

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	
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	
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 Joost Rotgans (Heerema Marine Contractors), Gary Ritchie (Subsea 7) and Liesbeth den Haan (Van Oord).

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 29th November 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 IMCA’s engagement with Spinerie on fuel consumption and a carbon intensity metric for the sector - presentation by Kyle Pemberton, Seacor Marine

4.1 The Chair reminded the Committee that IMCA has been in discussions with Spinerie throughout 2023 to agree how to move forward with the project to assess the Industry by activity mode and operational efficiency.

4.2 The Committee recalled that between 5 – 30 activity modes have been identified but that it had agreed that these could be narrowed down to 5 for the purposes of the Spinerie project, as these reflected the regulatory reporting requirements. These are as follows:

1. On Dynamic Positioning
2. In transit / underway
3. At anchor
4. Moored
5. Stopped / drifting

4.3 The Committee discussed the fact that some members are more advanced than others in using an electronic fuel management system (EFMS) and that this would make a difference in how easy it would be for members to submit the requisite daily fuel consumption data to Spinerie.

4.4 It was noted that Spinerie has an electronic intelligence tool into which all the activity modes for the entire offshore fleet have been incorporated. If members have no EMFS they can use their daily logs and Spinerie can pull this data into its tool as shown below.

	1. SENSORS DATA	2. DAILY REPORTS				
DEFINITION	Sensor data is available onboard vessels	Data retrieved from daily reports				
REQUIREMENTS FOR DATA PROVIDED	Per unit of time <ul style="list-style-type: none"> • Timestamp • Vessel GPS data (Lat/long/heading/speed) • Activity mode (if available) • Vessel Fuel Consumption • Fuel consumption per engine (running hours) 	Per daily report <ul style="list-style-type: none"> • Date of the report • Submission logs (timestamp of statement) <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #d9e1f2; text-align: center;">A. Activity-logs</td> <td style="background-color: #d9e1f2; text-align: center;">B. Daily-logs</td> </tr> <tr> <td style="text-align: center;">Fuel cons. (ROB) Running hours</td> <td style="text-align: center;">ROB Running hours</td> </tr> </table>	A. Activity-logs	B. Daily-logs	Fuel cons. (ROB) Running hours	ROB Running hours
A. Activity-logs	B. Daily-logs					
Fuel cons. (ROB) Running hours	ROB Running hours					
FUEL CONS. & RUNNING HOURS DETERMINATION	<ul style="list-style-type: none"> • Fuel cons. provided • Running hours provided (or directly deduced) 	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="background-color: #d9e1f2; text-align: center;">A. Activity-logs</td> <td style="background-color: #d9e1f2; text-align: center;">B. Daily-logs</td> </tr> <tr> <td style="text-align: center;">Fuel cons. (ROB) Running hours</td> <td style="text-align: center;">Standard fuel cons. curve + engine hours to breakdown daily fuel consumption</td> </tr> </table>	A. Activity-logs	B. Daily-logs	Fuel cons. (ROB) Running hours	Standard fuel cons. curve + engine hours to breakdown daily fuel consumption
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- Time zone as well as any change in fuel type shall be mentioned
- Activity modes to be provided or determined from vessel locations. Standard high-level activities will be defined.

4.4 Kyle Pemberton presented to the Committee on Seacor Marine’s Digitalisation Data Collection system which is used to submit data to Spinerie.

4.5 Kyle explained that Seacor Marine has built a model which incorporates a Marketing intelligence Tool which can capture the operating modes of the global fleet so Spinerie has the ability to provide operational data and API can be pulled from the EFMS.

4.6 Several unanswered questions were raised by the Committee. For example, Phil Moss asked what operational modes are captured in the AIS and what modes Spinerie would put them into in their system. Matt Thomas noted that vessels daily logs are usually usually reported at midnight so questioned how Spinerie’s system would capture when a vessel changing from one activity mode to another. The

Committee also questioned how transiting within the field on DP would be recorded since this would involve 2 activity modes (On Dynamic Positioning and In transit / underway).

- 4.7 Given that clarifications were still needed, it was agreed that a further meeting with Spinerie was needed.

Action: Committee members/Margaret Fitzgerald

5.0 Industry letter to European Commission on the application of the European Union's Emissions Trading System (EU ETS) to the offshore sector

- 5.1 Margaret Fitzgerald advised the Committee that IMCA was collaborating with its' Industry partners in ECSA to raise with the European Commission the offshore sector's continued concerns about the lack of clarity with regard to the application of the EU ETS to the sector.
- 5.2 The Committee recalled that towards the end of 2023 Margaret Fitzgerald had shared with members a letter which ECSA had drafted to the European Commission which highlighted some of the key areas of concern including the disadvantages of the system for European shipowners and requested a meeting to discuss these concerns.
- 5.3 It was noted that the Committee's comments/input on the key areas of concern had been sought and Margaret Fitzgerald had collated these into a document which would be used in any discussion with the Commission. Any members who had not yet provided comments were invited to do so.

Action: Committee members

6.0 Development of a White Paper for the Offshore Marine Contracting Sector and update to the Emissions document

- 6.1 The Committee recalled its support for the 10-point Decarbonisation Plan for the OSV sector developed by Maersk Supply and championed by ISOA at COP 28. Recognising that The Committee now needs to develop a corresponding White Paper for the Marine Contracting Industry agreed that the 10-point Decarbonisation Plan would provide a good template for the development of such a White Paper, subject to the approval of Maersk Supply.
- 6.2 Peter McCombie and Margaret Fitzgerald agreed to initiate progress on a document which would be shared with the Committee in due course.

Action: Peter McCombie/Margaret Fitzgerald

7.0 Update on the Focal Group on GHG Emissions from Ships

- 7.1 The Committee noted that several members had raised concerns with the Secretary about the GHG Focal Group straying into work which is the remit of MPRA. Concern had also been expressed about the Focal Group GHG event scheduled for the 10th April at Boskalis' offices about which the MPRA had not been consulted. It was recalled that the Focal Group sits under MPRA and therefore, its reporting line is up to the MPRA as its' parent body, Therefore, decisions taken by the Group shall be reported to or information published by the Focal Group requires the approval of MPRA in accordance with the Group's Terms of Reference.
- 7.2 Peter McCombie stated that the work of the Committee and its' Focal Group needs to be carefully coordinated and managed to avoid duplication and overlap, which will cause confusion leading to a loss of focus within IMCA.

7.3 Linda Behage agreed that the work needs careful managing so that a unified position is presented to the outside world by IMCA and its members.

8.0 GHG Events

The event being hosted by Boskalis on 10th April was already discussed under agenda item 7. Members were advised to look out for further details on the agenda and the speaker list which would be shared by IMCA's Comms team in due course.

9.0 MPRA Committee Objectives for 2024

The Committee agreed to focus its attention on the following objectives during 2024:

1. Continuing the fuel consumption data collection project into 2024 for IMO reporting purposes
2. Progress the project with Spinerie to assess fuel consumption based on the vessel's activity modes for IMO reporting purposes
3. Continue to engage in projects to develop reporting standards for Offshore industry with suppliers and clients
4. Continue to engage with Industry partners in raising concerns with the European Commission on EU legislation, in particular, the EU ETS
5. Finalise a White Paper for decarbonising the offshore contracting sector based on the OSV White Paper
6. Complete the revision of the Marine Emissions document REG 002
7. Continue to engage with IMO Member States on raising ongoing concerns with the IP Code with a view to submitting a paper to SDC 11

Action: Committee members

10. Any Other Business

Implementation of the IP Code

- 10.1 The Committee noted that the new mandatory IP Code will enter into force on 1 July 2024 and drew attention to the Guidance document it had produced (IMCA REG 005).
- 10.2 The Secretary advised the Committee that, in relation to the IP Code, other than IMCA's INF paper (SDC 10/INF.3) no submissions had been made to the IMO's SDC Sub-Committee for the past two years and that the Chairman of that Committee had proposed removing the IP Code from the agenda. IMCA argued that, since the IP Code has not yet entered into force, we are still in the experience building phase and so the item should be retained on the agenda until the next session in Spring 2025 to enable submissions to be made if issues arise after the entry into force date. The Committee was informed that IMCA's position was supported by Liberia, the Marshall Islands and the USA.
- 10.3 The Secretary advised that if any NGO/Flag State wishes to raise any issue they must do so by around the beginning of November so that they can be discussed at the Sub-Committee's next session in Spring 2025 otherwise the work item will be removed from the agenda.
- 10.4 The Committee agreed that it was important to share any implementation issues arising after 1 July 2024 so that it can consider how best to raise these at IMO.

Action: Committee members

Appointment of a new Committee Chair

10.5 The Secretary advised the Committee that, apart from a one-year gap, Peter McCombie had served as Chairman of the Committee since its' establishment in 2017 (i.e. 6 years) and , in accordance with the Committee's Charter, would be required to step down as Chairman at the next meeting. Expressions of interest for the role were sought from any member wishing to be considered for the role.

Action: Committee members

11.0 DATE AND LOCATION OF NEXT MEETING

11.1 It was agreed that the next meeting of the MPRA Committee would be held online in March. 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 WELCOME AND APOLOGIES FOR ABSENCE**
- 2 COMPETITION LAW COMPLIANCE POLICY**
- 3 ADOPTION OF MINUTES FROM THE LAST MEETING (29th November 2023)**
- WORK PROGRAMME**
- 4 Update on IMCA's engagement with Spinerie on fuel consumption and a carbon intensity metric for the sector - presentation by Kyle Pemberton, Seacor Marine**
- 5 Industry letter to European Commission on the application of the EU ETS to the offshore sector**
- 6 Development of a White Paper for the Offshore Marine Contracting Sector and update to the Emissions document**
- 7 Update on Focal Group on GHG emissions from ships**
- 8 GHG Seminar in Q1 of 2024**
- 9 Committee objectives for 2024**
- 10 Any Other Business**
- 11 Date of next meeting**