

2nd Technical Committee Meeting Summary

The Technical Committee for the 2023/2025 term convened for its second meeting on November 7th. This gathering, held both physically and online at the Bank of China Building, reflected the industry's dedication to addressing critical challenges. With a diverse agenda covering transparency in LCA and green fuel sourcing, ship recycling regulations, migrant management, water quality challenges in ballast water treatment systems, and updates on the Just-In-Time (JIT) implementation, the discussions stressed the need for strategic interventions and technical advancements.

The opening dialogue zeroed in on the industry's pursuit of transparency in green fuel sourcing. Committee members, unified in their concerns, emphasised the importance of establishing a robust assurance process within the supply chain. The consensus highlighted the necessity for a regulatory framework that mandates comprehensive life cycle assessments. The committee plans to organize dedicated sessions to explore the intricacies of various fuel types, with a special focus on biofuels and green methanol. Simultaneously, a commitment was made to vigilantly monitor the development of global standards and actively participate in discussions at the International Maritime Organization's Marine Environment Protection Committee (IMO MEPC 81).

SGS's presentation on ship recycling regulations reaffirmed the industry's commitment to compliance and sustainable practices. The committee's strategic roadmap involves immediate actions to ensure efficient compliance with the Inventory of Hazardous Materials (IHM) process for vessels. Simultaneously, the long-term vision encompasses preparing vessels for IHM over the next decade, complemented by the development of software for streamlined reporting. Emphasizing international collaboration, the committee aims to explore standardized recycling procedures and remain vigilant about global developments in ship recycling regulations.

Migrant management complexities were tackled during the meeting, with the committee advocating for the development of clearer guidelines and regulations. The emergence of a strategic imperative emphasized the critical role of training and continuous retraining for seafarers. This approach aligns with the overarching commitment to treating migrants as human beings, transcending the challenges of language barriers, identification issues, and potential health risks. Future initiatives include advocating for supportive mechanisms in coastal states and refining existing plans to address worst-case scenarios during rescues.

The committee identified the lack of clear guidelines as a critical concern while addressing water quality challenges in the ballast water treatment system. The strategic response involves ongoing collaboration to develop a guidance document within IMO MEPC discussions. Emphasis is placed on practical solutions for retrofitting vessels with water treatment systems and effective monitoring. The industry's strategic advocacy aims to strike a balance between environmental considerations and operational feasibility, recognizing the importance of standardized global regulations.

Updates on the Just-In-Time implementation showcased the industry's commitment to efficiency, with trials on bulkers and upcoming trials on tankers. Terminal management

discussions focused on streamlined entry procedures, identified waiting areas, and ongoing dialogues on safe navigation. The strategic approach involves reviewing JIT advisories and a proactive assessment of business plans for Singapore. The industry's advocacy emphasizes a proactive and collaborative approach to terminal management, anticipating future challenges and ensuring preparedness.

In conclusion, the committee chair underscored the industry's unwavering commitment to sustainability, safety, and navigational efficiency. The outlined strategic approaches and action items set the stage for a cohesive and forward-thinking agenda. Committee members are encouraged to actively engage in these initiatives, fostering collaboration and innovation in the ever-evolving maritime landscape. As the industry progresses, the committee remains at the forefront, navigating challenges and steering towards a sustainable and resilient future.

Singapore, 7 Nov 2023

Singapore Shipping Association

The Association was first formed as Singapore National Shipping Association (SNSA) on 29 January 1985 to represent its Members, who are basically shipowners and operators, shipmanagers, ship agents and shipbrokers. The Association will take the view of the shipping industry as a whole. It will play its due role to promote the interests of shipping in Singapore, ASEAN, Asia and the world. The Association will cooperate with governmental and non-governmental organisations to promote freedom of the sea, safety at sea and to protect the marine environment.