

Those present:

Peter McCombie	TechnipFMC	Chair
Dennis Janssen	Allseas	Vice Chair
Phil Moss	Bibby Marine	
Matt Thomas	Bibby Marine	
Eugene van Dodeweerd	Boskalis	
Frederic Siobhan	Bourbon	
Gerd Van de Merlen	Deme Group	
Remko Kloos	Fugro	
Joost Rotgans	Heerema Marine Contractors	
Stuart Ross	Jan de Nul	
Angelo Tossio	Maersk supply	
Evan McLaughlin	McDermott	
Saverio La Forgia	Saipem	
Aurelien Verrier	Saipem	
Kyle Pemberton	Seacor Marine	
Gary Ritchie	Subsea 7	
Lee Billingham	IMCA	
Margaret Fitzgerald	IMCA	Secretary

1.0 WELCOME AND APOLOGIES FOR ABSENCE

The Secretariat welcomed members to the meeting and advised the Committee that apologies for absence had been received from Bert Devos (Jan de Nul), Gary Ritchie (Subsea 7) and Liesbeth den Haan (Van Oord).

- 1.1 It was noted that this session was dedicated to discussing biofuels as a potential low carbon fuel to meet the IMO's target of 5% of fuel being low or zero carbon by 2030 with the Technical and Regulatory Affairs Director of the European Biodiesel Board's CEO and, for that reason, this would be a joint session with members of the GHG Focal Group on Vessel Emissions.

2.0 COMPETITION LAW COMPLIANCE POLICY

The Secretary opened the meeting with a reminder about the IMCA competition law compliance policy.

3.0 ADOPTION OF MINUTES FROM THE LAST MEETING

3.1 Approval of the Minutes

- 3.1.1 The draft minutes of the Committee's meeting held on 9th May 2023 had been circulated to members and there being no additional comments, the minutes were approved as an accurate record of the meeting. The Chair will provide a signed copy to the Minutes to the Secretary electronically after the meeting.

Action: Peter McCombie

3.2 Matters arising from the Minutes not covered by the Agenda

- 3.2.1 There was nothing to consider under this item.

WORK PROGRAMME

4.0 Update on the Focal Group on GHG Emissions from Ships

4.1 Margaret Fitzgerald informed members that, at its' last meeting, the IMCA Board agreed that there were specific challenges regarding marine fuels, carbon emissions, associated taxes etc. and consequently agreed to establish a new focal group on vessel emissions reporting to the MPRA Committee comprising technical, economic and analytical skills which can analyse and articulate the regulatory requirements, the costs to the Industry and the means of mitigating those costs.

4.2 The MPRA members were advised that the focal group currently comprised of representatives from Allseas, Boskalis, DEME Group, Heerema Marine Contractors, Fugro, Saipem, Subsea 7, TechnipFMC and Van Oord but that other members were welcome to join.

4.3 It was noted that Peter McCombie would be participating in his capacity as Chair of the parent MPRA Committee to ensure synergy between the two groups. Eugene van Dodeweerd of Boskalis, Gerd Van de Merlen of DEME Group and Liesbeth den Haan of Van Oord, who are members of the parent MPRA Committee would also be participating in the focal group. In terms of work areas, MPRA would continue to focus on IMCA's involvement with regulators (IMO, EU, USCG, UK etc.) to track regulatory developments and provide advocacy for the industry while the Focal group would develop best practices in the area of GHG vessel emissions to form IMCA standards.

5.0 Overview of IMO's revised Green House Gas Strategy

5.1 Margaret Fitzgerald provided members with an overview of IMO's revised Green House Gas Strategy which was adopted at the 80th session of IMO's Marine Environment Protection Committee (MEPC) on 7th July 2023.

5.2 The Committee was advised that there are 4 levels of ambition directing the 2023 strategy:

1. Carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships
2. Carbon intensity of international shipping to decline, i.e. CO₂ emissions per transport work, to decline as an average across international shipping, by at least 40% by 2030, compared to 2008
3. Uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to increase – i.e. the uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030
4. GHG emissions from international shipping to reach net zero – i.e. GHG emissions from international shipping to peak as soon as possible and to reach net-zero GHG emissions by or around 2050

Indicative reference points at years 2030 and 2040 have been included in the Strategy to enable international shipping to check in on its' progress towards the net zero target for 2050.

In this regard:

2030 checkpoint

The total annual GHG emissions from international shipping to reduce by at least 20%, striving for 30% by 2030, compared to 2008; and

2040 checkpoint

The total annual GHG emissions from international shipping to reduce by at least 70% striving for 80% by 2040, compared to 2008.

Development of mid-term measures

Included in the revised IMO GHG Strategy is the development of two elements which will be combined to drive the decarbonisation strategy:

1. A technical element; and
2. An economic element.

Technical Element

To regulate the phased reduction of fuel GHG intensity on a well-to wake basis. This will be a goal-based marine fuel standard(GFS) regulating the phased reduction of the marine fuel's GHG intensity.

Economic Element

This will be based on a maritime GHG emissions pricing mechanism. No agreement has been reached on a carbon pricing mechanism, but it is proposed to link it directly to the GHG intensity fuel standard.

Members attention was brought to the fact that the 2023 revised GHG Strategy will remain in place for 5 years and will be revised again in 2028.

Other measures adopted at MEPC 80 included:

1. **Fuel Lifecycle Assessment (LCA) Guidelines** - aimed at covering the whole fuel life cycle (with specific boundaries), from feedstock extraction/cultivation/ recovery, feedstock conversion to a fuel product, transportation, distribution/bunkering, and fuel utilization on board a ship; and
2. Biofuels Guidelines – these are temporary until regulations apply the methods in the LCA Guidelines.

6.0 Update on IMCA's engagement with Spinergie on fuel consumption and a carbon intensity metric for the sector

- 6.1 Margaret Fitzgerald advised the Committee that, at its' September meeting, the IMCA Board approved the project. The Committee was informed that a meeting with Spinergie was being scheduled for the 28th November to discuss the detailed data requirements for the project. Members of the Committee who have vessels of 5,000 GT and above and who will be participating in this project were urged to attend to ensure that any concerns or questions they may have are raised and addressed.
- 6.2 Margaret Fitzgerald advised that we need to finalise modes of activity which Spinergie will work on and address some other issues before the project commences.

Action: Committee Members

7.0 Further consideration on IP Code Matters

- 7.1 The Committee was reminded that the new mandatory IP Code will enter into force on 1st July 2024 and recalled that the Committee had produced a Guidance document for the industry (IMCA REG 005) which has been published on IMCA's website and also submitted to IMO for information. To date, there have been no comments on the contents of the document.
- 7.2 Several members drew attention to the fact that the situation on implementation of the new IP Code is still very unclear. When approached for guidance some Class societies have advised that they have not yet been provided with any guidance on the Code by their Flags and when various Flags have been approached for guidance they claim to still be working on producing appropriate guidance. Consequently, at present, the only published guidance appears to be the IMCA document.
- 7.3 The Chair advised that he considered the two main issues to be:

- .1 Personnel Transfer Equipment; and
- .2 Dangerous Goods in bulk.

7.4 The Committee agreed that it would be useful for IMCA to publish another Information Note highlighting the importance of the grandfathering provisions and urging members to approach their Flag/Class Society as a matter of urgency to ensure the grandfathering provisions can be availed of before entry into force of the Code on 1st July 2024.

8.0 GHG Seminar

8.1 The Committee was advised that IMCA is planning a GHG seminar in Europe for Q1 of 2024. Further information would be circulated to the Committee in due course.

9.0 COMMITTEE OBJECTIVES FOR 2024

9.1 The Committee reviewed the following list of objectives for 2024 and agreed to work with the GHG Focal Group which sits under it to ensure there is no duplication of effort:

- .1 Follow the development of further mid-term measures at IMO as part of its' revised GHG Strategy
Develop reporting standards for Offshore industry with suppliers and clients
- .2 Publish Information Notes to keep the membership aware of regulatory issues addressing carbon trading regimes applicable to shipping, regulatory/technological progress in the development of alternative fuels, engine systems, ship design, and other improvements, referencing the work of reputable knowledge institutes and subject matter experts in this area
- .3 Develop suitable information papers on the regulatory requirements for future fuels and the Life Cycle Assessment of fuels being developed by IMO
- .4 Develop a White Paper for the decarbonisation of the offshore marine contracting sector based on the Maersk 10-point decarbonisation plan for the OSV sector
- .6 Identify and publish information notes on best practices and technical difficulties to be considered with new fuels and systems
- .7 Hold seminars to showcase progress, provide a platform for industry experts, and provide a sounding board for our members
- .8 Engage with the Maersk McKinney Centre and the Global Centre for Decarbonization of Shipping

10.0 ANY OTHER BUSINESS (AOB)

The Committee briefly discussed several issues under this agenda item.

Continuing the fuel consumption data collection project into 2024

10.1 The Committee noted that, despite the fact that IMCA was engaging with Spinerie to conduct a detailed assessment of the two proposed proxies based on activity mode, the Committee's ongoing project which collects fuel consumption data to assess the two proxies proposed to IMO will continue in 2024. IMCA will undertake a marketing campaign urging members with vessels $\geq 5,000$ GT to support the project by submitting their 2023 data via the spreadsheet available on IMCA's website.

10.2 Onboard Lifting Equipment

It was agreed that an Information Note on the new SOLAS requirements for lifting appliances and anchor handling winches on board ships should be developed. Dennis Janssen offered to develop a draft and Peter McCombie offered to circulate some information on this which he had already shared with the Bahamas.

Ballast Water Management Convention review

10.3 Margaret Fitzgerald reminded the Committee that IMO's Ballast Water Management Convention entered into force on 8th September 2017.

10.4 The Committee recalled that all international sea going ships under the Convention must implement a 'Ballast water management plan' that enables the ship to manage their ballast water and sediment

discharge to a certain standard. The plan is designed to meet the requirements for compliance with the Convention and the G4 Guidelines produced by the IMO. It includes standard operational guidance, planning and management, as well as additional details including sampling points and systems. Additionally all ships over 400GT must also carry a ballast water record book that details such requirements as the filling and discharge of each tank, according to time, date, location and the treatment applied to the water. Ships that comply with the Convention will receive and are duly required to carry an International Ballast Water Management Certificate. To receive a certificate, a ship will have to supply the necessary documentation showing compliance with the Convention and a survey will be carried out on-board either by a Flag State, or by a Classification Society who have been authorised by a Flag State.

10.5 The Committee was advised that IMO is now conducting a review of the Convention (known as the experience building phase) in which IMCA is participating. The outcome of this work will be passed to the Committee for review in due course.

10.6 The Committee's attention was brought to the fact that the IOPP extra time window is closing soon and the US Coast Guard alternative management system is also coming to an end. Members were also advised that, if a system is now fitted to a vessel, it will need verification testing and there are some differences in how this is being interpreted among Flag States.

Reviewing the ESC document on Life Below Water

10.7 Margaret Fitzgerald advised the Committee that the Environmental Sustainability Committee was developing a document on life below water which references ballast water and the regulatory requirements pertaining thereto. She advised that the document would be circulated to the Committee for comment within the following week or two.

11.0 DATE AND LOCATION OF NEXT MEETING

11.1 The members agreed that the next two Committee meetings should take place virtually on 30th January and 14th March at 13.30 time. It was agreed that the subsequent meeting in Q2 should be a face-to-face meeting. The Secretary will circulate an invitation and advise the Committee of the agenda in due course.

Action: Margaret Fitzgerald

Signed as a true record

Name

Date

ANNEX 1

AGENDA

- 1 COMPETITION LAW COMPLIANCE POLICY**
- 2 WELCOME AND APOLOGIES FOR ABSENCE**
- 3 ADOPTION OF MINUTES FROM THE LAST MEETING**
- WORK PROGRAMME**
- 4 Update on GHG Vessel Emissions Focal Group**
- 5 Development of a White Paper for the Offshore Marine Contracting Sector**
- 6 Update on IMCA's engagement with Spinerie on fuel consumption and a carbon intensity metric for the sector**
- 7 Further consideration on IP Code Matters**
- 8 GHG Seminar in Q1 of 2024**
- 9 Committee objectives for 2024**
- 10 Any Other Business**
- 11 Meeting dates for Q1 of 2024 including plans for a face-to-face meeting**