

Minutes of a meeting of the Association’s Marine Renewable Energy Committee held on 13 September 2024 from 10:00 GMT via videoconference

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

The chair welcomed members to the meeting. Apologies for absence were recorded, with the latest meeting attendance now as follows:

Name	Company	May 2024	Sep 2024	Mmm-YY3	This
Alan MacLeay	Seaway7	Attended	Attended	N/A	N/A
Charlotte Hjort	Maersk Supply	Attended	Apologies		
Fritz Wiedermann	Van Oord	Attended	Attended		
Ruurd Boersma	Actamarine	Attended	Attended		
Sebastian Janssen	Boskalis	Attended	Apologies		
Stephen Brady	Orsted	Attended	Attended		
Anthony Milligan	Scottish Power	Attended	Attended		
Aseem Dhingra	DNV	Attended	Apologies		
Maarten de Wit	Ampelmann	Attended	Attended		

Legend: ☑ Attended ☑ Part-Time S Substitute ✉ Apologies Absent N/A

The chair welcomed members to the meeting. Apologies for absence were recorded, with the latest meeting attendance now as follows:

Name	Company	May -2024			
Charlotte Hjort	Maersk Supply	☑	☑	☑	☑
Sebastian Janssen	Boskalis	-	☑	☑	☑
Gareth Potts	RWE	S	☑	✉	☑
Billy Moss	BP	-	-	-	-
Aseem Dhingra	DNV	-	-	-	-

Also present or joining via videoconference were:

Rhys Jones

IMCA

Technical Advisor

3 Minutes of the previous meeting

3.1 Approval of the minutes

The minutes were agreed and were duly signed as an accurate record by the Chair.

3.2 Actions of previous meetings

- MREC Vice Chair – Complete
- M254 Working Group setup – Complete
- M234 Consultation – Complete
- People & Crewing – Postponed for Q1 2025 to be aligned with IMCA strategy

3.3 Committee objectives 2024

- Review & revise IMCA M254 Guidelines for Walk to Work Operations: **On track**
- Finalize & publish revised IMCA234 Autonomous Maritime Radio Devices: **Complete**
- Facilitate an increase in safety flash submissions from members: **To be considered**
- Promote committee work by setting key objectives covering:
 - Media releases from activity of the group: **On track**
 - Safety Flashes relevant to the group: **On track**
 - External events attended on behalf of the group: **On track**
- Developing global strategic relationships focusing on:
 - Regulators & enforcement agencies: **On track**
 - Stakeholder partners: **On track**
 - Leading stakeholders in emerging markets: **On track**

3.4 Matters arising from the minutes not covered by the agenda

There were no matters arising from the minutes that were not covered by existing agenda items.

4 Confidential safety discussion

An unrecorded confidential discussion was held to facilitate the sharing of lessons learnt regarding safety incidents. This discussion followed Chatham house rules and adhered to IMCA competition law compliance policy.

5 IMCA update

Rhys Jones with contributions from Jim Cullen and Mark Ford provided an update of recent IMCA news and future events including

- IMCA Global Summit is to be held 3rd and 4th of December 2024 in Utrecht. The provisional agenda is to include:
 - Introduction from IMCA
 - Keynote address day 1
 - Future trends in offshore energy markets
 - Panel debate & audience Q&A
 - Keynote address: Sustainability
 - Scope three: The next big challenge
 - Panel debate: Can our industry be truly sustainable?
 - Stream one: Sustainability:
 - Stream two: Vessels:
 - Sharing the findings: Workshops
 - IMCA Awards
 - Introduction from IMCA
 - Keynote address day 2
 - Future trends in offshore energy markets
 - Panel debate & audience Q&A

- Keynote address: Sustainability
- Scope three: The next big challenge
- Panel debate: Can our industry be truly sustainable?
- Stream one: Sustainability:
- Stream two: Vessels:
- Sharing the findings: Workshops
- IMCA Awards
- IMCA Rigging and Lifting Conference was held 12th of September 2024 in Amsterdam.
- IMCA Underwater Ships Husbandry Seminar is to be held 10th of October 2024 in Singapore.

6 Walk to Work Update & Guidance Revision

Rhys Jones provided an update on the revision of IMCA M254 and report on the status of work from the M254 guidance revision editorial group and a reminder of the joint workshop held with G+ to consider the wider requirements to further improve safety performance regarding the use of motion compensated gangways.

It was explained to the group that during the editorial working group members included participants from the following organisations

- Seaway7
- North Star
- RWE
- BP
- Equinor
- Shell
- DNV
- Ampelmann
- Uptime

It was also discussed that revision of the guidance would be the first stage of industry work in this area and further workstreams would be required in 2025.

The revision of M254 is on schedule and due for completion in 2024.

The committee requested further updates of the working groups progress

Action: Rhys Jones

7 IMDG Code Compliance

Rhys Jones outlined a question raised as follows below;

“A recent IMCA recent safety notice highlights a failure to comply with legal standards related to the carriage of hazardous goods while maintaining a floating LiDAR buoy. This notice recounts an incident at a UK offshore wind farm where a vessel lacked the necessary documentation for carriage of methanol, used to refuel a floating LiDAR buoy. Dangerous goods (DG) documentation ensures that vessels comply with the safety requirements for the carriage of dangerous goods, such as separation distances between shipboard accommodation and dangerous goods storage areas.

Methanol is a Class 3 dangerous good (DG) and is flammable and toxic. Despite this it is widely used as a power source by floating LiDAR buoy providers due to its high power density and ability to produce power on demand.

The IMCA safety flash prompted a further probe on this topic, enquiring about the carriage of lithium batteries, frequently used to power long-term deployments of subsurface measurement devices. Lithium batteries are a Class 9 DG so have similar DG certification requirements as imposed for the carriage of methanol. Despite this, it seems little known that carrying these items dictates more stringent vessel certification.

These findings highlight a lack of awareness of the risks and a compliance gap across the industry to fully comply with the requirements around carriage of DG aboard vessels used in floating LiDAR and metocean operations. Both methanol and lithium batteries have been widely used in the measurements industry for many years, seemingly without a full appreciation of the additional vessel requirements that need to be fulfilled.

In seeking to comply with the DG requirements, it has become apparent to us that most workboat type vessels typically engaged in floating LiDAR buoy and metocean maintenance do not hold the required Dangerous Goods Document of Compliance (DG DoC). Because of an underappreciation of these requirements, availability of workboat vessels with the DG DoC is severely limited.

Those vessels which do hold the DG DoC will be in increasingly high demand as the wider industry begins to appreciate the need for this vessel certification. Unless vessel providers can get on top of these requirements, those vessels in possession of the DoC will be increasingly mobilized long distances for short duration projects (with the associated environmental and financial consequences), often to the detriment of local suppliers.

To avoid a crunch in vessel availability for metocean and floating LiDAR operations (critical to the offshore renewables industry) the wider offshore wind industry needs to consistently communicate these requirements to floating LiDAR, metocean and vessel contractors in a bid to more widely publicize this requirement and incentivize vessel providers to obtain the required certification.

So far, we have had a significant challenge in getting the vessels to obtain this certification as very few developers appear to be asking for it. We understand the IMCA Safety Notice was originally raised by Scottish Power. We believe it to be the correct interpretation of the guidance and as such we obviously wish to comply with this but are finding it challenging to do so.”

Rhys Jones the following regarding the IMDG code.

The IMDG Code was developed as an international code for the maritime transport of dangerous goods in packaged form, in order to enhance and harmonize the safe carriage of dangerous goods and to prevent pollution to the environment. The Code sets out in detail the requirements applicable to each individual substance, material or article, covering matters such as packing, container traffic and stowage, with particular reference to the segregation of incompatible substances

A vessel may carry the following United Nations (UN) Hazard Classes of dangerous goods in gross total quantities not exceeding 30 kg or 30 litres, or less if stated by IMDG Code, without being issued with a Document of Compliance for the Carriage of Dangerous Goods (DoC DG) by the Administration.

A vessel may only carry dangerous goods in excess of limited quantities permitted to be carried in IMDG Code when it has been issued with a DoC DG by the Administration.

In the case of Methanol the limited quantity exemption applies to quantities not exceeding 1 litre, as per chapter 3.4 / 3.5.

Following group discussion the committee agreed that awareness and understanding regarding the subject should be improved. Especially amongst developers / clients. The possibility of achieving that through an awareness campaign led by IMCA's HSS Committee should be explored.

Action: Rhys Jones

8 IMCA eCMID System

Jennifer Evans supported by Mark Ford gave the committee a presentation regarding the IMCA eCMID system covering the following areas;

- IMCA eCMID System overview
- Accredited Vessel Inspectors
- Recent Updates
- Inspection Template Updates

9 Blade failure

The committee discussed recent example of blade failure. The committee agreed that blade failure should be considered for further discussion and possible collaborative work streams in 2025.

Action: Rhys Jones

10 Partner updates:

Partner update were provided by:

- Beate Hildenbrand on G+
- Kerrie Foster on the Workboat Association
- Pete Lawson on the MCA
- Paul Young on the HSE

11 Focal group updates

Rhys Jones provided update on the regional focal group as follows;

- East Asia will hold a an event 01/10/2024 in Taipei on Marine Safety and Zero Carbon Emissions: Case Studies and Challenges. Rhys Jones will present for IMCA.
- US Atlantic Coast will hold an Offshore Wind Seminar on 22/10/2024 in Portsmouth VA partnering with the Virginia Maritime Authority. Rhys Jones will host and present for IMCA.
- A focal group has been established in Japan with the following aims and objectives;
 - Aim
 - To influence and shape the safe and efficient marine operations in the waters of Japan
 - Objectives & scope
 - Identify common matters of interest within the region.
 - Identify the relevant guidance required to be able to operate safely and effectively in the territory.
 - Identity any regional specific gaps in the guidance that would enable smooth, safe and effective offshore operations off the Japanese Coast.
 - Improve communications to increase IMCA's profile and visibility in the region building consensus around our guidance and standards from all interested parties.
 - Support the development of new guidance
 - Encourage new members of the association.

12 Any other business

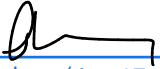
No further business was discussed.

13 Summary of action items

Action	Responsible	Target
M254 Working Group Updates	Rhys Jones	Ongoing
IMDG code awareness discussion with HSS committee	Rhys Jones	31/01/25
Blade failure to be considered for 2025	Rhys Jones	31/01/25

14 Date and location of next meetings

The next meeting was agreed for the 13/11/24 via Teams

 Alan Macleay (Jan 17, 2025 13:37 GMT)	Alan MacLeay	17/01/2025
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Signed as a true record

Name

Date






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Final Audit Report

2025-01-17

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