

Minutes of a meeting of the Association's Combined Marine & DP Committee held on 23 May 2024 from 09:00hrs UTC+1 Steigenberger Hotel, Schiphol Airport, Amsterdam, NL and via Teams

DP Committee

Graeme Lorensen	Subsea7	(Chair)	F2F
Harry Verhoeven	Kongsberg	(V. Chair)	F2F
Justin Taljaard	Tidewater		F2F
Mike Hensley	ABS		F2F
Alessandro Corsi	Saipem		F2F
Dean Southall	TechnipFMC		Via Teams
Kevin Murphy	Valaris		F2F
Hans Brejaart	Boskalis		Absent
Odd Tollefsen	Altera		F2F
Craig Styles	MAC/BV		F2F
Cinthya Lopes	Simwave		F2F
Joey Fisher	M ₃		F2F
Wassim Kennou	Bourbon		Via Teams

Marine Committee

Harry Jarvis	Subsea 7 Chair	(Chair)	F2F
Sujit Viswanathan	DNV, V Chair	(V. Chair)	Absent
Vicky Gren	TechnipFMC		F2F
Sytske de Groot	Allseas Group		F2F
Bart Vanden Eynde	DEME Group		Absent
Renata Cotes	CBO Brazil, SA		F2F
Mike Meade	M3 Marine, AP		Absent
Gaby Steentjes	Boskalis Offshore		Absent
David Manning	Hornbeck		Absent
Matthew Gagnebin	Noble Drilling, NA		F2F
Charlotte Hjort	Maersk Oil		Via Teams

IMCA

Richard Purser
Jennifer Evans
Mark Ford
Rhys Jones

1 Competition law compliance policy

The IMCA Competition Law Compliance Policy, which had been circulated with the meeting agenda, was drawn to the attention of all present.

2 Welcome and attendance & Minutes of the previous meeting

The chairs welcomed members to the meeting.

The actions from the previous Marine and DP Committee meetings were reviewed and discussed.

- With regards the proposed FMEA Provider scheme, the CEO has agreed that a workgroup can be set up.

- The collaborative nature of the Marine Committees was discussed. It was agreed that the Marine and DP Committees would meet together at least once a year in order to discuss mutual issues. Further collaborative meetings between the IMCA Committees was proposed, at least at Chair & V. Chair level.

Action: IMCA

3 Work Program

3.1 Documentation

The following documents were discussed:

- IMCA M166 - Guidance on failure modes and effects analysis (FMEA) - Final draft was cleared to publish. The classification of the document will be changed from Recommended Practice to Code of Practice, the word 'should' to be changed where appropriate.
- IMCA M140 – The document undergoing DP Committee review will be published shortly.
- IMCA M217 – Offshore Vessel high voltage safety – Feedback has been received, the title of this document should be revised to reflect industry norms and conventions by omitting the words "Safety" & "High." to more focused on isolation / management and the use of safety didn't capture the document intent.
- IMCA M252 - Guidance on position reference systems and sensors for DP ops – Investigation into how the shuttle tanker industry handles positioning from moving assets; any relevant information can be added to the document.
- IMCA M103 - Guidelines for the design and operation of dynamically positioned vessels – The Walk to Work section to be updated to reflect the changes made to M254. Other Vessel Mission types could be considered such as pipe carriers. Pile gripper update ongoing. All Missions will be reviewed in light of any changes made to M252
- DP1 Document – This is a new document, a draft to be sent to both Committees and DP Conference attendees. This subject was heavily debated during the DP Conference and it is clear that a guidance document is required. Crew competence and DPO to be covered.

Action: IMCA

4 DP Conference

Feedback so far indicates that the conference attendees were satisfied with the content and the outcomes of the 2 days. Feedback forms will be sent out to all attendees.

Having the Nautical Institute in attendance was extremely beneficial for the attendees, allowing for a healthy exchange of views and ideas regarding CPD and the Human Element. The Committees should continue to discuss the impact of Continuing Professional Development (CPD) on vessel operations across various regions and clients, now and in the near future.

The role play session provided a launch pad for deeper discussions on IMO Equipment Class 1 vessels and how they are being manned and operated, given that there is an increase in these vessels due to the Offshore Renewable Industry.

Ideas for the next Conference include:

- At least one person from a vessel should present.
- Presentations on how hybrid upgrades have been implemented and their impact on operations.

- Innovation – what is coming in the future.
- Check lists – how to correctly construct to prevent box ticking exercise.
- Complex system management – Systems are getting more and more complex, how can they be managed?
- Further ideas will be developed over the next year.

Action: Committee

5 Any other business

- A member raised the issue that the OEM Operators manuals are far too complex and not fitted to the actual people who are using the equipment, is there anything the Committee can do to address this? – Will be an agenda item for the next DP Committee meeting.

Action: IMCA/Committee

6 Summary of action items

Action	Responsible	Target
2.0 Work Group to set up for FMEA Provider scheme	IMCA	31 July 2024
2.0 Collaborative Committee Meetings to set up	IMCA	Ongoing
3.1 M166 to Publish	IMCA	Immediate
3.1 M103 Vessel Mission types to review	Committee/IMCA	September 2024
3.1 DP Equipment Class 1 Guidance to develop	Committee/IMCA	September 2024
3.1 M252 Review Shuttle Tanker Guidance on PRS's	Committee/IMCA	September 2024
3.1 M217 Title change	Committee/IMCA	September 2024
4.0 DP Conference 2025	Committee/IMCA	Ongoing
5.0 OEM Manuals – DP Committee agenda item	Committee/IMCA	September 2024

7 Date and location of next meetings

Dates to be set for September

Marine Committee Chair

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Signed as a true record

Name

Date

DP Committee Chair

	<p>Graeme Lorenson</p>	<p>Sep 25, 2024</p>
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Signed as a true record

Name

Date






DP & Marine Committee - Minutes May

Final Audit Report

2024-09-25

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