

MINUTES

Nautical Sub-Committee #9  
7 May 2020

**Venue**

**Meeting conducted virtually using WebEx.**

**Link for the WebEx was provided to members**

**Date/time**

**0930 to 1430 hrs London Time**

**Thursday 7 May 2020**

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# Welcome and Anti-Trust

The chairman Capt. Pantelis Patsoulis welcomed everyone to the virtual meeting and it was reminded that all participants should comply with INTERTANKO’s Anti-Trust/Competition law Compliance Statement throughout the meeting.

The Chair informed all the participants that the meeting was scheduled to run from 0930 to 1430 London time, with a 10-minute break every hour and a 30-minute break for lunch.

**INTERTANKO’s Anti-Trust/Competition law Compliance Statement** 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 briefed all participants on the use of WebEx and the online discipline to be followed throughout the virtual committee meeting.

# Minutes of meeting

It was noted that the minutes of the last meeting, NSC#8 held in London on 28–29 November 2019 were circulated and agreed by correspondence. No further comments were made.

# Report from ISTEC

The chairman reported on the outcome and action point as decided by ISTEC, which is relevant to the NSC. The main points were approval of TOR, which consists of 19 identified gaps for STS proposed by the NSC, furthermore ISTEC also held a discussion related to the issues addressing to pilotage of ECO ships. Detailed reports are noted in section 7.

# Navigation

## 4.1 Anchoring

The anchoring poster had been edited following feedback from members.

Members were advised that the poster reflects the design criteria and not the operational limitations, which may be different for different classes of ships. The group agreed that the poster should also make reference to the weight of the anchor.

At the request of the Chair, INTERTANKO Technical Director Dragos Rauta briefed members on the Joint Industry Working Group on Anchoring and asked members to report deep water anchoring incidents and also participate in a survey relating to the subject.

**Action Point 1** – Finalise the anchoring poster by editing the bottom-picture on anchor winch motor performance to reflect three lengths + anchor weight and remove the word ‘minimum’.

## 4.2 Navigational audits

INTERTANKO Vetting Manager Frans Ubaghs briefed members on the recent joint meetings with OCIMF and CDI.

OCIMF has called on its members to take a pragmatic approach during this unprecedented time. It has also extended the report archiving period from 12 to 18 months, whereas CDI is considering this on a case-by-case basis.

NSC members were advised that OCIMF, CDI and INTERTANKO are working on two documents, one aimed at providing guidance to Inspectors regarding precautions to be exercised during and inspection and the second providing guidance for the inspection itself.

The NSC discussed whether the committee should work on submitted guidance on remote assessment, which has been drafted by the Secretariat with the assistance of members.

There were a number of suggestions, but it was pointed out that producing guidance on remote assessment is not within the scope of the NSC alone, hence it was decided that it should only work on the guidance relating to remote navigation audit. Further it was also suggested that there are already a large number of publications from different sources available on this subject, a point echoed by Capt Sanchay from OCIMF.

The chair decided that the Secretariat should only review the existing guidance available on remote navigation audit for the time being and see if any gaps exist requiring new guidance on the subject.

**Action Point 2** - Secretariat to review the existing industry guidance on remote navigation audit and feedback to the NSC whether any gaps exist.

## 4.3 Guide to safe navigation

The NSC was briefed by the chair of the Safe Navigation Guide working group, Iosif Voutsinos.

The chair of the working group proposed that instead of rewriting the guidance, the existing (first edition) guidance would be reviewed, by amending/adding topics and then circulating the revised guidance as a second edition among members for their review and feedback.

It was also discussed that Bridge Design and Human Element should be a separate topic and it should not form part of Guide to Safe Navigation. It was also highlighted that the Human Element topic is not within the scope of NSC and should be passed on to HEISC committee.

The proposed plan for the Guide to Safe Navigation working group with detailed timeline is as follows:

* 08/05/2020 – 22/05/2020; reviewing and amending edition 1 content
* 22/05/2020 – 05/06/2020; collecting feedback and amending edition 1
* 05/06/2020 – 19/06/2020; preparing new subjects for edition 1
* 19/06/2020 – 03/07/2020; collecting new subjects and preparing edition 2
* 03/07/2020 – 17/07/2020; submitting edition 2 to NSC for feedback
* 17/07/2020 – 31/07/2020; finalising edition 2

The NSC noted these developments.

**Action point 3**: The WG to continue its review of the guide to safe navigation.

Action point 4: The secretariat to review the bridge design section with the view to publishing it as a stand alone document.

## 

## 4.4 Standardised bridge design

As discussed during agenda item 4.3, standardised bridge design will not be forming part of the Guide to Safe Navigation. Work has been carried out on this and the intention is to produce this as separate guidance in due course.

The NSC to note this update.

## 4.5 E-navigation

The Secretariat reported that due to the postponement of the MSC-102 meeting, there was nothing new to report on IMO work.

## 4.6 Autonomous ships

The Secretariat provided a brief update on the IMO work and papers submitted by Member States so far on the development of Maritime Autonomous Surface Ships. As with 4.5, MSC-102 was postponed and no work has progressed since the last meeting.

The NSC noted the report.

# Regional efforts to promote safe navigation

## 5.1 China

The NSC noted the update on charting issues in China as provided in the agenda notes.

One member shared their response from UKHO on China AVCS as follows:

AVCS contains nearly 500 ENCs provided by the China Naval Hydrographic Office (CNHO) with producer code C1. C1 ENCs contain their own data, or data provided by the Maritime Safety Agency (MSA) who are the producers of CN ENCs, as appropriate. At the present time, China does not allow distribution of CN ENCs alongside C1 ENC, particularly as most of them overlap with the same coverage and same data at similar compilation scale. There is a special exception that allows some CN ENCs in the Hong Kong folio in the Pearl River Delta region.

NSC to note this update.

### 5.2 Japan

One member reported on the issues faced with JHO ENC.

JHO declares much larger ENC cell borders (apparently due to rounding) than the actual coverage. Because of that, all ECDIS systems capable of creating ENC Status report for routes (according to IHO S-63 ed 1.2) indicate missing ENC coverage for routes crossing cell boundaries where actual data coverage is not relevant to the route. This may result in:

* Unnecessary overspendings with ENC purchasing that are not relevant to the routes (including PAYS subscriptions – depending on the supplier).
* Questions from PSC and Vetting inspectors on ENC coverage missing in ENC Status report generated by ECDIS.
* Unnecessary work for the Bridge team to evaluate cases on ECDIS / Chart Inventory system /with chart supplier.

**Action Point 5** –Secretariat (utilising the regional office in Singapore) to communicate the issue to JHO asking for a reason and possible solution.

### 5.3 Indonesia

The Secretariat provided an update on the action item from NSC 8 on the minimum level of Hydrographic Data required to ensure safety while preparing berth to berth passage plan.

* Bathymetric data
* Category Zone of Confidence (CATZOC)
* Dredged and maintained areas
* Tidal variations and current
* Port developments
* Aids to navigation
* Pilot services, VTS and port operations
* Anchorages
* Good practice

It was also discussed that with additional information under each item a guidance can be produced.

During the discussion one member highlighted issues that they had with Taiwan issued ENC and would provide details to the secretariat after the meeting.

**Action Point 6** – Secretariat to collate more information under each heading and present to NSC to decide a future course of action on producing guidance.

### 5.4 Singapore and Singapore Straights

No issues reported.

# International bodies

## 6.1 IHO

The NSC was briefed on Secretariat attendance of the IHO DGWG 15 meeting held at IHO headquarters in Monaco.

Members discussed the quantitative approach in the draft publication S-67 for UKC allowance to CATZOC and its impact on prospective charterers. Some charterers may query the distance if a vessel applies an additional safety allowance for UKC calculation, in addition to CATZOC, in compliance with their Safety Management System. However, some members asked to exercise caution as no one has received such a query from their charterers for those additional allowances as a safety margin to the UKC calculation. During the discussion it was also pointed out that the current CATZOC approach will increase the work load for Navigators, as they will have to minutely check each leg of passage and apply the CATZOC allowance quantitatively.

It was also pointed out that the Australian proposal as described within the IHO meeting minutes was extremely well received and works well for all. However, due to limitations with available infrastructure, many IHO members did not currently agree to the proposal.

It was agreed that a draft version of S-67 will be circulated among members for their review and feedback if any. Additionally, the secretariat would work on this draft to identify any issues found and how they may be addressed with IHO

**Action Point 7** – Secretariat to circulate draft S-67 among committee members.

**Action Point 8** – Secretariat to consider the draft S-67 and identify any issues and way forward.

## 6.2 IMO

## 6.2.1 NCSR 7

The NSC was briefed on developments within the Subcommittee on Navigation, Communication and Search & Rescue -7.

INTERTANKO will continue to take an active role in monitoring navigational issues as well as in the discussions on the review of the guidelines on Places of Refuge.

The NSC noted the update.

# Operations in Ports & Terminals

## 7.1 Ship-to-ship operations

The NSC recalled that a joint working group with NSC, ISTEC and the Gas Tanker Committee (GTC) had been created to work on STS issues. The NSC had been briefed on the secretariat developed input on the 19 issues previously developed. The NSC agreed that the 19 issues had been completed and that the NSC had no other issues related to them.

The NSC was informed that Associate Member Dynamarine is also working on an update to their FAQ publication. . Dynamarine had contacted INTERTANKO to propose that the Dynamarine FAQ should be published jointly with INTERTANKO.

A discussion was held on the Dynamarine proposal regarding joint work on an FAQs publication.

It was decided that Dynamarine should release their FAQs publication and following a review, it will be decided if any further gaps exist which require NSC work.

**Action Point 9** – Dynamarine FAQs Publication to be reviewed once published.

## 7.2 Piloting

**7.2.1 INTERTANKO and IMPA**

The NSC noted the update as provided in detail within the agenda notes.

The Secretariat further updated members on technical issues with certain types of ECO Engine vessels. It was also emphasised that members should share their experience with ECO Engine vessels.

The NSC noted the update.

**7.3.2 Pilot ladders**

The NSC discussed the issue of poorly constructed ladders.

One member shared their experience of a newly supplied pilot ladder which, when opened up on board the ship before use, was found to be in poor condition.

During the discussion it was noted that the new ISO standard 799-1 has not been enforced by the EU and many other Flag States yet. Therefore, there was some confusion as to which standard should be applied during PSC inspections by the inspectors. It was noted that during SIRE inspections both the IMO and the ISO standards were equally acceptable.

The NSC agreed to wait and watch for the time being as the ISO standard has recently been published and its implementation and compliance may take some time.

The NSC noted the above discussion.

# Experience sharing and industry best practices

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

# Update on other INTERTANKO committees

The NSC noted that the minutes of all committees are available on the INTERTANKO website.

# Any other business

The CMA CGM LIBRA Passage Planning and Unseaworthiness – The Court of Appeal decision was discussed.

The Owners are seeking leave to appeal this decision to the Supreme Court.

Members were concerned as this decision will set a precedent and will have long-term implications.

It was agreed that this subject case will be passed on to the INTERTANKO Insurance and Legal Committee for further discussion and information. 

Action point 10 – Secretariat to liaise with the Legal Committee.

# Next meeting

Given the present uncertainty and possibility that future IMO meetings could be scheduled back to back, it was pointed out that it may not be in the best interest to agree a firm schedule for the next meeting at the moment.

It was decided that the Secretariat will check with Chair at the beginning of June for the next meeting schedule and venue. Once a decision has been made, members will be informed.