Hay Point Mooring Management Standard

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.

9. Wire rope will not be accepted.

10. Mooring drums & mooring lines quantity requirements

Group	Vessel size	Number of lines required for use on drums	Number of contingency lines required	Spare lines
1	120,000 DWT and above with at least 16 drums	16#	N.A.	2# for each type of lines in use
2	65,000 DWT to less than 120,000 DWT with at least 12 drums	12#	4#	2# for each type of lines in use and contingency
3	50,000 DWT to less than 65,000 DWT with at least 8 drums (This size of vessel will be subject to weather restrictions for berthing as outlined in the standard)	8#	4#	2# for each type of lines in use and contingency

High modulus synthetic fibre lines (HMPE Mooring lines)

Lines with limited stretch (elasticity), such as high modulus polyethylene (HMPE) line, must be used with mooring tail in line with the recommendations of the manufacturer.

Mooring tails

1. Vessel must ensure that all mooring tails are maintained in accordance with the requirements of the manufacturer or regulatory authority.

2. Mooring tail must have MBL of 125% to 130% of the mooring line MBL that they are connected to as required by the mooring line manufacturer and regulatory authorities. The diameter and MBL of the mooring tail must be aligned with point 3 and 4 (Section – Mooring lines) of this standard.

3. Mooring tail must be changed every 24 months from the date of certificate or subject to the rope condition assessed by BHP, whichever comes first.

4. Mooring tail must have a minimum length of 11 meters.

5. Metal shackle will not be accepted.

6. Each vessel must carry a minimum of 2 spare mooring tails of each type of tail in use.

Winch brakes

1. All mooring winches onboard must be subject to brake rendering test every 12 months OR whenever mooring lines in the same service area are changed OR winch brake linings are renewed, whichever comes first.

2. For vessel equal to or greater than 120,000 DWT, mooring winch brake rendering limit must be set in accordance with manufacturer's requirements OR vessel safety management requirements, OR regulatory requirements, but in no case less than 45 Tons, whichever is larger:
    a. Split drum – brake to be set to render at first layer.
    b. Conventional drum – Vessel should set the brake to render considering the mooring operational parameters. Setting of brake to render at first layer should be avoided since this is not a plausible operational scenario at Hay Point berths for vessel carrying mooring lines of at least 200 meters in length.

3. For vessel equal to or greater than 50,000 DWT and less than 120,000 DWT, mooring winch brake rendering limit must be set in accordance with manufacturer's requirements OR vessel safety management requirements, OR regulatory requirements, but in no case less than 30 Tons, whichever is larger.:
    a. Split drum – brake to be set to render at first layer.
    b. Conventional drum – brake to be set to render at third layer. For vessel not able to meet the render setting due to winch capacity, vessel must declare to BHP at the time of nomination for consideration.

4. At all times, the render point must not exceed the brake holding capacity (BHC) of the winch as defined by the manufacturer.

5. Render point must be permanently marked on the winch for operational awareness.

Weather restriction

Wind ≥ 15 knots, swell wave with significant wave height > 2m, groundswell risk with swell height ≥ 0.13 over 12 seconds period and weather forecast based on information from WEATHERZONE. Report will be shared upon request where applicable as part of risk management.

Vessel crew and line management

1. Adequate vessel crewing must be made available to ensure mooring line can always be monitored.

2. Mooring line must be directed from storage or tension drums only, and not from crucifixes or warping drums (drum ends).

3. The full length of all mooring lines must undergo at least one detailed inspection at intervals of not more than 12 months and records must be kept on board and made available for inspection upon request. In addition, each mooring line must be inspected by vessel crew before every HPCT call, and records maintained.

4. Mooring line must be turned end to end every 2.5 years from the time in first use and records must be made available for verification by BHP.

Questions

For questions regarding these requirements, please contact your BHP representative or BHP Vetting team at maritime@bhp.com