

MAKING Waves



INFORMATION AND INSIGHT FROM THE INTERNATIONAL MARINE CONTRACTORS ASSOCIATION
ISSUE 83 • JUNE 2017



Raising our voice

IMCA steps up representation of marine contracting at IMO and with regulators around the world

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MAKING Waves

Making Waves is published quarterly to promote knowledge of matters affecting the offshore, marine and underwater engineering industry.

The views expressed on these pages are those of their respective authors and do not necessarily reflect the policies or positions of IMCA itself.

Ideas for articles of potential interest to our membership are welcome – please send your contributions and ideas to makingwaves@imca-int.com



International Marine Contractors Association
52 Grosvenor Gardens, London, SW1W 0AU, UK
Tel: +44 (0) 20 7824 5520
www.imca-int.com

CEO: **Allen Leatt**
Technical Director: **Richard Benzie**
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Welcome

from the IMCA CEO



Welcome to the June edition of Making Waves. While the workload in our industry is still at much reduced levels, IMCA has been busy on behalf of industry on many important subjects, with the new board particularly active.

Strategic review

The board has been quick to conduct a strategic review, which started with a detailed IMCA questionnaire. This was completed by 400 members – many thanks to all who took part, as this provides a tremendous mandate for decision making. The review was completed with the assistance of a strategy consultant (Bain & Co) and the process validated our current strategic direction and added a number of new important initiatives to our portfolio. See more on page 4.

I would like to thank the board for their engagement and leadership during the review, which has been ongoing for several months. This exercise was very useful in calibrating and verifying the value proposition of IMCA with its Members and benchmarking IMCA against other associations. Our direction and modus operandi have been validated, but a number of important new strategic initiatives have been added to the portfolio in response to the new technology era and the business environment in which we find ourselves.

Board developments

In accordance with our constitution, Bruno Faure (TechnipFMC) completed his two-year presidency of IMCA and handed over the reins to Vice-President Harke Jan Meek (Heerema Marine Contractors) on 1 June. Bruno has made a tremendous contribution to IMCA over the last two difficult years for our industry, and we all thank him for his dedication and wise counsel. Harke is the Chief Commercial Officer at HMC and we look forward to his drive, energy and

leadership over the next two years. Stepping into the Vice-President role is Iain Grainger who is VP Commercial at McDermott International, and we look forward to Iain's guidance, challenge and leadership going forward.

After many years of tremendous support to IMCA, well known industry executive Frits Janmaat has stepped down from the board upon retiring from Allseas. As well as being involved in the early days of IMCA, he has been Vice-President (2003-04) and President (2005-06); we all thank Frits for his commitment to IMCA and wish him a long and happy retirement. We also welcome Pieter Heerema to the board from Allseas, and Mark Heine from Fugro. Four other board positions are to be filled. Two from the new Operations Committee (to be formed following the election cycle this summer) and two for skills or diversity reasons the board may consider necessary.

US developments

Since January we have been working closely with a number of our Members in the United States in response to important proposed changes to the Jones Act. The Jones Act dates from the 1920s and deals with cabotage and the transportation of merchandise by sea. With the advent of the offshore oil and gas industry, various rulings have been made as the industry has evolved over the last 40 years to interpret the Act, and thereby provide stability and certainty for industry. However, on 18 January the Customs and Border Protection Agency (CBP) announced that they would be revoking a large number of these rulings and clarifications. This brought with it the substantial risk of halting all deepwater developments in the Gulf of Mexico. IMCA, along with API and

others, reacted strongly and a 60-day extension was granted to the initial 30-day comment period. During this period we mobilised a formidable team of Members, specialist lawyers and lobbyists; and on 4 April published our vessel impact study alongside API's economic impact study. On 10 May, CBP announced the withdrawal of their proposed changes. This reversal echoes similar moves in 2009 and IMCA now looks forward to working with all interested parties with regard to how the Jones Act should be interpreted to foster American jobs and prosperity. This has been a high-profile matter and well covered by IMCA press releases and the industry press.

... and finally

Back to more routine matters - this year we have a wide range of mini-seminars planned in various locations, and Members will be kept informed of the details well in advance. The committee election process is well underway in accordance with the transition plan explained in the March edition of Making Waves. The consolidated 2016 offshore safety statistics were published in May, and we would like to thank all Members who took part in the survey. Finally, we completely renewed our website in March, and have brought this service in-house as a strategy of providing faster and better information to the fingertips of our Members.

Allen Leatt
IMCA CEO

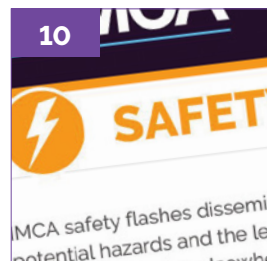
Highlights



Meet the new President – Harke Jan Meek



We meet the IMO Secretary-General, Kitack Lim



Safety statistics and safety flash changes



A piece of diving history

New IMCA President

Harke Jan Meek, Chief Commercial Officer of Heerema Marine Contractors, has just taken up the role of IMCA President and Chairman of the Board. In his first message to members, he sets out a bold vision for IMCA following the recent strategic review.

Dear industry colleagues,

In mid-2014 we could see that we would be entering another downward trend. Today, three years later, we can conclude that it definitely was the start of a new and painful trend and the need for new industrial strategies. Currently everybody in our industry is fighting for survival, and busy developing new business models and technical solutions to secure a future at 50-60 USD/bbl oil price levels.

With the stakes being so high, fragmented solutions will not suffice. We have to accept that our industry has a collective problem of costly gold plated specifications that can only be solved if we recognise our mutual dependency in finding a solution and mobilise critical mass. In that respect, I strongly believe that important trade associations, like IMCA, can play a key role in facilitating and channeling the required efforts and initiatives to lower costs through pragmatic and standardised specifications in our industry.

Agile structures

For IMCA to be successful in such an endeavour, it is essential to have the right organisational structure, the right resources and the right strategic focus in place. Under the stewardship of Bruno Faure, IMCA has made tremendous progress on many of these themes in the past two years. There are now new governance and organisational structures in place that make IMCA more professional and agile. In addition, we have gone through a strategic review early this year to recalibrate our focus areas to ensure IMCA continues to play a leading role in the industry in future. I would like to sincerely thank Bruno for his leadership,

dedication and efforts in the past two years to strengthen IMCA's organisation and putting a clear, focused strategy in place.

As part of the strategic review, many industry stakeholders were surveyed, including over 900 Member companies (receiving ~400 responses). The review highlighted IMCA's value proposition in technical guidance and safety; the cornerstones of IMCA since its founding in 1995 when AODC and DPVOA merged. At the same time, the review also pointed out that current industry trends are negatively impacting IMCA's historical core and risk shrinking its influence.

Expanded influence

A shift within IMCA is therefore needed if we want to continue playing a leading role in improving the performance in the marine contracting industry.

IMCA will definitely maintain its leadership in technical standards by continuous stewardship and upgrades of guidance and safety standards. In addition, we want to expand our influence to drive a focused collaboration agenda with operators on the following three strategic themes:

1) Mobilise on Standardisation:

we see great potential value for IMCA to be an advocate of pragmatic specifications and solutions to reduce costs in the marine energy sector.

2) Build a Sustainability Agenda:

IMCA already contributes to this agenda but we see that much more can be done and, importantly, to be the voice of environmental sustainability in the marine energy sector.

3) Begin the Journey on Oilfield Digital:

we have seen enormous technological advances in developing offshore resources in deepwater. Allied with this we see the opportunity for



The new IMCA President, Harke Jan Meek

IMCA to be the 'convener' of the digital agenda in the Marine energy sector. Digitisation was a major theme at the OTC conference last month, and it is obvious that our sector of industry can make a real contribution to future developments.

Next steps

With IMCA's new focus areas now defined, the next step is to establish committees and workgroups to develop concrete initiatives for the three strategic themes and start rolling them out. More communication and information will follow about this process in due course, but certainly your contribution and participation will be crucial.

We have a great opportunity to build upon a great brand in our industry and become the voice of the industry on matters of collective interest.

I am looking forward to working with you to improve the safety, cost-competitiveness and sustainability of our industry.

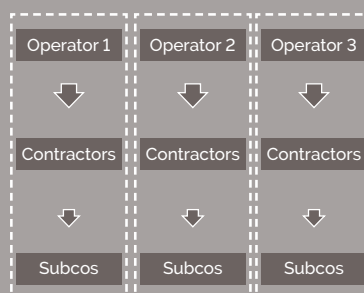
Harke Jan Meek
IMCA President



Retiring IMCA President, Bruno Faure

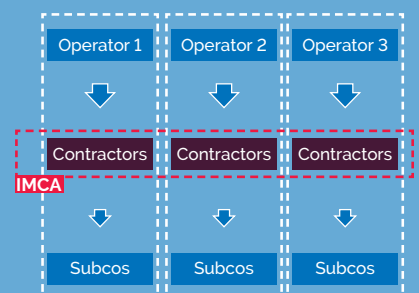
TODAY

Fragmented standardisation



TOMORROW

Collective standardisation



Two decades of service

The secretariat recently gathered to recognise the service of two of the team, each celebrating ten years at IMCA.



Claudine Bleza joined in April 2007, bringing experience in trade shows and events. As travel and events planner, she supports the wide range of seminars, workshops and regional meetings, plus IMCA's committees and our involvement at third-party industry events.



Ann Barnatt officially joined in May 2007, although she had provided ad-hoc support to IMCA and AODC as far back as 1984. Ann is our document production co-ordinator, processing draft texts to ensure our guidance documents, briefing and committee materials are published to a consistently high standard.

Claudine and Ann were each presented with flowers and the thanks of a grateful team.

DIGEST



Published since issue 82:



PUBLICATIONS

New:

- Station keeping incidents reported for 2016 (IMCA M 243)
- Diver emergency heating report (1984) (D 059)
- IMCA standard FPSO contracting principles (CI 008)

Revised:

- IMCA survey work contracting principles (CI 005/S 001 Rev. 3)
- Guidelines for the design and operation of dynamically positioned vessels (M 103 Rev. 3)
- IMCA ROV services contracting principles (CI 004/R 007 Rev. 3)
- Guidance on safety procedures for working on ROV high voltage equipment (above 1kV) (R 005 Rev. 2)
- Identifying and assessing risk in construction contracts (CI 011 Rev. 2)
- Guidance on assessor training (C 007 Rev. 2)
- IMCA renewables contracting principles (CI 014 Rev. 2)
- IMCA decommissioning contracting principles (CI 007 Rev. 2)
- Contract for the provision of ROV, support vessel and associated work (based on BIMCO Supplytime 89) (CI 012/R 013 Rev. 2)
- Guidance for developing and conducting DP annual trials programmes (M 190 Rev. 1)
- Terms and conditions for survey support services (CI 006/S 007 Rev. 1)
- Guidance on vessel USBL systems for use in offshore survey, positioning and DP operations (M 244/S 017 Rev. 1)
- Contract for the provision of ROV, support vessel and associated work (based on BIMCO Supplytime 2005) (CI 013/R 007 Rev. 1)



BRIEFING

- 3 information notes
- Regulatory update - April 2017
- Safety statistics for 2016



ALERTS

- Safety flashes 05-13/17 (42 incidents)
- DP event bulletins 01-02/17 (10 events)

New US focal point

IMCA has appointed Eric Roan as its regulatory representative in North America.

Based in Houston, Texas, Eric has worked in a variety of regulatory, compliance and advocacy roles for several oil companies and drilling contractors in the US Gulf of Mexico, plus has spent four years as a US Coast Guard port state control officer. He is a former co-chair of the National Offshore Safety Advisory Committee where he chaired several subcommittees that provided industry input for future USCG regulations.

"I am very pleased to welcome an experienced professional with the stature and credentials of Eric on to the IMCA bench,"



says Allen Leatt, IMCA CEO. "He will play a key role in our dialogue with industry regulators and within our extensive network of members in the United States."

NEW MEMBERS

- 2M Power Systems Ltd
- DeepOcean AS
- Geo Ingenieurservice Nord-Ost GmbH & Co. KG
- HS Water Solutions SRL
- Korea Maritime and Ocean University
- Marine Safety Consultants, Inc.
- OOS International BV
- Otech Group AS
- PANOLIN UK Ltd
- Stena Drilling Limited
- The Contracts Department

View the full member directory at imca-int.com/members

Member survey

Thanks are extended to all those who participated in the recent member survey.

As set out by Harke Jan Meek in his article, around 400 members took part. The responses we received show a clear picture of the value members perceive from IMCA, while identifying areas for improvement, change and future development.

The IMCA Board is now planning implementation of the resulting strategy.

Survey respondents were entered into a prize draw, with Gary Rohm of Unique Hydra picked as the lucky winner of an iPad.



EVENTS

JUNE 2017

- 21:** **South America region**
Macaé – Brazil
- 28:** **Middle East & India region**
Mumbai, India

AUGUST

- 30:** **Asia-Pacific region**
Kuala Lumpur, Malaysia

SEPTEMBER

- 3-6:** **World Congress Health & Safety**
Singapore
- 11-15:** **London International Shipping Week**
- 12:** **Security Seminar**
London, UK
- 19:** **North America region**
Houston, USA
- 25-26:** **IMCA Diving Seminar & DMAC Workshop**
London, UK

OCTOBER

- 11:** **Middle East & India region**
Dubai, UAE
- 25:** **South America region**
Rio de Janeiro, Brazil

NOVEMBER

- 3-5:** **International Underwater Intervention**
Xiamen, China
- 14:** **Europe & Africa region**
Bergen, Norway
- 15-16:** **Bergen International Diving Seminar**
Bergen, Norway
- 28:** **Diving Seminar (Safety)**
- 28:** **ROV Seminar**
- 29:** **Marine Seminar**
- 30:** **eCMID Workshop**
- 30:** **Asia-Pacific region**
Singapore

Key to events shown listed above:

- IMCA events
- Supported third-party events

See the full calendar online:
imca-int.com/events

Successful seminar in Stavanger



Graham Duncan leads delegates at the ROV seminar

Over seventy delegates gathered in Norway on 29-31 May for two IMCA events, kindly hosted by Oceaneering International at their training facility in Stavanger.

A two-day ROV seminar, subtitled *'The future for remote systems and ROVs in the offshore construction industry'*, addressed the significant challenges and opportunities facing the subsea industry. A programme

of presentations and workshops addressed various technical and operational matters. A full report appears on page 15.

The first day also saw an eCMID workshop – one of a regular series of events held around the world where stakeholders can learn about and provide input to the inspection system. More details on this and other eCMID events can be found on page 13.

Amsterdam in June

As this issue is published, four IMCA events are due to be held in the Dutch capital – a new clustering approach aimed at reducing cost and maximising value for IMCA Members.

- A Europe & Africa region meeting features presentations on the decommissioning of the Shell Brent Delta platform and installation of the Beatrice wind farm, plus updates on IMCA committee activity
- The Lifting & Rigging Seminar, building on successful IMCA rope forums, mixes presentations and workshops on standards, operational experience, testing and new technologies
- The first Marine Seminar of the year focuses on practical vessel assurance, with an impressive line-up of speakers and workshop chairmen
- A second eCMID workshop will bring together inspectors, vessels operators and their clients for practical discussions.

Still to come in 2017



London will host two events in September:

- A cyber-security seminar
- A diving seminar on medical issues



Singapore is then the focus for the next major cluster of IMCA events, in late November:

- An Asia-Pacific meeting
- A diving safety seminar
- An ROV event
- A marine seminar, continuing the practical vessel assurance theme
- An eCMID workshop

Regional meeting feedback

In an effort to enhance IMCA regional meetings, we are inviting feedback from attendees.

A brief online survey is being promoted at each meeting, seeking input on topics such as location/venue, timings, 'IMCA update' content and guest presentations.

Far from a one-size-fits-all approach, new IMCA regional committees will be looking at local member responses and working with the secretariat to enhance local offerings.

Help improve your regional events:
imca-int.com/meetingfeedback

IMO in focus

Secretary-General talks to *Making Waves*

IMCA holds consultative status as an active non-governmental organisation (NGO) within the International Maritime Organization (IMO). We attend and participate in the various committee meetings and use the combined expertise of IMCA members to contribute to IMO's work.

IMCA is delighted to have secured an interview with the IMO Secretary-General, Mr Kitack Lim, in which he talks about the accomplishments in his term so far and the challenges ahead.

Mr Lim (Republic of Korea) graduated in nautical studies and was a seafarer before joining the maritime administration of the Republic of Korea. He has represented the Republic of Korea at IMO meetings and was posted to the country's embassy in London as a Permanent Representative to IMO. From 2011, Mr Lim was Director General of the Maritime Safety Policy Bureau at the Ministry of Land, Transport and Maritime Affairs (MLTM); Commissioner of the Korean Maritime Safety Tribunal (KMST); and, before taking up his appointment at IMO, President of Busan Port Authority. Mr Lim holds masters degrees from Yonsei University and the World Maritime University (WMU).

A central concept of your election platform was 'A voyage together'. What stands out to you as the major accomplishments during your first 18 months as IMO Secretary-General and what has been the greatest challenge?

Amongst the major accomplishments I would include the agreement on the 2020 date for a global reduction in the sulphur content of ships' fuel oil; adopting mandatory requirements for ships to collect and report data on the fuel they use; and approving a road map to develop a comprehensive strategy for reducing greenhouse gas emissions from ships. We also saw important progress in verifying goal-based construction standards for new oil tankers and bulk carriers. I was pleased to see much-needed ratifications of the Ballast Water Management Convention, triggering the entry into force of that important instrument later this year, on 8 September 2017.

You could say that the greatest challenge is to reach consensus on major issues, such as climate change. Balancing the needs of all Member States while also uniting them behind the common goals is a theme which really underlines my concept of a voyage together. And always, by far the most important consideration is how we ensure full



and effective implementation, which comes after adoption of a particular measure.

We're heading towards World Maritime Day, on 28 September 2017. Tell us more about the 'Connecting ships, ports and people' theme.

The theme was chosen to focus on the broader maritime sector, which includes not only shipping but also the ports and the people who operate them. So, we can look at the whole range of issues, including the facilitation of maritime transport, as well as increasing efficiency, navigational safety, protection of the marine environment, and maritime security. The enhancement of the port and maritime sector should be embraced as wealth creators both on land and, through the development of a sustainable blue economy, at sea.

In turn, this allows us to highlight the international instruments developed and adopted by IMO for international shipping. This

regulatory framework establishes the "rules of the game" for using the oceans as shared resources and, in turn, diminishing the negative impact of humankind on such resources, as well as encouraging closer common and collective responsibilities in caring for them.

"The greatest challenge is to reach consensus on major issues, such as climate change."

Continued on page 8

IMO in focus

Continued

Above all, the key tenet of the 'Connecting ships, ports and people' theme is that, for the shipping industry to remain sustainable, all facets should work together.

How would you describe the role of non-governmental organisations, such as IMCA, within IMO?

The international non-governmental organisations which have gained consultative status at IMO have a valuable role to play in informing the discussions at IMO. They represent a wide variety of interests, can participate fully in meetings as observers, and can provide important data, research and knowledge, based on their particular area of expertise, so we highly value their contribution.

IMCA has held consultative status at IMO since 1999.

You have advocated in favour of marine sustainable growth. How 'green' is shipping at present and what potential is there for the industry to be a leader in green technology?

Notwithstanding the fact that shipping is still largely powered by fossil fuel powered engines and demand for shipping is dictated by global markets and consumers, I do believe that shipping can be sustainable. IMO has led the way in adopting mandatory energy efficiency requirements for a global transport industry, by adopting the energy efficiency design index, for new ships, and the ship energy efficiency management plan, mandatory for all ships, in 2011. So far, around 2,500 ships have been certified as meeting the new requirements and are therefore substantially more energy efficient than ships built prior to 2013.

I think there is great potential for the industry to be a leader in green technology and I am very excited about two major projects we are currently implementing.

“International non-governmental organisations [like IMCA] ... can provide important data, research and knowledge, based on their particular area of expertise, so we highly value their contribution.”

The first is the IMO-executed GloMEEP energy efficiency project, which supports the uptake and implementation of energy efficiency measures for shipping and has developed an information portal which provides users with information on the wide spectrum of technologies to reduce ship fuel consumption, including new and novel technologies.

In addition, IMO is implementing a European Union-funded Global Maritime Technology Cooperation Centre Network (GMN) project to establish five globally connected regional centres of excellence to facilitate capacity building and create an enabling environment for technology cooperation, promotion and adoption by the industry. Four of these centres have been chosen and will begin their work very soon.

You've mentioned concerns about the effects of the EU emission trading scheme on global efforts. What are your expectations on this?

I am hopeful that IMO Member States will continue to come together in the various IMO fora to discuss the way forward and reach a consensus decision. Shipping is a global industry and it needs global regulation to ensure the same standards apply to all ships. This is an important principle and one which I believe everyone acknowledges.

Everybody suffers if it is undermined, not just the shipping industry but the billions of people all over the world who depend on it.

The relationship between global and regional or national regulations is an interesting one. I see no inherent conflict when global regulations have a local or geographical element – such as when they establish Emission Control Areas or ship routing measures. The point here is that the measures have been discussed at the appropriate international forum – IMO – and they apply equally to all relevant ships operating in the area in question, regardless of flag. Equally, I see no problem when regional or national regulations reflect and reinforce the international regime agreed by all governments at IMO.

But if national or regional regulations differ from the established international regime, then we have a problem. And in some cases, local or regional regulations can actually prevent the international regulatory regime from entering into force.

IMCA members are pioneers in marine technologies. IMO emphasises how new technology and digitisation are key to maritime efficiency, but cyber security is an ever-growing concern. What are your reflections on this?



This could be seen as a possible downside of technological development. Technologies, such as enhanced digital connectivity, can solve problems but also raise new concerns. Maritime cyber risk refers to a measure of the extent to which a technology asset could be threatened by a potential circumstance or event, which may result in shipping-related operational, safety or security failures as a consequence of information or systems being corrupted, lost or compromised.

Our role at IMO is to respond to any new challenges. So we have already issued *Interim guidelines on maritime cyber risk management*, which are expected to be reissued as a joint Maritime Safety Committee (MSC)/Facilitation Committee (FAL) circular following the MSC meeting in June 2017. The guidelines provide high-level recommendations on maritime cyber risk management to safeguard shipping from current and emerging cyber threats and vulnerabilities and include functional elements that support effective cyber risk management.

We also need to make sure that “traditional” issues such as the human element, including the need for training and education, are kept to the fore when we consider new threats.

Following the hijack of the tanker Aris 13, are there signs of a resurgence in piracy and will IMO respond with a renewed focus on counter-piracy activities?

Thankfully the Aris 13 seafarers were released. As I said following that hijack, while we have seen a very welcome decline in piracy off Somalia since the previous reported hijack by Somali pirates in 2012, the reality is that piracy off the coast of Somalia has not been eradicated and the underlying conditions have not changed. Merchant shipping should continue to take



“ In the offshore sector, we are developing a mandatory code and regulations relating to the carriage of industrial personnel, to include those people working in the offshore renewable energy sector. ”

protective measures against possible piracy attacks in the Gulf of Aden and the western Indian Ocean through diligent application of IMO guidance and best management practices.

Since 2012, IMO has been continuing to support governments to build their capacity to respond to piracy and armed robbery and other illicit maritime activity, including maritime security table top exercises and the development of national maritime strategies, national maritime security committees and national maritime security implementation plans and procedures.

The focus for IMO capacity-building work in relation to maritime security has been broadened to help regional governments – particularly in east, west and central Africa – to develop capacity to address a range of illicit maritime activities that threaten maritime safety and security in the region, including piracy and armed robbery against ships, trafficking of arms, drugs and wildlife, maritime terrorism, illegal, unregulated and unreported (IUU) fishing, illegal oil bunkering, crude oil theft, human trafficking, and illegal dumping of toxic waste. Good maritime security can be seen as a vital enabler of sustainable maritime development.

Our industry can see both rapid advances in technology and application of existing expertise to new challenges – such as in the offshore renewable energy sector. How can IMO respond to such periods of change?

IMO has a long history of responding to current and evolving challenges and our processes allow for new issues to be added to the agenda, following careful consideration of whether there is a “compelling need”.

In the offshore sector, we are developing a mandatory code and regulations relating to the carriage of industrial personnel, to include those people working in the offshore renewable energy sector.

Meanwhile, the IMO Assembly this year is expected to adopt a new set of overarching strategic directions for IMO, which promote the greater recognition of the maritime sector’s importance and enable the advancement of shipping while addressing the challenges of continued developments in technology and world trade.

A key strategic direction covers the integration of new and advancing technologies in the regulatory framework. The other strategic directions cover: improving implementation; responding to climate change; engaging in ocean governance; enhancing global facilitation and security of international trade; ensuring regulatory effectiveness; and ensuring organisational effectiveness.

Returning to your objectives as Secretary-General, how would you like to be remembered by historians?

I think this is something for others to decide. The work of IMO is a collaborative effort. I am honoured to be serving as Secretary-General, but the work of IMO is also dependent on the cooperation and work of the IMO Membership, the wide range of partners and stakeholders and the whole of the IMO Secretariat.

I am hoping to contribute to narrowing the gap between Member States, in terms of implementation of IMO treaties through capacity-building programmes.

IMCA IMO report

The 104th session of the IMO Legal Committee took place on 26-28 April. To mark the committee’s 50th anniversary, a relaunch of the exhibition “50 years working together” and a reception took place. Agenda items included:

- Entry into force and harmonised interpretation of the 2010 Protocol to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS Convention);
- Provision of financial security in case of abandonment of seafarers, and shipowners’ responsibilities in respect of contractual claims for personal injury to, or death of seafarers, in light of amendments to the ILO Maritime Labour Convention, 2006;
- Liability and compensation for transboundary pollution from offshore exploration and exploitation activities;
- Piracy.

IMCA submitted comments on draft guidance on liability and compensation issues connected with transboundary oil pollution. The draft, prepared by Indonesia and Denmark, aimed to help preparation of bilateral/regional arrangements/agreements on liability and compensation issues.

IMCA proposed that the guidance should take effect without prejudice to existing regional initiatives providing for compensation regimes. In addition, IMCA highlighted that the scope of responsibility, the definition of the offshore exploration and exploitation activities, as well as the geographical scope of application of the guidance, needed to be further clarified.

The committee accepted IMCA’s suggestions and incorporated them into the final version of the guidance, which states are now invited to take into consideration.



Eleni Antoniadou, IMCA Policy & Regulatory Affairs Adviser, with IMO Legal Committee Chair, Dr Kofi Mbiah

Statistics show safety is improving

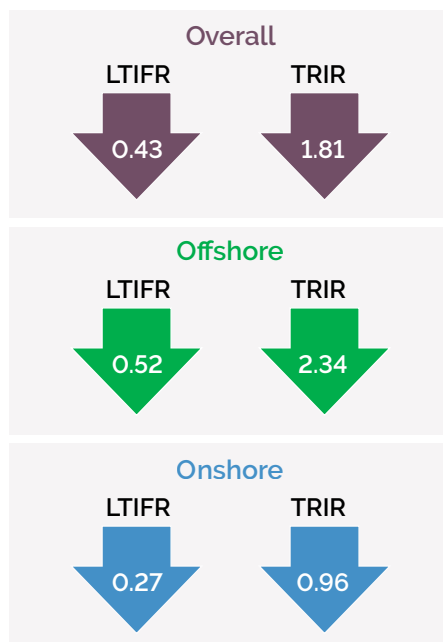
IMCA has published detailed reports on contractor members' safety statistics annually since 1997. These reports provide statistical information on trends in safety performance for the industry sector in the areas of health, safety and environment and allow for benchmarking within the industry.

Incremental improvement

For 2016, a shorter, more eye-catching and user friendly executive summary has been published setting out just the salient facts, including comparison with previous years and other parts of the offshore industry.

211 contractors reported (46% of contractor Members), covering 598 million man hours, 371m of them worked offshore.

The analysis shows that all of the lagging indicators fell. Although this was no step change, steady and incremental improvement is always a worthwhile achievement.



Tackling the causes

A third of reported LTIs had as a direct cause: caught between; struck against; or other 'line of fire' associated issues. 24% were slips, trips and falls. We're pleased to say that dropped object LTIs have fallen from second place last year to sixth place this year.

From data provided by members, we can identify two themes which members may wish to address:

- Trapped hands and fingers – not assessing the risks properly;
- Slips and trips on deck – not looking where we're going.

As ever, the HSSE committee will address findings from this analysis, including development of safety promotional materials and updated guidance where required.

Download the full report at imca-int.com/safetystatistics

Sharper focus for safety flashes

Safety flashes continue to be the most popular and widely distributed of all IMCA documents. The new website lists incidents individually and makes the full text searchable, enabling members to easily find specific issues of interest.

The HSSE committee is also revising the way flashes are published, to further improve their fitness for purpose, value and usability.

Incidents will be presented in a briefer, more focused form – accessible to all, with less text, more images and working towards a single page, to be most useful for safety briefings and toolbox talks.

Generic actions taken following safety incidents – including further risk assessment, adaptation of procedures and the usual ways of raising awareness, such as 'time outs for safety', toolbox talks, safety briefings, further training and instruction of crew and supervisors, etc. – are assumed and therefore omitted for clarity and brevity, unless a particular issue is deemed of importance to members.

The use of agreed and appropriate 'life-saving rules', as used by many larger contractors, oil majors and IOGP, is also under consideration.

The core of the safety flash message will remain the four questions,

- What happened?
- What went wrong?
- What were the causes?
- What are the lessons to prevent recurrence?

All members – indeed all readers of these safety flashes – are encouraged to submit reports on incidents, near-misses and other urgent safety matters to the IMCA secretariat. All reports are thoroughly and rigorously anonymised; nothing is published without the clear written permission of the contributor.

Browse safety flashes or report an incident at imca-int.com/safetyflash



FPSO contracting principles

New IMCA standard FPSO contracting principles (IMCA CI 008) have been published and are available as a free download at imca-int.com/contracts

The principles are intended to help encourage equitable solutions for both FPSO contractors and their clients, with a view to promoting sustainable contract arrangements and generating efficiencies for the FPSO industry as a whole.

Consistent with the FAIR principles promoted by IMCA, they are based on the notions that risk should be allocated to the party best placed to manage and bear the risk (including, for example, through insurance or other contractual arrangements) and that risks should be proportionate in the context of the parties' relative risks and rewards.

Maritime Labour Convention matters

Over 150 representatives of governmental, seafarer and employer organisations met in Geneva, Switzerland, on 3-5 April under the auspices of the International Labour Organization Working Group of the Special Tripartite Committee established under the Maritime Labour Convention (MLC) – the international treaty covering minimum working and living standards for seafarers.

IMCA was an active participant in the Maritime Employers' Group, led by the International Chamber of Shipping (ICS).

The meeting examined issues related to the protection of seafarers' wages when the seafarer is held captive on or off the ship as a result of acts such as piracy or armed robbery against ships. In addition, the working group is to recommend improvements to the process

for preparing proposals for amendments to the Code of the MLC. Proposals and reports will be submitted by September 2017, for consideration at the April 2018 meeting.

IMCA will continue its involvement and to keep members updated on developments.

Further details are set out in the April 2017 IMCA Regulatory Update

IMCA presses for alignment of cyber security regulations

While cyber crime is regular headline news, varying sets of national regulations on security and data protection present additional difficulties as industry works to stay ahead

IMCA has been particularly active with the European Commission's Maritime Security Committee and within its stakeholder advisory group (SAGMAS). With the impending implementation of the General Data Protection Regulations (GDPR) and the Network Information Services (NIS) Directive, companies across the EU will be exploring the potential impact on their business processes to ensure compliance. With potential fines for major breaches of up to 4% of global turnover or €20 million, whichever is higher, this is an issue of vital importance.

Technical Adviser Chris Baldwin and Nicolas Krmic of Subsea 7, Chairman of the IMCA Security Workgroup, participated in a SAGMAS meeting last month, where they continued to press for alignment of EU member states' expectations and for clear guidance to be provided to industry on expected levels of cyber risk assurance.

Cross-border issues are a particular concern, with structural gaps in the NIS directive and aspects where different cultural interpretations could lead to significantly different expectations

of national authorities on what constitutes 'robust security measures'.

Chris Baldwin briefed the meeting on the lessons learnt from studies on the impact of GDPR and NIS in the energy industry. Many of these lessons have direct relevance to the shipping sector, particularly for the offshore construction vessel fleet with its technologically advanced vessels.

Piracy

During the SAGMAS meeting, the European External Action Service provided a briefing on EU piracy policy. A firm decision has yet to be made on the future of OP ATALANTA, the counter-piracy operation in the Indian Ocean.

September security seminar

IMCA and OCIMF (the Oil Companies International Marine Forum) are co-sponsoring a cyber security event on 12 September 2017 – during London International Shipping Week – with a focus on third party access to ships' digitised control systems. Full details will be published online shortly.



Image: © McDermott International, Inc.

SOLAS lifting requirements take shape

Onboard lifting appliances and winches were among items considered by the IMO Sub-Committee on Ship Systems and Equipment (SSE) during its fourth session, held on 20-24 March.

The sub-committee continued its work to develop requirements for onboard lifting appliances and winches, which have been proposed for inclusion in chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS).

A correspondence group was established to further develop draft goal- and function-based regulations for onboard lifting appliances and anchor handling winches; and to further develop draft related guidelines supporting the goals and functional requirements.

IMCA has been already accepted as part of this correspondence group and will continue actively advocating for the interests of its Members.

IMCA is considering submission of a separate paper to the next sub-committee meeting (SSE 5), which would highlight the unique technical characteristics of cranes installed on offshore support vessels, to ensure that the resulting amendments to SOLAS Chapter II-1 and related guidelines will reflect both the needs of and the technical expertise available within our industry.

For the latest member resources, visit imca-int.com/security

Competence & Training update

With the review of existing guidance now complete, the C&T committee has turned its attention to updating the suite of competence assessment portfolios. The current editions are available via the IMCA website to help individuals take ownership of their own portfolio, adding evidence and gaining competencies as they move from project to project or from one company to another. They will be updated to reflect updated IMCA

guidance. An electronic format that will improve both accessibility and utility is being investigated. IMCA will be looking to engage further with the needs of the user community as this project appraisal progresses.

The committee has also identified a need for guidance on cyber security education and training for IMCA members. This will constitute the other main work stream for the committee over the coming year.

New committee

Appointment of the new IMCA Marine Policy & Regulatory Affairs Core Committee is currently underway, ahead of a first meeting planned for September 2017.

The committee's mission, supported by the secretariat, will be to represent Members' interests with regulatory stakeholders and maximise the effectiveness of IMCA participation in forums such as IMO.

Brussels briefing

IMCA has been working with the International Association of Drilling Contractors (IADC) and the European Community Shipowners' Association (ECSA) to raise concerns with the EU over a recent European Parliament resolution on liability, compensation and financial security for oil and gas operations.

This followed a September 2015 European Commission (EC) report on pursuit of

Offshore Safety Directive (OSD) objectives, which had taken a pragmatic approach to implementation schedules, whereas the parliament is now seeking further harmonisation and action.

IMCA will maintain contact with the EC energy directorate and the EU Offshore Authorities Group, which monitors OSD implementation, and keep Members updated.

New diving exhibition

IMCA is supporting the Historical Diving Society in the UK, including a brand new exhibition featuring the world's first diving helmet. IMCA CEO Allen Leatt was present for the unveiling.



The Historical Diving Society was formed in the UK in 1990 by a dedicated group of diving historians as an all-volunteer registered charity. It was the first such society in the world and today there are similar societies, all sharing the same passions for diving, from as far afield as the United States, Russia and Australia. The society's main aim is to preserve our rich diving heritage and, as part of this, to open and maintain a museum to display its collection to the public.

The society recently secured an important display piece from the UK's national Science Museum featuring the world's very first commercial diving helmet. IMCA CEO Allen Leatt was invited to the VIP unveiling, where he was welcomed to the event by the vice-chairman of the society, Mike O'Meara, who is well known in the industry. Many will know of his involvement in IMCA as a member of the Overall Management Committee and SEL committee vice-chairman.

The Deane helmet

Patented by Charles Deane in 1823, the device was initially intended to allow a person to enter a smoke-filled building to rescue people and property. It was not commercially successful, but Charles and his brother John adapted the design into a helmet that would allow them to dive on sunken shipwrecks and salvage their cargo.

The design was as an 'open' helmet – the equivalent of putting a bucket on your head, but when a diving dress was attached and air pumped down from the surface, the arrangement became a practical and working system.

While commercial diving has moved on leaps and bounds in terms of technology and safety, open helmet diving still has an

application in certain situations and is used successfully in several countries today.

The museum has acquired the helmet on a three-year loan from London's Science Museum and its status as an exhibit of international importance has attracted additional interest in the society and its museum.

Gosport Diving Museum

After years of planning and development effort, the society opened its museum in No 2 Battery, Stokes Bay, Gosport – a former part of the Napoleonic defences of the naval dockyard which had been unused for 30 years. Since then, the team of volunteers has worked hard to develop the museum. The society continues to appreciate the great support it receives from industry and is seeking funding from various agencies to ensure a sustainable museum environment within the heritage building.

With the acquisition of the Deane helmet and other improvements over the closed winter period, interest in the museum has clearly been stimulated and visitor numbers are encouraging.

The society relies significantly on donations by members of the public and industry, together with donations of significant diving equipment. This is the life blood of the society and ensures that the museum can display and explain both the history and the development of ancient and contemporary diving technologies.

It will be fascinating to see how current and emerging technologies in the industry today are seen by future generations.

To support the society or discover its international affiliates, visit thehds.com or email Mike O'Meara: vicechairman@thehds.com

Diving takes centre stage

IMCA is hosting and participating in several events later this year.

London

A two-day IMCA diving seminar will be held in London, on 25-26 September, largely focused on medical matters. The event will feature a workshop organised jointly with the Diving Medical Advisory Committee (DMAC) – an independent group of diving medical specialists which publishes expert guidance on medical issues and has been supported by IMCA for many years. The programme is currently being prepared and will be circulated to members and published online shortly.

Singapore

A second IMCA diving seminar is scheduled for 28 November in Singapore – one of a cluster of events planned together that week for members' convenience. This event will specifically focus on diving safety and diving competence.

Bergen

IMCA will be supporting the twenty-fifth annual Bergen International Diving Seminar, hosted by NUI on behalf of the Association of Operators for Hyperbaric Lifeboat Reception Facilities. Allen Leatt, IMCA CEO, will be speaking.

The seminar, which addresses both professional and academic elements of commercial diving, was established by operators on the Norwegian continental shelf and facilitates exchange of information and experience across the local subsea industry.

Find out more about this event at <http://www.nui.no/2017-2/>

Full details at imca-int.com/events

Audits temporarily suspended

Due to the finite and fully committed resources within our secretariat, no new applications for diving contractor membership or approval of the four diving-related training courses are being accepted for the time being.

Peter Sieniewicz, Diving Technical Adviser, will be returning from sabbatical in September, while an additional diving expert is currently being recruited to support Bryan McGlinchy. The situation will be reviewed later in the year and a further announcement made at that time.

Inaugural eCMID inspector conference held for AVIs



eCMID events continue



AVIs gathered in Amsterdam for the event, organised by the Marine Surveying Academy, to learn more about and provide input into the eCMID system.

Forty individuals attended the first ever eCMID Accredited Vessel Inspector (AVI) conference, including fully accredited inspectors, those attending the accreditation course the following day and observers from vessel owners/operators and energy company clients.

The event was organised by the Marine Surveying Academy of the International Institute of Marine Surveying (IIMS), which operates the AVI scheme and which is recognised by IMCA, with Chris Baldwin, IMCA's eCMID project manager, attending and presenting at the event.

The AVI scheme

Mike Schwarz, IIMS CEO, opened the conference with a short account of how the AVI scheme had come about and how the accreditation process had been developed. In conjunction with IMCA, an existing cohort of vessel inspectors has now been taken through a process of competence assurance, examining their credentials against an agreed benchmark.

This assured level of competence is seen by all stakeholders as an absolute necessity given the important role of eCMID inspections in vessel safety management system processes. This, in turn, reflects the much higher standards of operating safety expected by international and national authorities in both offshore oil and gas and renewable energy contracting environments.

Captain Ian Coates of SMC, IIMS lead trainer, spoke about the accreditation process and essential requirements for completing high-quality inspection reports. His considerable experience as a mariner and a vessel inspector gave an authority to his presentation, which was well received by delegates.

eCMID system developments

Chris Baldwin gave a presentation on the

current state of the eCMID system and IMCA's plans for the future. The message of moving to electronic-only reports and inspector accounts only for AVIs appeared to be getting through to the user community and there had been a significant increase in the number of reports being uploaded.

He noted that while a number of vessel operators were still using hard copy reports, inspectors were explaining how to use the eCMID system, how to speed up report turnaround and the measures IMCA has in place to ensure data security and confidentiality.

Ryan Foley, IMCA's eCMID database manager, joined via videoconference for a 'virtual support' session, where he ran through a number of frequently asked questions then took further queries from the audience. This element was particularly well received and will be included in future events.

Industry experience

Captain Mike Vanstone of Vattenfall presented from the renewable energy client perspective, covering both the assurance standard the AVI scheme provided and the specialist technical knowledge needed in that sector. After lunch, Ursula Smith (Dynamic Surveys) and Sujit Viswanathan (DNV GL) presented on technical aspects of inspecting DP and heavy lift systems.

The final session featured a panel discussion involving those who had presented. Among the topics were future expectations for the AVI and eCMID systems and how they were helping ensure a level of quality in the inspection process. Those present spoke of their professional pride in the AVI accreditation and their involvement in the wider eCMID system.

The conference was very well received.

The 2017 programme of IMCA eCMID workshops has begun, with a successful event held in Stavanger, Norway on 29 May and another planned for 15 June in the Netherlands.

A key message from the Stavanger workshop was that the changes made to the eCMID system – database updates and quality assurance from the AVI initiative – had resulted in the eCMID system being a much-improved product.

These workshops enable IMCA to engage with vessel owners/operators, their clients and vessel inspectors/consultants. They provide the opportunity for new or potential users to find out more about how the eCMID system works.

For those more experienced amongst the user community, it is an opportunity to learn about forthcoming updates and to contribute feedback, which in turn helps guide the eCMID steering committee as it prioritises updates to the eCMID inspection process (technical content), software, administration and guidance.

Singapore will host the next eCMID workshop on 30 November, alongside IMCA Marine and ROV seminars.

Subsea laser scanning guide

Guidance on subsea metrology (IMCA S 019) has seen wide use and recognition since it was launched in 2012. Last year it underwent technical revision and it is now being prepared for re-publication online.

New metrology techniques continue to come to the fore and IMCA is keen to ensure that members are fully informed. One such new underwater surveying technique is subsea LIDAR (light detection and ranging). This is acoustically aided dynamic laser mapping using inertial navigation (AAINS) from a moving ROV. Highly detailed, point cloud images of subsea assets and environments can be created.

By combining the 3D laser data with precise underwater acoustic and inertial navigation information, centimetre resolution for subsea metrology is demonstrably possible. This new procedure is important in the cost-conscious project-oriented offshore oil and gas world and can be shown to be very competitive compared with more traditional techniques.

The revised document will be available via the website, with users invited to provide feedback in readiness for future revisions taking account of new developments in coming years.

DP event reporting successes

IMCA Members who actively contributed to the DP station keeping reporting scheme by submitting at least one report during 2016 have been issued with a certificate of participation.

The certificate can be posted on company vessels and used as evidence to clients that they share learning opportunities with IMCA and therefore the wider DP community.

This new initiative has been warmly welcomed, with Members' responses including:

- "We have made a habit of reporting 100% to IMCA and will continue to report all near miss, incident and lessons learnt" (Marine Engineering Diving Services)
- "We are pleased to post it on bridges of our vessels" (Bourbon)
- "Thanks for the certificate and appreciation. We will continue with our efforts to share the learnings from accident/incidents for the greater good of the industry" (POSH)
- "Thanks, we will disseminate to our vessels" (Swire)

DP event bulletins

The regular IMCA DP event bulletins provide important details on station keeping events to key personnel in a timely manner, making members aware of potential issues and helping ensure the safety of members' DP fleets.

Both the data and the clear format of the bulletins are being well received, as shown by this recent feedback received from Noble Drilling: "Just wanted to pass on that I received positive feedback from one of our clients who



received the bulletin and was asking if Noble distributed these to our fleet. While these bulletins can't go into the weeds on each event; their regular distribution facilitates good conversation/discussion amongst DP personnel working in the industry. Much appreciate all the work you and your team puts into this."

Browse the latest bulletins or submit a DP event report:
imca-int.com/dp-events

Logbook changes

Changes to the IMCA Dynamic Positioning Logbook have been agreed for the next print run, expected later this year. We have listened to users and this new version will include clearer instructions on completing the logbook, showing how DP experience can be recorded in both hours and days.

The register of logbook holders is being discontinued, so the logbooks will no longer include a unique number. When selecting key DP personnel for their vessels, operators should refer to DP qualifications, logged experience and competence assessments.

Survey committee

The Offshore Survey Division Committee election has taken place. The committee has selected Mike Liddell of Fugro to continue as chairman and Dave Matthews of TechnipFMC as vice-chairman.

Trevor Pugh of UTEC Survey was newly elected, with the committee co-opting Robin Longstaff (Bibby Offshore) to look after proposed guidance on the shared use of ROV sensors and Dave Russell (Veripos) to look after proposed guidance on GNSS heighting.

The committee wishes to ensure diverse representation from across the membership, and would be pleased to hear from members around the world willing to be involved in its work.

US offshore wind conference report



Early May this year saw the USA's first ever offshore wind farm, Block Island, commissioned by its developer DeepWater Wind. Riding the wave of publicity surrounding this momentous occasion was the

US Offshore Wind 2017 Conference & Expo on 8-9 May where around 200 delegates from around the world descended upon the Hyatt Hotel in Long Island, New York, to listen to and participate in 30+ presentations on leasing, permitting, constructing and operating offshore wind farms in the USA. Key topics of interest included discussions on how to replicate the low costs now being demonstrated in Europe, as well as dealing with differing state regulatory environments (each state sets their own ambitions for renewable energy build-out).

The offshore wind market in the USA is growing, and fast. For the first time ever the USA has its own offshore wind project which has generated real value for companies and citizens in the United States. It is being used as an example of things to come and serves as a 'shop window' for the market which is swiftly gathering momentum. With lease zones awarded off Long Island, Maryland, Massachusetts, North Carolina and other East Coast states, as well as plans for floating wind off the West Coast, there are a significant number of projects in the pipeline. Many of these projects are attracting the 'Big Name' European offshore wind players, such as DONG Energy, Iberdrola (as Avangrid) and Statoil, who are all either investing in existing domestic developers or, in some cases, taking on leases themselves. There are still supply chain and regulatory hurdles to overcome, but we are hopeful that the very real market opportunities can be realised for the benefit of all.

Alex Gauntt of Siem Offshore Contractors is a member of the IMCA Renewable Energy Workgroup



Successful ROV seminar in Norway

The ROV committee held a successful seminar at Oceaneering's training facility in Stavanger, Norway, on 30-31 May, which attracted over 70 delegates.

The aim of the seminar, which was titled 'The future for remote systems and ROVs in the offshore construction industry', was to provide insight into some of the opportunities and challenges facing the subsea industry at this time. These include onshore control of ROVs, resident ROVs and the use of machine learning and AI, as well as umbilical management and agreement on training and competence of crews.

State of the industry

The event included a number of presentations, as well as workshops and opportunities for discussion. Trond Eriksen of Statoil gave a keynote address on where the ROV industry is now and in the short term future, including some of the ideas being developed. Other presentations included the benefits and technical challenges of remote operation of ROVs, a technical review of umbilical management and analysis of failures, a discussion of how uncertainty drives technical change in the sector, and a presentation on machine learning and AI as applied to the subsea sector. Delegates broke up into a series of workshops aimed at generating a work programme for the ROV committee which fully reflected the views of members.

Workshops

On the first day, workshops covered how technical resources might be focused, including looking at umbilical management and design, ROV training now and in the future, remote piloting, and hydraulic versus electrical power.

Delegates relaxed at the end of the first day with a drinks reception in Oceaneering's training facility, which was sponsored by Atlas Professionals, Lubitec and Nexans.

On day two, presentations addressed how uncertainty drives technical advance and change, plus advances in subsea robotics. Workshops addressed factors such as crew size and crew competence, environmental issues, and some of the challenges of ROV operational safety.

Future work

The findings from these workshops will be developed into a work programme to be taken forward by the Remote Systems & ROV Division Committee. Some of the work being considered already is possible guidance on ROV operations and on umbilical termination, in addition to guidance on shared use of ROV sensors which will be led by the Offshore Survey Division Committee.

A further ROV seminar is planned for Singapore on 28 November, as part of a cluster of IMCA events in the city that week - the full programme will be published in the coming weeks at imca-int.com/events



1 Graham Duncan leads a workshop
2 Delegates relax at the networking reception
3 Speaker David Hall and seminar chairman Graham Duncan with IMCA's Chris Baldwin and Nick Hough

Regional committees taking shape

At the Middle East & India meeting in March, Allen Leatt, IMCA CEO, presented outgoing chairman Christopher Rodricks (Seamec) with a quaiach – a Scottish friendship cup – for his long serving commitment to IMCA and the industry, wishing him the very best in his retirement.

This coincided with the establishment of new regional committees, elected to shape future work and events in each region. In the Asia-Pacific region, the new committee has chosen Steve MacMillan of Unique Group as its chairman and Jaap Zwikker (Heerema Marine Contractors) as vice-chairman.

Remaining chairmen and vice-chairmen will be announced shortly, as the new regional committee elections conclude.



L-R: Venkatraman Sheshashayee (Miclyn Express), Denis Welch (IMCA), Ibrahim Fahmy (ZADCO), Allen Leatt (IMCA CEO), Chris Rodricks (Seamec), Babak Jabbari (Zamil Marine Offshore) and Fazel Fazlabbay (Synergy Offshore) at the Middle East & India meeting in Dubai on 1 March 2017.

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