

**Minutes** of a meeting of Marine DP Committee held on 18 December 2024 from 11:00hrs UTC+1 via videoconference

## DP Committee

Graeme Lorenson	Subsea 7 (Chair)
Zack Clark	Kongsberg
Hans Brejaart	Boskalis
Wassim Kennou	Bourbon
Odd Tollefsen	Altera
Aleks Karlsen	DNV
Joey Fisher	M <sub>3</sub> Marine
John de Hartog	Saipem
Camilla Costa	TechnipFMC
Justin Taljaard	Tidewater
Lars Skov Engdam	Maersk Training
Kevin Murphy	Valaris
Cinthya Lopes	SimWave
Mike Hensley	ABS
Craig Styles	BV Consulting
Jorma Koponen	ABB

## IMCA

Richard Purser  
Jennifer Evans  
Mark Ford

### 1 Competition law compliance policy

The IMCA Competition Law Compliance Policy was acknowledged by attendees. Updates to internal guidance policies were discussed, and changes are expected in the coming year.

### 2 Welcome and attendance & Minutes of the previous meeting

Chair Graeme Lorenson welcomed members, introducing two new members: Sjors Robertz (Boskalis) and Zack Clark (Kongsberg). Apologies were received from Camilla Costa (TechnipFMC), Mike Hensley (ABS) & Wassim Kennou (Bourbon). Attendance was verified and confirmed.

Table 1 – Record of Attendance

Name	Company	27 Feb 24	23 April 24	21 Aug 24	This
Graeme Lorenson	Subsea 7 (Chair)	Attended	Attended	Attended	Attended
Zack Clark	Kongsberg	Attended	Attended	Attended	Attended
Sjors Robertz	Boskalis	Attended	Attended	Attended	Attended
Wassim Kennou	Bourbon	Attended	Apologies	Attended	Apologies
Odd Tollefsen	Altera	Attended	Attended	Attended	Attended
Aleks Karlsen	DNV	Attended	Attended	Attended	Attended
Joey Fisher	M <sub>3</sub> Marine	Attended	Attended	Attended	Attended
John de Hartog	Saipem	Attended	Apologies	Attended	Attended
Camilla Costa	TechnipFMC			Attended	Apologies
Justin Taljaard	Tidewater	Attended	Attended	Attended	Attended
Klaus Movesen	Maersk Training			Absent	Attended
Kevin Murphy	Valaris	Attended	Attended	Apologies	Attended
Cinthya Lopes	SimWave	Apologies	Attended	Apologies	Attended
Mike Hensley	ABS	Attended	Attended	Attended	Apologies
Craig Styles	BV Consulting	Apologies	Attended	Attended	Attended
Jorma Koponen	ABB			Attended	Attended

The actions from the previous DP Committee meetings were reviewed and discussed. The minutes from the previous meeting held in August were approved and will be signed off.

### 3 Vice Chair

The committee discussed the need for a new Vice Chair. Members were encouraged to volunteer outside the meeting by contacting the secretariat.

## 4 Work Program

### 4.1 Documentation

- **IMCA M140:** Final comments were received, and the document is on track for publication in early 2025.
- **DP1 Document:** The final draft is under review, with pending feedback from some members. Expected publication is January 2025.
- **M220:** Discussions focused on its intended scope. Members agreed the document would remain focused on ASOG and CAM guidelines. Suggestions to incorporate broader planning guidance (e.g., competence, operational responsibilities) were deferred. Expected publication is January 2025.

### 4.2 DP Event Reporting Scheme and Bulletin

- 184 reports received so far, with the year expected to surpass 200 (a record-breaking number).
- Reporting breakdown: 27% DP incidents, 56% undesired events, and 17% observations. Observations showed significant improvement over the previous year.
- Issues with the reporting form on the new IMCA website were noted, requiring manual distribution by email.

- Bulletin 04/24 is under development, with completion targeted after the holidays.
- Explore improvements to the incident reporting form, including new questions about ASOG usage

**Action: IMCA**

### 4.3 Practitioner Accreditation and CPD

- Accredited members include 119 DP practitioners and 52 DP company authorities.
- The CPD app reached 8,000 registrations and averages 2,200 monthly active users. Module 7 is in development.
- A member noted an internal CPD system for its 1,200 DP operators.
- Ongoing work on whistleblower and investigation procedures was highlighted, aiming for consistency across IMCA sectors.

### 4.4 Work with Other Organizations

- Discussions with MTS included mixed feedback on the "Impactful Blues" document. The committee anticipates minimal changes before publication.
- Collaborations with IMO on STCW revisions were discussed, particularly the integration of DPO certification into Part A. Concerns over maintaining global standards and avoiding a "race to the bottom" were noted. IMCA reaffirmed its neutral stance.

**Action: IMCA/Committee**

## 5 Objectives for 2025

The committee discussed objectives, including:

- Emission reduction strategies, focusing on closed bus tie operations and transitioning to non-carbon fuels.
- Formation of a subgroup to plan the 2025 DP Conference, with topics to include:
  - Greenhouse gas (GHG) emission reduction within DP operations.
  - Safety implications of using alternative fuels.
  - Operational challenges of closed bus tie systems.
  - Development of stand alone Recommended Practice for DP Drills & Preparedness.

**Action: Committee**

## 6 Committee Members

The need for refreshing committee membership was raised, with an open invitation for suggestions and interest in additional participation.

**Action: Committee**

## 7 Any other business

- Feedback on the new IMCA website highlighted navigation issues, described as “awkward and clunky.”
- The U.S. Coast Guard policy on vessel surveillance in OCS waters was clarified. Vessels operating for more than 72 hours must install sophisticated CCTV systems and provide trained personnel for compliance.

**M117** was discussed with regards section 5.3 and the use of a trainee DPO

The meeting covered unresolved issues regarding certification and wording adjustments for Junior DPOs (Dynamic Positioning Officers) within IMCA guidelines. Key points of discussion included:

### Outstanding Items:

- A review of open items from previous meetings revealed that progress has stalled on Junior DPO certification requirements and operational roles.
- Discussion on discrepancies in applying current guidelines, particularly regarding trainees and uncertified personnel during critical operations.

### Key Challenges:

- Cost implications and operational limitations of requiring additional personnel onboard for training purposes.
- Balancing the need for training flexibility without compromising safety or creating loopholes for cost-cutting.

### Proposed Solutions:

- Revising wording to permit Junior DPOs with certificates to act as second-persons on watch.
- Removing prescriptive statements that limit training opportunities, while maintaining a risk-based approach to competency assessments.
- The possibility of deleting restrictive sentences to increase flexibility without undermining safety standards.

### Operational Realities:

- Differences between shuttle tanker operations and OSV operations were highlighted, with shuttle operations following stricter guidelines due to client and risk-based requirements.
- Need for clear wording to differentiate trainee DPOs from Junior DPOs with certificates.

### Future Actions:

- Agreement to form a subcommittee to refine wording and address industry-wide concerns.
- The need to correlate previous feedback and suggestions for actionable revisions.
- The importance of aligning flexibility in training with operational safety standards.

**Action: IMCA/Committee**

## 8 Summary of action items

Action	Responsible	Target
4.1 Finalise IMCA M140: Collect and incorporate final comments for publication in early 2025	IMCA	January 2025
4.1 Finalise DP1 Document: Address pending feedback and prepare the final draft for release in January 2025.	IMCA	January 2025
4.1 Finalise M220 Document: Confirm final comments, focusing on ASOG and CAM guidelines	IMCA	January 2025
4.2 Address website issues, including the reporting form availability on the IMCA site.	IMCA	January 2025
4.2 Explore improvements to the incident reporting form, including new questions about ASOG usage	IMCA	March 2025
5.0 Monitor IMO's STCW revisions related to DPO certification and provide input to maintain global standards	IMCA	Continuous
5.0 Provide specific guidance on emissions reduction strategies, particularly closed bus tie operations and non-carbon fuels.	Committee/IMCA	December 2025 & as above
5.0 Develop a specific Recommended Practice document for Drills and Preparedness	Committee/IMCA	October 2025
7.0 Subcommittee to reconvene in mid-January 2025 to finalise adjustments and agree on recommendations. Ensure alignment between operational realities and IMCA's commitment to safety and training flexibility.	Committee/IMCA	January 2025

## 9 Date and location of next meetings

To be scheduled for early March 2025 via videoconference

DP Committee Chair

--	--	--

Signed as a true record

Name

Date