

Those present:

Peter McCombie	TechnipFMC	Chairman
Eugene van Dodeweerd	Boskalis	
Frederic Siobhan	Bourbon	
Gerd Van de Merlen	Deme Group	
Jiska Verhulst	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	
Linda Behage	Van Oord	
Invited guest		
Tony Mason	ISOA	
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 Dennis Janssen (Allseas and MPRA Vice Chair), Phil Moss (Bibby Marine), Eugene van Doderweerd (Boskalis) Bert Devos (Jan de Nul)

2.0 COMPETITION LAW COMPLIANCE POLICY

The Chair 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 31st January 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.

4.0 WORK PROGRAMME

The Committee was advised that the Secretary had invited external speakers to give two presentations to the Committee; Maersk Supply on its strategy for decarbonising the OSV sector and Spinergie, an external consultancy which has worked with one of the MPRA Committee members on carbon intensity indicators. A copy of the slides presented were circulated to the Committee and also filed in the Committee's Teams Site.

4.1 Strategy to decarbonization of the OSV Sector

4.1.1 Patricia Ayoub was one of the invited speakers who presented Maersk Supply's White Paper on decarbonizing the OSV sector to the Committee.

4.1.2 Patricia advised the Committee that the paper consists of 10 principles covering three areas:

- .1 Sourcing criteria
- .2 Vessel optimization
- .3 Reporting

4.1.3 With regard to these areas, the White Paper specifies the following:

1. **Sourcing criteria** are needed from the charterers to support and drive the OSV industry to be proactive on the decarbonisation journey and create a clear alignment of expectation.
 2. **Vessel optimisation** refers to the tools and methods with which we work towards decarbonisation. There are four focus areas: behaviour, fuel, technical upgrades, and shore power and offshore charging solutions.
 3. **Reporting** lays the groundwork for any decarbonisation plan. It is with transparent and standardised data sets that we can track our progress towards ambitious, strong, yet feasible targets. When diving into reporting, we look at the two areas where principles should be agreed upon: data standardisation and transparency when reporting data.
-

4.1.4 With regard to vessel optimisation Patricia highlighted the following:

Principle 3 Vessel shoreside management, sailing officers and crew should be trained regularly in operational emissions mitigation, so as to promote a culture of environmental accountability, since they are instrumental in ensuring energy efficiency and reducing carbon emissions.

Principle 3 promotes a culture of 'accountability' for emissions involving the crew and operational managers. Patricia advised that Maersk Supply have set up KPIs for sailing speeds.

Principle 4 There should be close collaboration between the vessel owner and the charterer to reduce 'hurry up and wait' logistics.

Principle 4 is aimed at energy companies and calls out bad behaviour.

Principle 5 Biofuel and other low-carbon fuels are a viable option in the transitional phase of reducing emissions from OSVs and should be implemented when practically possible or supply available, despite a premium.

Principle 5 addresses the transition to Biofuels which can be more expensive than fossil-based fuels although Patricia pointed out that in some areas subsidies may be available.

Principle 6 Vessel owners should take a proactive role to reduce emissions, through continuous upgrading of their existing fleet with emissions-reducing technology in line with the All Steps Matter approach.

Principle 7 Decarbonisation is a collaborative effort and energy efficiency should always be a deciding factor for upgrades. Charterers can accelerate decarbonisation by supporting technical upgrades and investments either directly or indirectly through contractual terms.

Principles 6 and 7 relate to technical upgrades, with Principle 6 aimed at vessel owners and Principle 7 calling for a collaborative effort between owners and charterers.

Principle 8 All vessels should be equipped to connect to power from shore or from offshore charging stations when available. Vessel owners and charterers should work jointly to promote shore power infrastructure and use of shore power.

Principle 8 relates to shore power recognising that infrastructure is needed and that the government needs to step in and take joint accountability.

Principle 9 Vessel owners should move toward equipment upgrades to support automated vessel performance reporting and emissions data.

Principle 10 Performance data should be transparent and shared in a standardised format, ensuring credibility and ease of access.

Principles 9 and 10 relate to standardization of data.

4.1.5 Tony Mason of ISOA advised that the Industry needs standardisation of data content and protocols and agreement on what data should be reported to whom. He advised that ISOA has commissioned a piece of work on data standards, the results of which should be available in a few months.

4.2 Assessment of Proxy A and Proxy B for determining the carbon intensity of the sector by Spinerie Consulting

4.2.1 The Chairman welcomed Patrick Sanguily from Spinerie who had agreed to present to the Committee on its work with some IMCA members on its work assessing the two proxies which the Committee had developed:

Proxy A – based on installed power in the vessel; and
Proxy B – based on utilisation of the vessel.

4.2.2 Patrick advised the Committee that Spinerie’s assessment of the proxies revealed that they were both subject to the effects of utilisation. Patrick advised that:

1. Vessel-level benchmarks are needed to provide measurement baselines and direct improvement initiatives; and

2. Adapting IMCA's proxy B to calculate at the activity-mode level will remove the influence of utilization, thus eliminating the "moving target" problem.

4.2.3 Patrick advised that Spinerie would be interested in collaborating with IMCA and its members in reaching consensus on the approach to carbon intensity measurement for offshore marine contracting vessels.

4.2.4 The Committee thanked Patrick for his presentation and advised that they would consider the Spinerie proposal further and revert with a decision. A copy of Spinerie's slides will be saved in the Committee's Teams site.

Action: Committee Members

5.0 ANY OTHER BUSINESS (AOB)

5.1 There were no further items of business.

6.0 DATE AND LOCATION OF NEXT MEETING

6.1 The members agreed that the next Committee meeting should take place after the Intersessional Working Group on the IP Code which will take place on 02nd October 2023. The Secretary will circulate an invitation and advise the Committee of the agenda in due course.

Action: Margaret Fitzgerald



Signed as a true record

Peter McCombie _____
Name

10th November 2023 _____
Date

ANNEX 1

AGENDA

- 1 COMPETITION LAW COMPLIANCE POLICY**
- 2 WELCOME AND APOLOGIES FOR ABSENCE**
- 3 ADOPTION OF MINUTES FROM THE LAST MEETING**
- 4 WORK PROGRAMME**
 - 4.1 Presentation by Maersk Supply on its' Decarbonization Strategy for OSV's
 - 4.2 Assessment of Proxy A and Proxy B for determining the carbon intensity of the sector by Spinergie Consulting
- 5 ANY OTHER BUSINESS**
- 6 DATE OF NEXT MEETING**