

**MINUTES**

Nautical Sub-Committee # 8

**28 and 29 November 2019**

**Venue**

INTERTANKO Offices

London office: St Clare House, [30-33 Minories, London EC3N 1DD, UK](x-apple-data-detectors://4/0)

**28 November 2019**

1300 start

**29 November 2019**

0900 start, end of meeting 1200

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**ATTENDANCE**

|  |  |  |  |
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| **No.** | **Title** | **Contact** | **Company** |
| 1. | Capt. | Pantelis Patsoulis (Chair) | Euronav Ship Management (Hellas) Ltd. |
| 2. | Dr. | Phillip Belcher (Secretary) | INTERTANKO London |
| 3. | Capt. | Iosif Voutsinos | Almi Tankers SA |
| 4. | Capt. | Panagiota P. Chrysanthi | Andriaki Shipping Co Ltd |
| 5. | Mr. | Finn H. Spone | DNV GL (Norway) |
| 6. | Capt. | Peter Juul Christensen | Ernst Jacob GmbH & Co KG, Reeder und Schiffsmakler |
| 7. | Capt. | Rele Santosh | K Line Ship Management (India) Pvt. Ltd |
| 8. | Capt. | Antonios Prasinos | Minerva Marine Inc |
| 9. | Capt. | Haruhisa Fujino | Nippon Yusen Kabushiki Kaisha |
| 10. | Capt. | Iain Scally | Nippon Yusen Kabushiki Kaisha |
| 11. | Capt. | Sanchay Srivastava | OCIMF |
| 12. | Capt. | Fletcher Martins | Scorpio Ship Management SAM |
| 13. | Capt. | Pär Brandholm | Team Tankers International DK |
| 14. | Capt. | Andrew Roberts | Teekay Marine Services (Glasgow) |
| 15. | Mr. | Dragos Rauta | INTERTANKO |
| 16. | Ms. | Claire Georgeson | INTERTANKO |
| 17. | Capt. | Frans Ubaghs | INTERTANKO |
| **INVITED GUESTS** | | | |
| 18. | Capt. | Johan Gahnstrom |  |
| 19. | Mr. | Ben van Scherpenzeel | Port of Rotterdam |

**APOLOGIES**

|  |  |  |  |
| --- | --- | --- | --- |
| **No.** | **Title** | **Contact** | **Company** |
|  | Capt. | Allan Dutton | Columbia Shipmanagement |
|  | Capt. | Michail Malliaros | Euronav Singapore Pte Ltd |
|  | Capt. | Alexandros Arabatzoglou | Latsco Marine Management Inc |
|  | Mr. | Josiah Toepfer | Liberian Registry |
|  | Capt. | Manos Koumiotis | Polembros Shipping Limited |
|  | Capt. | Satinder Singh Virdi | Singapore Maritime Academy, Singapore Polytechnic |
|  | Capt. | Virender Singh | Stolt Tankers B.V. |
|  | Capt. | Rajeev Chhetri | Teekay Marine (Singapore) Pte Ltd |
|  | Capt. | Ashish Malik | Thome Ship Management Pte. Ltd |
|  | Capt. | Yiannis Giannakopoulos | Tsakos Columbia Ship Management |

# WELCOME AND ANTI-TRUST

The Chair Capt Pantelis Patsoulis welcomed all to the meeting and introduced the new applicants to the sub-committee. The Chair reminded all participants that all should comply with INTERTANKO’s Anti-Trust Policy throughout the duration of the meeting. The policy was shown and is set out below:

*INTERTANKO’s policy is to be firmly committed to maintaining a fair and competitive environment in the world tanker trade, and to adhering to all applicable laws which regulate INTERTANKO’s and its members’ activities in these markets. These laws include the anti-trust/competition laws which the United States, 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. INTERTANKO’s activities will be conducted in compliance with its Anti-trust/Competition Law Guidelines.*

The Secretariat provided a safety brief for the venue.

# MINUTES OF MEETING

It was noted that the minutes of the last meeting in June kindly hosted by Almi Tankers were circulated and agreed by correspondence. No further comments were made.

# ORGANISATION

**Nominations:**

The NSC considered the new applicants to the Committee and approved for membership of the Committee Mr Finn Spone of DNV GL and Capt Iain Scally of NYK Line who replaces Capt Fujino. The NSC thanked Capt Fujino for all his assistance since the inception of the sub-committee.

Following this the Committee now stands as follows:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Title | Contact | Company | Category |
| 1 | Capt. | Iosif Voutsinos | Almi Tankers SA | Member |
| 2 | Capt. | Panagiota P. Chrysanthi | Andriaki Shipping Co Ltd | Member |
| 3 | Capt. | Laxmi Salvady | Anglo-Eastern Ship Management Ltd | Member |
| 4 | Mr. | Andrey Vorobiev | ChartWorld International Ltd | Associate Member |
| 5 | Capt. | Allan Dutton | Columbia Shipmanagement | Member |
| 6 | Capt. | Alexandros Arabatzoglou | Consolidated Marine Management Inc | Member |
| 7 | Mr. | Finn Spone | DNV GL | Associate Member |
| 8 | Capt. | Peter Juul Christensen | Ernst Jacob GmbH & Co KG, Reeder und Schiffsmakler | Member |
| 9 | Capt. | Pantelis Patsoulis | Euronav Ship Management (Hellas) Ltd. | Chair |
| 10 | Capt. | Michail Malliaros | Euronav Singapore Pte Ltd | Member |
| 11 | Capt. | Rele Santosh | K Line Ship Management Co (India) Pvt Ltd | Member |
| 12 | Mr. | Josiah Toepfer | Liberian Registry | Associate Member |
| 13 | Capt. | Antonios Prasinos | Minerva Marine Inc | Member |
| 14 | Capt. | Iain Scally | Nippon Yusen Kabushiki Kaisha | Member |
| 15 | Capt. | Fletcher Martins | Scorpio Ship Management SAM | Member |
| 16 | Capt. | Satinder Singh Virdi | Singapore Maritime Academy, Singapore Polytechnic | Associate Member |
| 17 | Capt. | Virender Singh | Stolt Tankers BV | Vice chair |
| 18 | Capt. | Carl-Johan Eriksson | Team Tankers International | Member |
| 19 | Capt. | Andrew Roberts | Teekay Marine Services (Glasgow) | Member |
| 20 | Capt. | Atul Vatsa | Thome Ship Management Pte. Ltd. | Member |
| 21 | Capt. | Yiannis Giannakopoulos | Tsakos Columbia Ship Management | Member |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | Title | Contact | Company | Category |
| 1 | Capt. | Tony Brown | Marine Accident Investigation Branch | Observer |
| 2 | Capt. | Sanchay Srivastava | OCIMF | Observer |
| 3 | Mr. | Anders Rydlinger | Rydlinger Consultancy | Observer |

# WORKING GROUPS

The NSC noted the summary and the detailed notes included in the appropriate section:

* The Anchoring WG (Jointly with ISTEC) continues their work in conjunction with the ISTEC instigated Joint Industry Working Group (see agenda item 5.1)
* Navigation Audits WG, work suspended till NSC 8 (see agenda item 5.2)
* Guide to Safe Navigation WG, work continues (see agenda item 5.3)
* Standardised Bridge design WG, work continues (see agenda item 5.4)
* STS Scoping WG, joint WG with the Gas Tanker (GTC) and Documentary (DoCom) Committees (see agenda item 6.1)

# REPORT FROM ISTEC

The Secretariat provided an oral report of the ISTEC 56 meeting which met in Athens on 26-27 September. The NSC noted the minutes of the meeting which were attached as **Annex 2** to the agenda. Dragos Rauta as Secretary to ISTEC, outlined the main items on the agenda for ISTEC which related to the implementation of the next phase of EEDI, R&D Funds proposal and sulphur cap. However, the main discussions related to ship to ship operations and these will be discussed under agenda item 6.1.

An update was also provided on the Gas Tanker Committee led work on the use of pressurised habitats. The aim of this work is to provide clear guidance for those few occasions when the ISGOTT recommendation of 30m from a non-gas free space cannot be achieved. This guidance will be completed in the first quarter of 2020 and support for the guidance will be sought from other industry organisations.

The NSC noted the discussions at ISTEC and floated the idea that at least one meeting of the NSC should be held in conjunction with ISTEC.

# NAVIGATION

# Anchoring

Dragos Rauta then reported on the Joint Industry Working Group (JIWG) which discussed anchoring met on 30 October under the Chair of Mr Douglas Lang of Anglo Eastern. The minutes of the meeting were circulated as **Annex 3** with the agenda. The Chair attended along with the following:

Theodore Mavraidis, Euronav

Gregor Stevens, ICS

Ricardo Martinez, OCIMF

Ed Wroe, Intercargo

Paul Markides, Intercargo

Adrian Kahl, DNV GL

Yan Combres, BV

Roderick Yam, ABS

Naveen Kumar, IRS

John Vanezos, Permanent Secretariat IACS

Christian Heyden, TTS

Athena Kanellatou, Macgregor

Matty Hareders, Macgregor

Takuya Minato. JETRO

The Chair and Rauta outlined that the main thrust of the discussions related to the possible review of relevant IACS URs. The JIWG agreed to the following action points:

1. Need to gather from ships more information on accidents and the conditions under which these happened.
2. Carry out a survey of environmental conditions of a representative sample of the world’s anchorages.

Once this research is completed, a further meeting will be arranged to analyse the information and agree how best to utilise the information so as to progress the overall objective of increasing the safety and integrity of anchoring equipment and operations. For the limitations of the windlasses, the NSC believed that all equipment should fail in a safe manner.

The members of the NSC were invited to provide information on anchorages which are deep and/or with challenging environmental conditions such as the weather and currents.

The NSC then discussed the anchoring poster as contained in the Safe Guide to Navigation. Some believed that the poster was misleading as it represented the design criteria rather than operational aspects. The Secretariat were tasked with ensuring that the poster reflected best operational practice whilst referencing the design criteria.

**Action Point 1 -** Secretariat to ensure that the poster reflects best operational practice whilst referencing the design criteria.

# Navigational Audits

NSC discussed the use of VDR as an audit tool. The NSC was of the opinion that in the event that the auditor being unable to travel, then a navigational audit using an analysis of the VDR could be a useful tool. However, the VDR did not always provide enough information to make a full and comprehensive audit. For example, the VDR may only take the feed from one of the radars and may not record all the relevant information such as range scale used or targets selected. Therefore, the NSC believed that it was not a complete substitute for a physical navigational audit and should not be seen as the primary solution.

The OCIMF representative noted that the OCIMF publication on Navigational Audits in section 5.2 it states that,

*‘Using the VDR for remote navigation assessments should be seen as an additional assessment tool, not as a replacement for traditional navigational assessments.’*

The NSC agreed that reference to the OCIMF guidance should be made in the Guide to Safe Navigation.

**Action Point 2 -** Safe Navigation WG to include a reference to the OCIMF paper in the Safe Navigation paper.

# 6.3 Guide to Safe Navigation

The NSC was briefed by the Chair of the Safe Navigation Guide, Iosif Voutsinos, on the continued work. The WG had incorporated much of the additional issues raised from NSC7. This had made the version 5, rather large and the WG was now working on editing the book to be a more useful and readable size as a version 6.

The NSC thanks the WG for their considerable efforts and then discussed how the work should continue and the guidance published. Concerns were raised that a single large publication would not be read as it would appear to be a text book and some sections only useful for the office. For example, the chapter on bridge design would be of limited use on board a ship. Therefore, a proposal was made that the guidance should be split so that there would be one larger book primarily for the office, but also useful as a text book and a second slimmer publication aimed purely at seafarers. In effect the second slimmer book would be an update of the existing guidance. However, the NSC agreed that a single volume would be best and that the WG should continue their efforts to slim down the guidance.

The NSC did agree that chapters could be published as stand-alone guidance in the same manner as the jamming and spoofing guidance was published.

**Action Point 3 -** WG to continue to edit and slim down the guidance and to distribute version 6 to the wider NSC.

# 6.3.1 Jamming and Spoofing

The Secretariat reported that the guidance issued had been very well received both within and without the industry. He cited the example of NATO who had distributed the guidance widely amongst their navies.

Members then reported on various incidents that had been experienced. These included areas of Iran, Turkey, Russia and China. Most of these were related to the operations of naval forces in the region, particularly in the eastern Mediterranean.

The Chair following an incident involving one of their ships volunteered to share their checklist for jamming incidents. This replicated below:

EURONAV Jamming Checklist:

**Immediate actions:**

1. Notify Master and Chief Engineer.
2. Manually select a secondary position sensor
3. Select other GNSS input if provided and use “GNSS divergence” alarm to check any marginal difference between positioning sources.
4. If secondary sensor unable to provide a vessel’s position and no other means available to input position fixing the navigator should select the DR or EP mode.
5. Start to manually plot ships position if near enough to shore.
6. AIS (other ships position sent via AIS) will most probably be affected by a jamming or spoofing attack and should be used with extreme care.
7. Use of parallel indexing method and radar overlay during coastal navigation to keep safe distances and determine turning waypoints.

**When the situation is somewhat stable:**

1. Notify DPA, Technical, HSQE SI and company’s Cyber Security Officer
2. Check the vessel GNSS position frequently to detect when service is available again.
3. Report GNSS disruptions or anomalies to the authorities listed in sections below “Reporting of jamming and spoofing events”
4. Take note of critical information such as the actual location (latitude/longitude), date/time, and the duration of the outage or disruption.
5. When possible, provide photos or screen shots of equipment failures during a disruption to assist analysts identify a potential cause.

The NSC thanked the Chair for distributing the checklist.

Members also reported on briefings that they had had with P&I Clubs on the status of cover in the event of a cyber incident. It was reported that the cover would continue in the event of an accident.

Members were encouraged to share jamming incidents as they were encountered.

# 6.4 Standardised Bridge Design

The WG reported that the work had been completed and the report incorporated into the V.5 of the Safe Navigation Guidelines as discussed in section 6.3. Questions were raised over the guidance and where it had gone beyond the SOLAS requirements. It was confirmed that where the guidance went beyond minimum requirements, it was clearly stated so.

The NSC noted these developments and considered the issue completed.

# 6.5 E-Navigation

The Secretariat provided an update on the status of IMO’s work on e-Navigation. It was noted that the Human Element Committee HEiSC, discussed this work with respect to crewing issues. HEiSC noted that future competences for semi-autonomous ships were being developed by Japan, Finland, Norway, and Denmark for working on ships with increased autonomy. The Secretariat were instructed to investigate this further and report on the progress. Additionally, HEiSC will expand the concept of future competences to include the future challenges i.e. new technologies and the impact on competencies.

The NSC noted these developments.

# 6.6 Autonomous Ships

The Secretariat provided a brief update on the IMO work on the development of the Maritime Autonomous Ship and Systems (MASS) work. In essence the work at IMO is focusing on the IMO instruments and not on any practical aspects relevant to INTERTANKO’s work.

The NSC noted the report.

# 6.7 Regional Efforts to Promote Safe Navigation

# 6.7.1 China

The NSC noted the update on charting issues in China as provided in the agenda notes. Members also noted information related to charting which has been provided by INTERTANKO’s Singapore Office. This office provides the following information post meeting:

**Chinese e-Navigation app:**

The Shanghai Chart Centre which is in charge of producing navigational charts on behalf of the China Maritime Safety Administration (MSA) has an e-navigation app that ships and crew can download for free, to use as supplementary information to the paper charts. The app, which is in Chinese, is called 海e行智慧版 and download instructions can be [viewed here](https://www.intertanko.com/images/topics-issues/Asia/2019/Chart_app_Instructions.pdf). You can pass this information on to your local agent or even your colleagues based in China (if any) in case they are not aware. Only those with a local China mobile phone number is able to download this app. Please note that all information in this app is in Chinese only.

**Chart suppliers:**

Charts from China Navy which may not be updated. China MSA ENCs are supplied via Primar. Some members reported that they cannot access the Chinese website. If the Chinese website link works for you, you can select to read the English version of the website, links as follows for easy reference:

<https://www.chart.msa.gov.cn/customer/home>

<https://www.chart.msa.gov.cn/customer/contactus>

The Shanghai Chart Centre is very responsive to feedback and queries on hydrographic matters.

The NSC should note this update.

# 6.7.2 Japan

No issues reported regarding Japan.

# 6.7.3 Singapore and Singapore Straits

The Secretariat updated the NSC on the active role in the regional cooperative forum which meets once a year. The NSC noted this and raised the issue of Indonesian ports and the lack of reliable hydrographic data. The Secretariat were instructed to investigate hydrographic issues related to Indonesia.

**Action Point 4 -** Secretariat to investigate hydrographic issues related to Indonesia.

During the discussions on uncharted berths, a question was raised as to what is the minimum level of hydrographic data is required to ensure safety. The Secretariat were directed to explore this question from the operational, legal and commercial perspectives

**Action Point 5 -** Secretariat to explore the question of the required minimum hydrographic data to ensure a safe port from the above perspectives.

# 6.8 IHO Membership

The membership of the IHO will continue following the change in Secretariat. It is planned that Phil Belcher will attend the next relevant meetings of the IHO (HSSC 12). Additionally, Frans Ubaghs will represent the organisation in the IHO Data Quality Working Group (DQWG).

The NSC noted these updates and discussed the issues related to CATZOCs. Members reported that they had not experienced any SIRE observations when following the INTERTANKO guidance.

Members queried the application of a CATZOC ‘U’ in the context of channels which had a ‘maintained depth of’ status. The NSC agreed that in those circumstances the CATZOC was irrelevant as the authorities had confirmed that the minimum depth was a specific value. The same reasoning applied to situations where a safe draught designation was given. However, where a ‘U’ rating was given an extra 3.5m was applied as the safety margin.

# 7. OPERATIONS IN PORTS & TERMINALS

# 7.1 Ship to Ship Operations

An update on the ISTEC and Gas Tanker Committee (GTC) discussions on STS operations was provided by the Secretariat. Claire Georgeson outlined her role in the Secretariat as the coordinator of the STS work. The GTC had focused upon issues related to gas operations and these would supplement the initial gap analysis work of the NSC. It was reported that the draft terms of reference of the work had been distributed and these were then distributed to the NSC for their reference.

The NSC noted the updates as well as the expectation that a volunteer from the NSC should lead this work. Volunteers were requested to take part in the work.

**Action Point 6 -** Volunteers to come forward to assist and one person to lead and coordinate the work.

# 7.2 Mooring; Equipment Standards, Compatibility and Operation

NSC7 requested that the agenda item related to the 4th edition of the Mooring Equipment Guide should be kept on the agenda. An issue related to the MBLs. The issue was not discussed and instead passed to the Vetting Team.

# 7.2.1 IMO Correspondence Group on Mooring

The Secretariat has followed this IMO CG and no significant issues were currently being worked on.

# 7.3 Piloting

# 7.3.1 INTERTANKO and IMPA Joint Meetings

The Chair reported on a meeting that was held on 28 November with the President and Secretary General of IMPA at IMO. The main issue on the agenda was concerns raised by IMPA on the manoeuvring characteristics of modern engines particularly eco-engines. IMPA had reported on a series of incidents in which the engine control system would not respond to the demands of the pilot. This had had serious safety implications in a number of incidents. One incident involved a ship in a four knot current being set back. As the engine had a GPS feedback, it believed that the ship was almost stopped and so would not provide the required engine power. IMPA also reported on problems with the manual override of the engine management system.

The Secretariat reported that during the first phase of the EEDI, particularly ships built 2013-2016, designers had not always matched the power curve of the de-rated engines with the propeller power curve. In addition, because of the reduced installed power and because of keeping the cargo volume intact, eco-ships tend to have thinner and shorter propeller shafts. At the same time, lower power resulted into larger and then heavier propellers with the result of bending of the propeller shafts resulting into asymmetric thrust. These anomalies were reported and, to our knowledge solutions were proposed by Class, engine manufacturers and shipyards. We do not know to what extent these solutions were applied to more recent ships but the point is the first generation of eco-ships have to leave with some of these challenges even though some of them have taken corrective actions.

In the discussion it was noted that some engine manufacturers put in place a complete override system so allowing the telegraph to work in the traditional manner. Whereas other manufacturers allowed for partial override where a new engine map was accessed which allowed some increase in power. Members noted multiple problems in the management of new engines. The Secretariat informed that the problems at the manoeuvring engine loads are mostly due to lack of torque rather than lack of power. It was noted that some of these problems were rectified through training and awareness by the bridge team.

The NSC directed the Secretariat to further investigate the phenomenon and map the issues taking into account the human element, manoeuvring requirements, ability to override the control and the needs of the pilots. Once a clear mapping of the issues was achieved then a joint meeting between INTERTANKO and the engine manufactures should be organised.

**Action Point 7 -** Secretariat to map the issues and then organise a joint meeting with the Engine manufacturers.

# 7.3.2 Pilot Ladders

The Secretary updated the NSC on the implementation of the pilot ladder ISO standard. NSC noted the update and discussed a series of poor ladder manufacturing and securing. It was noted that some manufacturers were using metal crimping on the ladders. Whilst these were currently allowed, they should be avoided. The NSC noted the twitter tag #dangerousladders.

# 7.3.3 Need to update the outdated International Best Practices for Maritime Pilotage

The Secretariat keeps this under close attention and IMPA plan to provide an update at some point.

# 7.4 Port and terminal information

The Secretariat updated the NSC on the INTERTANKO’s own data structure which continued to be developed. The Terminal Vetting Database will be redeveloped in 2020. For ports data, advice will be provided by the Secretariat on a bespoke basis due to the impracticality of developing an in house comprehensive and reliable database covering every tanker terminal in the world.

The NSC noted the developments.

# 8. LOADING AND DISCHARGING OF OIL TANKERS

Members raised an issue related to the flushing of lines and how to record it in the Oil Record book. It was noted that this should be recorded in Part 2 of the ORB. It was then noted that gas tankers only have part 1 on board. Dragos Rauta reported that the IMO had issued specific guidance on this issue.

**Action Point 8 -** Guidance on flushing of lines to be distributed by the Secretariat.

# 9. EXPERIENCE SHARING AND INDUSTRY BEST PRACTICES

Members provided updates on a series of incidents that they had experienced. To encourage discussion, no minutes were taken but it was reittered that the INTERTANKO Anti-Trust Policy remained in force.

# 10. UPDATE ON OTHER COMMITTEES IN INTERTANKO

The NSC noted that the minutes of all committees may be downloaded from the INTERTANKO website.

# 11. ANY OTHER BUSINESS

# 11.1 Presentation of International Taskforce; Port Call Optimization

Ben van Scherpenzeel, Director Nautical Developments, Policy & Plans, Harbour Master's Division of the Port of Rotterdam, presented on the issue of berth identification so leading to optimisation. The main aim of the project is to identify the berth that the ship is going to. This allowed for proper berth to berth planning and exact just in time sailings. The presentation is attached as *Annex 1.*

# 11.2 Collision between the HNOMS Helge Ingstad and the Oil Tanker Sola TS

The NSC considered the report on the collision on 8 November 2018 between the frigate HNOMS Helge Ingstad and the Oil Tanker Sola TS and viewed the animation of the collision:

<https://www.youtube.com/watch?v=HVGe6ltIxQs>

The report of the collision can be downloaded as *Annex 2*.

The NSC noted that many of the failings may be addressed by implementation of the OCIMF INTERTANKO developed Behavioural Competences Guidance.

# 11.3 Use of buoys for position fixing

A member raised the issue as one of their vessels had had an observation that they should not use buoys for position fixing. The NSC was of the opinion that buoys were of a second order means to fix the ships position but should not be ruled out as it was the ordinary practice of navigation to utilise them as witnessed in there reference in the Admiralty sailing directions. Therefore, the observation was not valid and that this should be passed on to OCIMF through the SIRE Focus Group.

**Action Point 9 -** Secretariat to add the issue of position fixing to the agenda of the SIRE FG.

# 12. NEXT MEETING

The NSC agreed that the next meeting should be held in Monaco kindly hosted by the IHO. This will take place on 7th May 2020.

The NSC 10 following the discussions to hold the meeting in coordination with the ISTEC means that it will be held on 23 September in Palermo in Sicily. The other meetings going on will be:

23 Sept - BSC, NSC and Environment Committee (all meeting in parallel)

24 Sept - Environment Committee and ISTEC (normal joint afternoon session)

25 Sept - ISTEC (am)

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