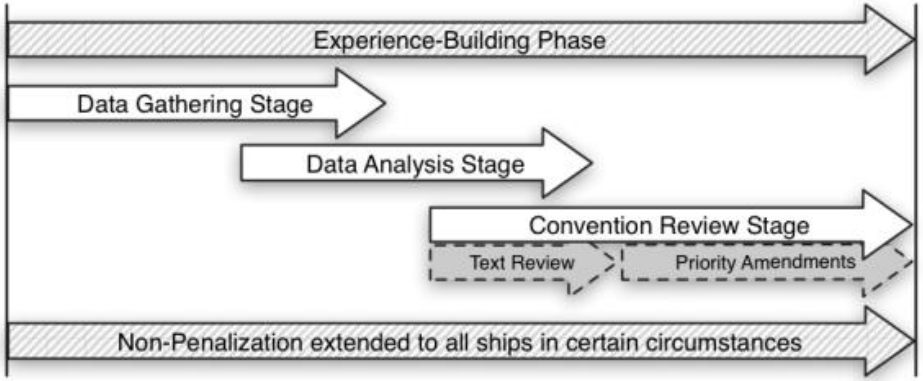
BALLAST WATER



Meeting	Timeframe	Activity
MEPC 80	Summer 2023	- targeted policy discussions as recommended by the CG - adopt the final CRP, including principles, priority issues and the scope of relevant provisions to be reviewed - holistic discussion of approaches to resolving priority issues - re-establish the CG to define specific objectives for changes to identified Convention provisions and/or instruments
MEPC 81	Spring 2024	- targeted policy discussions as recommended by the CG - adopt objectives for amending identified Convention provisions and/or instruments - re-establish the CG to begin drafting text of amendments
MEPC 82	Autumn 2024	- targeted discussions as recommended by the CG - determine if any amendments should be adopted under article 19(2) or 19(3), and revise timeline if needed - continued work by the CG with a view to drafting of amendments to provisions and/or instruments
MEPC 83	Spring 2025	- targeted discussions as recommended by the CG - re-establish the CG with a view to completing drafting of priority amendments, and to developing an approach to addressing any remaining non-priority issues after the EBP
MEPC 84	Spring 2026	- targeted discussions as recommended by the CG - approval of the package of amendments - determine approach to addressing any remaining non-priority issues
MEPC 85	Autumn 2026	- drafting group - adoption of amendments to provisions and/or instruments

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BALLAST WATER

MEPC 83 April 2024

2 co-sponsored papers:

MEPC 83/4/8 *Analysis of the impact on emissions from ships that undertake measures following their decisions to bypass their BWMS - Submitted by India, ICS, INTERTANKO and INTERCARGO*

MEPC 83/4/10 *Challenges encountered by ships in implementing resolution MEPC.387(81) on Interim guidance on the application of the BWM Convention to ships operating in challenging water quality conditions - Submitted by Liberia, Marshall Islands, ICS, BIMCO, INTERTANKO and INTERCARGO*

Key Decisions

- The Committee did not agree to take the negative effects on CII due to operational measure taken after BWMS bypass.
- Committee agreed to encourage Member States to provide information on up-to-date contact points for obtaining approval for pre-emptive BWMS bypass.
- The Committee agreed to an amendment to Regulation B-6 Duties of Officers and Crew to make crew familiarisation (not training) with Ballast Water Management ship specific.

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BALLAST WATER

Next Steps

- From now to MEPC 84 (Spring 2026) > **Correspondence Group on Review of the BWM Convention**
    - complete the preparation of draft amendments to BWM Convention and the BWMS Code;
    - (if time permits) consider and potentially delete or modify any regulations (or parts thereof) that may be obsolete
    - (if time permits) progress the preparation of draft amendments to guidelines, and the development of draft new guidelines, associated with the BWM Convention

- MEPC 84
    - approve draft amendments

- MEPC 85
    - Adopt amendments

- 2027 > Hard Enforcement

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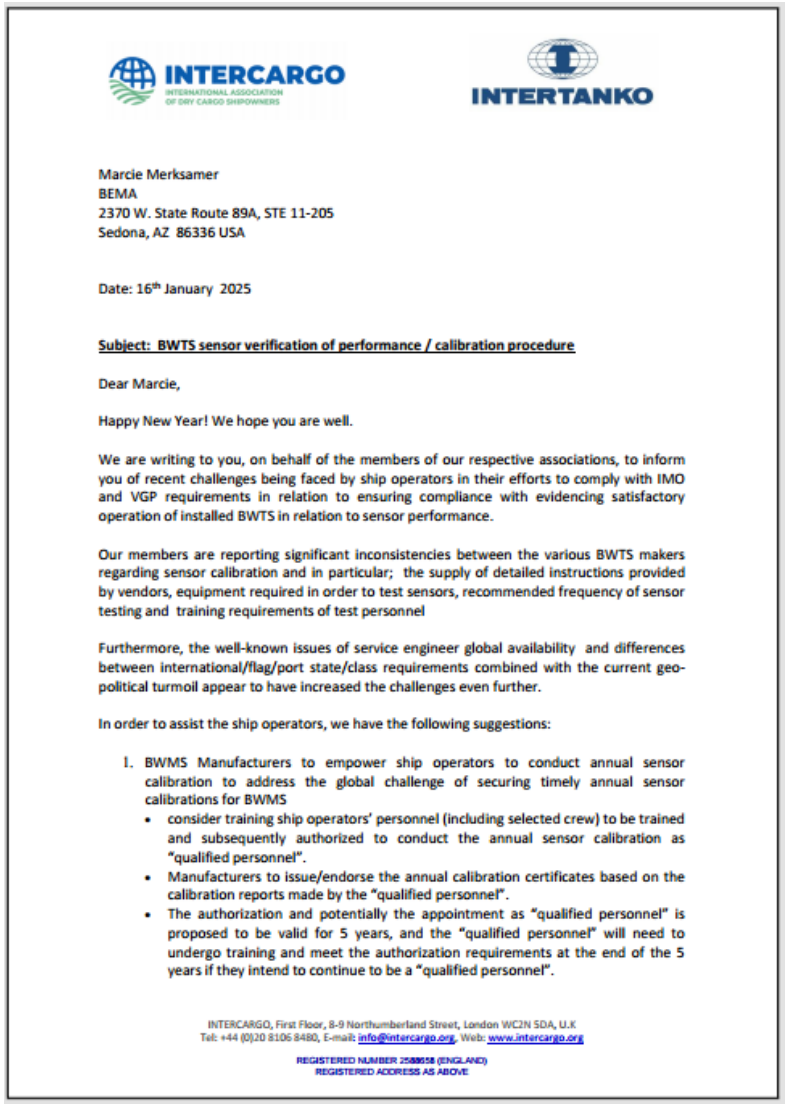
BALLAST WATER

BW Other

- January 2025 - **INTERCARGO/INTERTANKO Letter to Ballast Water Equipment Manufacturers Association (BEMA)**
  - consider training ship operators' personnel (including selected crew) to be trained and subsequently authorized to conduct the annual sensor calibration as "qualified personnel
  - Manufacturers to issue/endorse the annual calibration certificates based on the calibration reports made by the "qualified personnel"
  - The authorization and potentially the appointment as "qualified personnel" is proposed to be valid for 5 years

- MEPC 83 **– Informal discussions BEMA/INTERCARGO/INTERTANKO**
  - a number of manufacturers no longer in business
  - Some sensors too complex for BWTS manufacturers to calibrate
  - Some sensors replaced rather than calibrated



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INTERTANKO

Marcie Merksamer
BEMA
2370 W. State Route 89A, STE 11-205
Sedona, AZ 86336 USA

Date: 16th January 2025

Subject: BWTS sensor verification of performance / calibration procedure

Dear Marcie,

Happy New Year! We hope you are well.

We are writing to you, on behalf of the members of our respective associations, to inform you of recent challenges being faced by ship operators in their efforts to comply with IMO and VGP requirements in relation to ensuring compliance with evidencing satisfactory operation of installed BWTS in relation to sensor performance.

Our members are reporting significant inconsistencies between the various BWTS makers regarding sensor calibration and in particular; the supply of detailed instructions provided by vendors, equipment required in order to test sensors, recommended frequency of sensor testing and training requirements of test personnel

Furthermore, the well-known issues of service engineer global availability and differences between international/flag/port state/class requirements combined with the current geo-political turmoil appear to have increased the challenges even further.

In order to assist the ship operators, we have the following suggestions:

I. BWMS Manufacturers to empower ship operators to conduct annual sensor calibration to address the global challenge of securing timely annual sensor calibrations for BWMS
   - consider training ship operators' personnel (including selected crew) to be trained and subsequently authorized to conduct the annual sensor calibration as "qualified personnel".
   - Manufacturers to issue/endorse the annual calibration certificates based on the calibration reports made by the "qualified personnel".
   - The authorization and potentially the appointment as "qualified personnel" is proposed to be valid for 5 years, and the "qualified personnel" will need to undergo training and meet the authorization requirements at the end of the 5 years if they intend to continue to be a "qualified personnel".

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REGISTERED NUMBER 2580658 (ENGLAND)
REGISTERED ADDRESS AS ABOVE

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BALLAST WATER

BW Other (continued)

Following discussions at MEPC 83 Proposed way forward – under discussion between the 3 associations

1. BEMA to provide a list of active BWMS manufacturers and their associated sensors.
2. INTERTANKO and INTERCARGO to survey their members to identify the types of BWMS and associated sensors installed on their vessels. BEMA, INTERTANKO & INTERCARGO to further discuss what actions to take with regards to systems produced by manufacturers no longer in operation.
3. BEMA, INTERTANKO and INTERCARGO to discuss what sensors can be calibrated by crew.
4. Collaborative effort to encourage BWMS manufacturers to include details of their sensor manufacturers in the vessel's OMSM.
5. BWMS manufacturers to encourage their sensor manufacturers to provide guidance and/or training on sensor calibration to ship operators' designated personnel.
6. Upon accreditation of designated personnel by the sensor manufacturer, BWMS manufacturers could certify them as "authorised representatives/personnel" to conduct sensor calibration checks on ships equipped with their specific BWMS and associated sensor

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BIOFOULING

- MEPC 83 agreed to a proposal to create a **legally binding framework for managing ships' biofouling to minimize the transfer of invasive species.**

- New framework could be:
  - A new MARPOL Annex (i.e. VII)
  - A new standalone Convention
  - Combined with existing Conventions such as Ballast Water

- The framework could include:
  - Compliance/Enforcement
  - Surveys
  - Record keeping
  - Standards

Source: DNV

- This work will be undertaken by the IMO Sub-Committee on Pollution Prevention and Response (PPR) with the next PPR meeting provisionally scheduled to take place February 2026.

INTERCARGO – WORK PROGRAM ??

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PUBLICATIONS

- **BULK CARRIER SHIP-TO-SHIP TRANSFER GUIDANCE**
  - Contract between INTERCARGO & Witherbys – recently signed
  - Secretariat to reach out to WG for photos
  - Witherbys to commence editing, etc
- **DRAFT SURVEY GUIDANCE**
  - Text almost complete
  - To be reduced to pocket size, B5, etc
- **ICS DECK PROCEDURES**
  - Provides shipping companies and crew with a set of procedures governing safety & environmental
  - All Ship Types
  - Final Chapter Ship Specific
    - Bulk Carrier Section
      - **INTERCARGO to review – Volunteers Please?**

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FO QUANTITY/QUALITY

INTERCARGO/INTERTANKO BUNKERING SURVEY

- February 2023 to January 2024 – implementation of IMO Fuel Oil Sampling Guidelines
- 354 negative reports
- 90% sample not taken at ships manifold

- Submission to the IMO - *MEPC 83/5 - Experiences gained from the implementation of the guidelines for the sampling of fuel oil Submitted by ICS, INTERTANKO and INTERCARGO*
  - Proposed
    - The IMO fuel oil sampling guidelines to be mandatory

    Or
    - Introduce a mandatory fuel oil suppliers' licensing scheme under MARPOL Annex VI
  - Not accepted by MEPC, however a lot of support including from EU States

NEXT STEPS ??

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DESIGN STANDARDS

PRESENTATION

" CSR Updates"

Mr Hyungmin Cho of the IACS

Techcom 51
12 May 2025

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DESIGN STANDARDS

PRESENTATION

"Safe Mooring – regulatory updates and Recommendations"

Mr Yiyang Li of DNV

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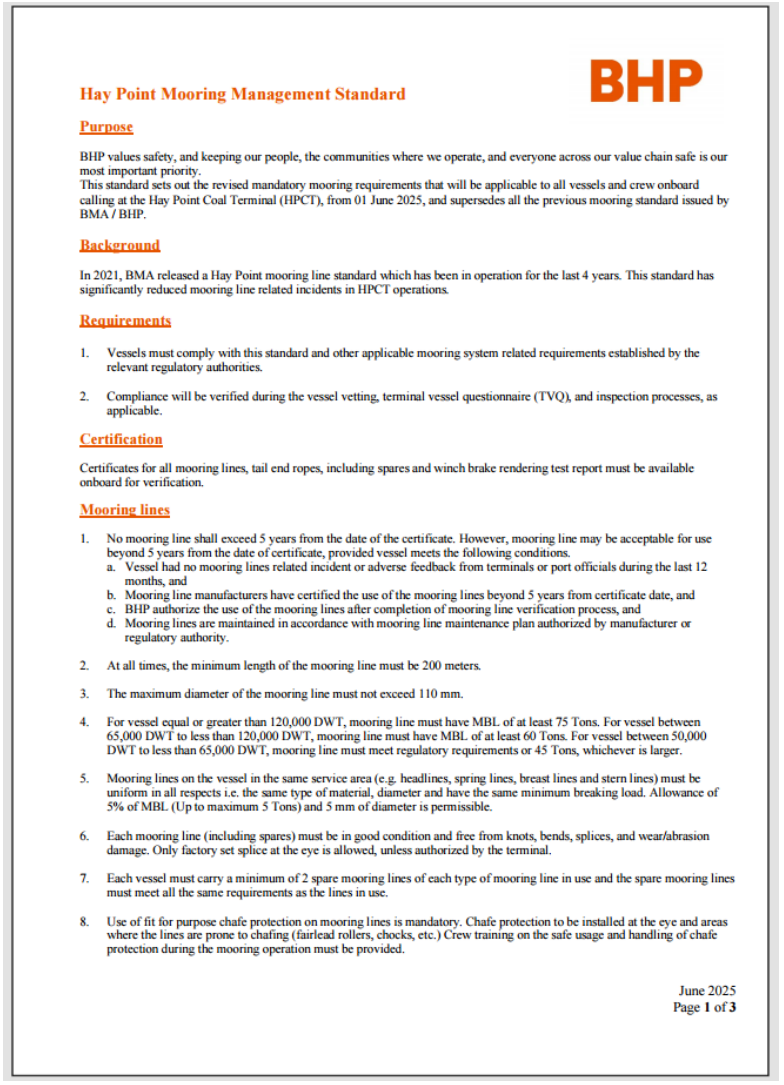
DESIGN STANDARDS

Hay Point Mooring Management Standard

- Effective 01 June 2025
- No transition period
- Other Western Australian Ports?



Hay Point Mooring Management Standard BHP

Purpose

BHP values safety, and keeping our people, the communities where we operate, and everyone across our value chain safe is our most important priority.
This standard sets out the revised mandatory mooring requirements that will be applicable to all vessels and crew onboard calling at the Hay Point Coal Terminal (HPCT), from 01 June 2025, and supersedes all the previous mooring standard issued by BMA / BHP.

Background

In 2021, BMA released a Hay Point mooring line standard which has been in operation for the last 4 years. This standard has significantly reduced mooring line related incidents in HPCT operations.

Requirements

1. Vessels must comply with this standard and other applicable mooring system related requirements established by the relevant regulatory authorities.
2. Compliance will be verified during the vessel vetting, terminal vessel questionnaire (TVQ), and inspection processes, as applicable.

Certification

Certificates for all mooring lines, tail end ropes, including spares and winch brake rendering test report must be available onboard for verification.

Mooring lines

1. No mooring line shall exceed 5 years from the date of the certificate. However, mooring line may be acceptable for use beyond 5 years from the date of certificate, provided vessel meets the following conditions.
   a. Vessel had no mooring lines related incident or adverse feedback from terminals or port officials during the last 12 months, and
   b. Mooring line manufacturers have certified the use of the mooring lines beyond 5 years from certificate date, and
   c. BHP authorize the use of the mooring lines after completion of mooring line verification process, and
   d. Mooring lines are maintained in accordance with mooring line maintenance plan authorized by manufacturer or regulatory authority.
2. At all times, the minimum length of the mooring line must be 200 meters.
3. The maximum diameter of the mooring line must not exceed 110 mm.
4. For vessel equal or greater than 120,000 DWT, mooring line must have MBL of at least 75 Tons. For vessel between 65,000 DWT to less than 120,000 DWT, mooring line must have MBL of at least 60 Tons. For vessel between 50,000 DWT to less than 65,000 DWT, mooring line must meet regulatory requirements or 45 Tons, whichever is larger.
5. Mooring lines on the vessel in the same service area (e.g. headlines, spring lines, breast lines and stern lines) must be uniform in all respects i.e. the same type of material, diameter and have the same minimum breaking load. Allowance of 5% of MBL (Up to maximum 5 Tons) and 5 mm of diameter is permissible.
6. Each mooring line (including spares) must be in good condition and free from knots, bends, splices, and wear/abrasion damage. Only factory set splice at the eye is allowed, unless authorized by the terminal.
7. Each vessel must carry a minimum of 2 spare mooring lines of each type of mooring line in use and the spare mooring lines must meet all the same requirements as the lines in use.
8. Use of fit for purpose chafe protection on mooring lines is mandatory. Chafe protection to be installed at the eye and areas where the lines are prone to chafing (fairlead rollers, chocks, etc.) Crew training on the safe usage and handling of chafe protection during the mooring operation must be provided.

June 2025
Page **1** of **3**

INTERCARGO
INTERNATIONAL ASSOCIATION OF DRY CARGO SHIPOWNERS

DESIGN STANDARDS

Anchoring Equipment

- An industry Anchoring Working Group to investigate further improving the safety of anchoring and anchoring equipment
  - IACS Requirements - Water depth max 82.5m
  - Last TC meeting contact data providers

- DNV has performed a study for Fujairah
  - Potentially perform a study on other ports with depth >82.5m
  - INTERCARGO & INTERTANKO to agree on ports with deep anchorages
    - INTERCARGO > Gibraltar, Piraeus, Singapore, Khor Fakkan, Aqaba, Rotterdam, Houston, Qingdao, Melbourne, Santos
  - **TC to agree on top 5 in order**

- **If IACS does agree to change UR A1 & UR A3**
  - Should this be applied to all types – eg vessel may not be expected to encounter deep anchorages
  - If not how to deal with these vessels?

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DESIGN STANDARDS

STEERING GEAR

- SOLAS/Class Bulker Requirements less than tankers
- INTERCARGO > Standards should be equivalent

- IMO Sub-Committee on Ship Design and Construction (SDC 11) – January 2025
  - *Agenda item 8 - Revision of SOLAS Chapters II-1 (Part C) and V, and related instruments regarding steering and propulsion requirements, to address both traditional and non-traditional propulsion and steering systems*
  - Revised Regulations will be goal based – **applicable to new ships & EIF 2032**
  - Work to be completed by 2028

  - **There was support for INTERCARGO's proposal that the tanker requirements should be applicable to all ships** – some objections

- **Potential submission to SDC 12 – January 2026 – would need data from members**

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MAIB INVESTIGATION

UK Marine Accident Investigation Branch

Report on the investigation of the deaths of three stevedores in a cargo hold access space on board the bulk carrier Berge Mawson at Bunyu Island anchorage, Indonesia on 27 June 2022

Recommendation

Intercargo, **InterManager** and **RightShip** are recommended to:

2025/104 Develop a minimum operational safety standard for stevedores conducting cargo operations on board their members' vessels to include:

- compilation and distribution of a Ship-Shore Safety Checklist
- cargo hold entry procedures
- communication with ships' crews
- personal protective equipment.

2025/105 Encourage their members to introduce the minimum operational safety standard for stevedores as a port and/or terminal requirement and consider its inclusion in the charter party agreement.

Next Steps ?

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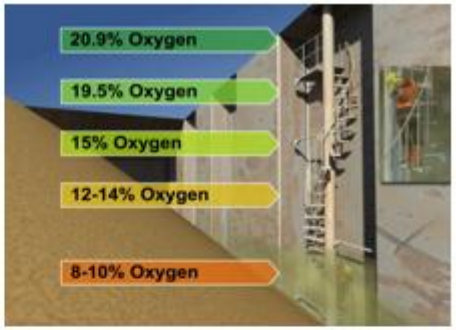
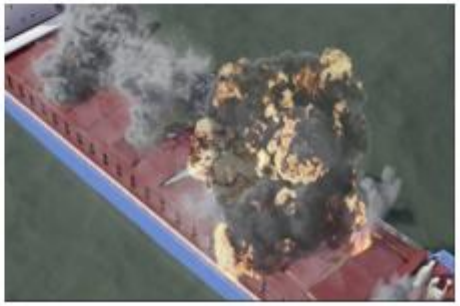
A New Standard in Enclosed Space Safety





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VISTRATO DRY BULK BUDDY

How does it work?

No software, additional hardware / IT integration.

The Dry Bulk Buddy System is delivered in two parts:

1. **Online:**
   Highly visual and interactive.
   Builds awareness and promotes understanding.
   Guides crew through real-world scenarios, supported by their assistant **'Bulk Buddy'.**
   Engaging, scenario-based learning designed to align awareness across the ship.

2. **Offline: In-Field Tool**
   A real-time, offline decision-support resource for shipboard leadership.
   Delivers instant, at-a-glance access to key Dry Bulk Buddy guidance — anytime, anywhere.

The Bulk Buddy assistant –
Friendly and educational.
There when you need him.

Dry Bulk Buddy –
In-Field Tool
Real-time assistance for shipboard leaders.
Accessible anytime.

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VISTRATO DRY BULK BUDDY

- Each Ship receives a secure training dashboard
- Completed on line
- Once completed – officers can access offline in-field tool

- In-field tool provides guidance
  - Cargo Hazards
  - Enclosed space checklists
  - Gas testing Requirements
  - etc

- INTERCARGO to support
- Discount for members
- **A small group of INTERCARGO members to trial** – complete the training/use the in-field tool – provide feedback

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TRIPARTITE

Tripartite

- Yearly Meeting
  - Shipowner Associations (INTERCARGO, ICS, BIMCO & INTERTANKO)
  - Class – IACS plus individual Class Societies
  - Shipbuilders (ASEF, CANSI, JSA, KOSHIPA, SeaEurope)
  - Rotates between China, Japan & Korea
  - Matters of mutual interest

Tripartite 2025

- Busan, ROK – October 2025
- The 2 days split into sessions
  - Decarbonisation
  - Environment
  - Mid-term measures
  - Safety
  - Marine Autonomous Surface Ships
  - Each session > presentations & panel discussion
- Kostas Gkonis & Ed Wroe to attend
- Environment session – moderated by Ed Wroe
- Potential presentation on Shore Power Standard for Bulkers by INTERCARGO

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CLOSED SESSION

ANY OTHER BUSINESS

The need to harmonization of Port State Control (PSC) activities and procedures worldwide, especially related **SOLAS Regulation II-2/13.4 - Means of escape from machinery spaces**

- 13.4.2.1.1 requires that two means of escape shall be provided from each machinery space of category A. When two sets of steel ladders are provided to comply with this regulation, one of these ladders shall be located within a protected enclosure, from the lower part of the space it serves to a safe position outside the space

- UI MSC.1/Circ.1511 approved in 2015 - Machinery spaces may include working platforms and passageways, or intermediate decks at more than one deck level
  - the lower part of the space should be regarded as the lowest deck level, platform or passageway within the space.

- Some vessels - due to design limitations it may not be technically feasible to install a protected enclosure that extends from the lowest deck level to a safe location outside. In such cases, enclosures may be installed from a working platform or passageway located near the absolute lowest level of the machinery space and up to 2.3 meter from the ER floor.

It has been reported that some vessels have been detained after Port State Control inspections - inadequate" arrangements for escape from machinery spaces.

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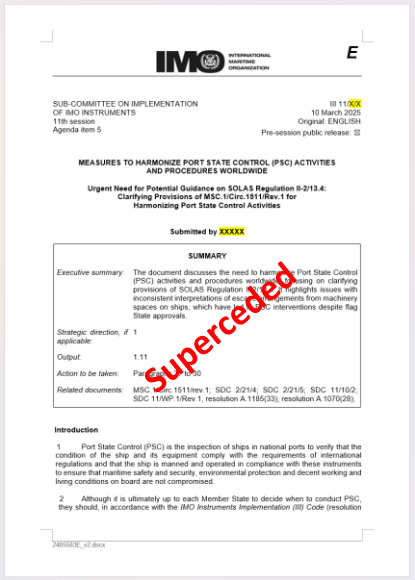
CLOSED SESSION

The need to harmonization of Port State Control (PSC) activities and procedures worldwide, especially related **SOLAS Regulation II-2/13.4 - Means of escape from machinery spaces**

INTERCARGO – invited to co-sponsor and has agreed



IMO E

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS
11th session
Agenda item 5

III 11/XX
10 March 2025
Original: ENGLISH
Pre-session public release:

MEASURES TO HARMONIZE PORT STATE CONTROL (PSC) ACTIVITIES AND PROCEDURES WORLDWIDE

Urgent Need for Potential Guidance on SOLAS Regulation II-2/13.4: Clarifying Provisions of MSC.1/Circ.1511/Rev.1 for Harmonizing Port State Control Activities

Submitted by XXXXX

SUMMARY

Executive summary: The document discusses the need to harmonize Port State Control (PSC) activities and procedures worldwide, focusing on clarifying provisions of SOLAS Regulation II-2/13.4. It highlights issues with inconsistent interpretations of escape requirements from machinery spaces on ships, which have led to PSC interventions despite flag State approvals.

Strategic direction, if applicable: 1

Output: 1.11

Action to be taken: Paragraph 15

Related documents: MSC.1/Circ.1511/rev.1; SDC 2/21/4; SDC 2/21/5; SDC 11/10/2; SDC 11/WP.1/Rev.1, resolution A.1185(33); resolution A.1070(28);

Superceded

Introduction

1 Port State Control (PSC) is the inspection of ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these instruments to ensure that maritime safety and security, environmental protection and decent working and living conditions on board are not compromised.

2 Although it is ultimately up to each Member State to decide when to conduct PSC, they should, in accordance with the *IMO Instruments Implementation (III) Code* (resolution

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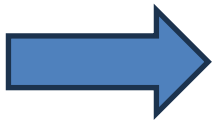
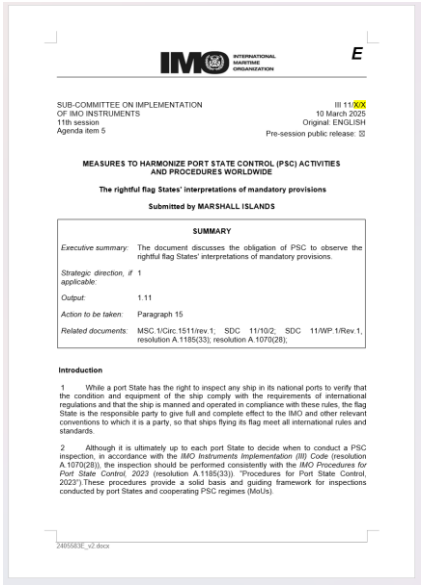
April 2025





IMO E

SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS
11th session
Agenda item 5

III 11/XX
10 March 2025
Original: ENGLISH
Pre-session public release:

MEASURES TO HARMONIZE PORT STATE CONTROL (PSC) ACTIVITIES AND PROCEDURES WORLDWIDE

The rightful flag States' interpretations of mandatory provisions

Submitted by MARSHALL ISLANDS

SUMMARY

Executive summary: The document discusses the obligation of PSC to observe the rightful flag States' interpretations of mandatory provisions.

Strategic direction, if applicable: 1

Output: 1.11

Action to be taken: Paragraph 15

Related documents: MSC.1/Circ.1511/rev.1; SDC 11/10/2; SDC 11/WP.1/Rev.1, resolution A.1185(33); resolution A.1070(28);

Introduction

1 While a port State has the right to inspect any ship in its national ports to verify that the condition and equipment of the ship comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules, the flag State is the responsible party to give full and complete effect to the IMO and other relevant conventions to which it is a party, so that ships flying its flag meet all international rules and standards.

2 Although it is ultimately up to each port State to decide when to conduct a PSC inspection, in accordance with the *IMO Instruments Implementation (III) Code* (resolution A.1070(28)), the inspection should be performed consistently with the *IMO Procedures for Port State Control, 2023* (resolution A.1185(33)). "Procedures for Port State Control, 2023".These procedures provide a solid basis and guiding framework for inspections conducted by port States and cooperating PSC regimes (MoUs).

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May 2025

Proposes

- **Where ships are presented with evidence of flag State approvals, PSC officials should not impose their own interpretations on ships visiting ports.**

- **Potential guidance to be issued in the context of the harmonization of PSC activities, either by updating the Procedures for Port State Control with further clarifications or via issuing a separate recommendation on the subject.**

Techcom 51
12 May 2025

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CLOSED SESSION

ALL AGENDA ITEMS

3. GHG REDUCTION/ENERGY EFFICIENCY
4. CARGOES
5. BALLAST WATER
6. BIOFOULING
7. PUBLICATIONS
8. FUEL OIL QUANTITY/QUALITY
9. DESIGN STANDARDS
10. MAIB INVESTIGATION
11. VISTRATO DRY BULK BUDDY
12. TRIPARTITE 2025

ANY COMMENTS ?

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THANK YOU !