



Annual Review 2020

Improving Performance in
the Marine Contracting Industry

A Message from the Chief Executive

Welcome to this overview of IMCA's activities in 2020. The all-consuming story of 2020 was of course COVID-19. No doubt much will be written for many years or even decades to come on the impact of the pandemic. Our industry has been particularly badly hit with an immediate drop in the demand for oil, and the quick reaction by oil companies in cutting capital and operating expenditures dramatically.

WTI crude started the year at around \$63/bbl, went negative in April and finished the year at \$48/bbl. Meanwhile, US stock markets reached record highs, while punishing oilfield stocks mercilessly. This has never been a business for the faint hearted and 2020 did not disappoint in that respect. The expected uptick in demand at the end of 2019 did not materialise and went into reverse. Not for the first time, our industry has been forced to restructure and contract, but remains incredibly resilient and led by determined industry leaders to rebound quickly once the crisis has passed.

Our reaction to the COVID crisis can be characterised in three areas: at the international level; the operational level; and at individual level.

At the International Maritime Organization (IMO) we were pivotal in forming the *Offshore Industry Group* of important oil and gas trade associations in lobbying for offshore workers to be treated as key workers. Furthermore, we contributed significantly to the strategies addressing the humanitarian crew-change crisis. At its height some 400,000 seafarers globally were stuck on their ships unable to be relieved due to the almost total shutdown of international travel.

At an operational level, our Diving Division Management Committee quickly responded to the urgent need for guidance on the management of COVID offshore and in particular the complexities on DSVs and diving systems.

At an individual level, we responded to calls for assistance from various Members in helping the repatriation of crew stuck onshore in West Africa and the Middle East. Again, our networking of flag states at the IMO helped in facilitating the right conversations in arranging mercy flights and getting crew back home.

Within the IMCA microcosm, 2020 was our 25th anniversary year. Our celebratory plans started well in February, with a strong display of our capabilities at Subsea Expo in Aberdeen. However, all further plans were derailed due to the COVID lockdowns; these included our 2020 Biannual Seminar, a series of technical seminars, and our 25 Year Anniversary Book to recognise many of those who have contributed to IMCA's work.

The IMCA Secretariat planned a working from home trial day on 16 March 2020, little did we know that this would become the new normal. The secretariat adapted very well to the working from home regime, and our investments in IT over the past four years have served us very well, not only from a communications perspective but also in bringing significant efficiencies to our operations.

Remarkably, IMCA's business and daily activities have not been badly affected. Our business model, based on the technical committee structure, has worked very well and our members have been extremely supportive in continuing to help us move the dial of progress. I would like to thank all our committee members in 2020 for their energy and commitment during these exceptional times. From a communications perspective, all physical meetings in events were successfully replaced with the use of MS Teams, webinars, podcasts, and broadcasts.

Our technical strategy has been well received by our Members and I would like to highlight a couple of important achievements:

- The collection and publication of the industry's safety statistics continued without interruption. The number of hours worked was of course reduced, but the progress of safety improvement in our industry continues unabated.
- IMCA's work in the energy transition progressed well. Our Environmental Sustainability Committee started work on Code of Practice and our work in the offshore wind energy market accelerated with the finalisation of the industry's Work to Work standards and offshore safety training requirements.
- Our diving supervisor CPD scheme was launched to industry in February and now requires CPD as a mandatory requirement for supervisors to maintain their IMCA certification. This has been well received by industry with over 1,200 users worldwide.
- In the USA, our work on the Jones Act agenda made good progress and extended to the nascent offshore wind energy market.

In March, Iain Grainger of McDermott International stepped down as Chairman the Board and Pieter Heerema from Allseas took over the role. Jonathan Kennefick from McDermott International joined the Board. I would like to thank Iain for his service and support to IMCA over the past three years.

Finally, please take the opportunity to look through this Annual Review at some of the successes we have highlighted. Be assured that your Association today is stronger technically and more financially secure than ever before. We look forward to seeing you again at our meetings and events just as soon as we are able.

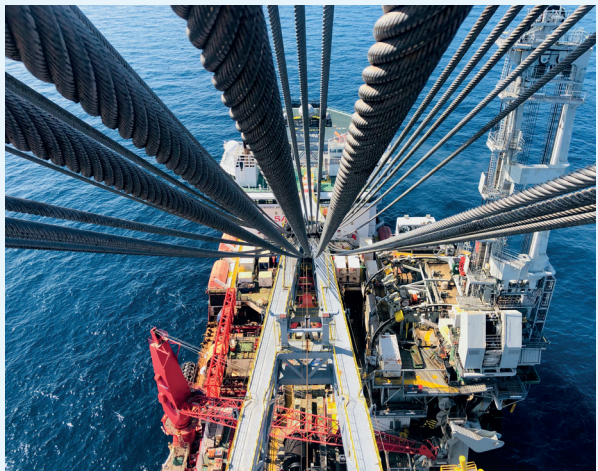
Thank you for your continued support to IMCA.

Allen Leatt
Chief Executive



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2020 – A Year in Review

Industry Safety Statistics

 **651**
MILLION MAN HOURS*
TOTAL
(2019: 802)

 **299**
MILLION MAN HOURS*
OFFSHORE
(2019: 376)

 **393**
SAFETY OBSERVATION
FREQUENCY RATE
(2019: 339)

 **Line of Fire**
MOST COMMON
CAUSE OF LTIs
(2019: SAME)

 **2**
FATALITIES REPORTED
(2019: 18)

 **0.31**
TOTAL LTIFR
(2019: 0.33)

 **0.31**
TOTAL FAR
(2019: 2.24)

LTIFR: Lost Time Injury Frequency Rate
(Fatalities + LTIs) x 1,000,000 / Total man hours
FAR: Fatal Accident Rate
(FAR = Fatalities x 100,000,000 / Total man hours
* Based on 12 hour shift working

Safety lies at the heart of IMCA's work – *the golden thread running through everything that we do.*

We are dedicated to promoting the sharing of experience and information across our membership to reduce incidents and promote safe practices.

IMCA has produced an annual report of safety statistics supplied by contractor members for over 20 years. In 1997, 23 contractors took part, reporting 236 LTIs across 47 million man-hours. In 2020, by comparison and to illustrate the dramatic improvement in safety standards in our industry over the ensuing years, 141 contractor members reported 243 LTIs across 802 million man hours. Our industry is far safer now in 2020 than it was in 1997, though that of course is no cause for complacency – we continue to strive for zero incidents, zero injuries.

Safety statistics remain a useful insight into the performance of a company and industry sector. The purpose of these statistics is to record the safety performance of IMCA contractor members each year and to enable IMCA members to benchmark their performance against other companies of similar size.

In 2020 we began aligning IMCA Safety Flash incidents to the International Association of Oil & Gas Producers (IOGP) Life-Saving Rules (LSR), asking members to submit safety incidents and attribute which, if any, of the LSR had been breached. In each published safety flash incident or event, we will now highlight which of the LSR were not followed in the lead up to the incident. IMCA supports and promotes the standardisation of safety tools and initiatives across the industry. IOGP's Life-Saving Rules specifically address nine critical areas where repeated fatalities have occurred. The LSR will be of benefit to IMCA Members and to the wider industry by promoting a common standard for critical safety checks in a practical and easily understood way across different languages and cultures.

The data *to the right* shows how the 2020 safety incidences correlate with the IOGP's Life-Saving Rules.

The IOGP Life-Saving Rules take the form of simple and clear actions aimed at preventing fatal injuries during higher-risk activities. Whilst accepting that adoption of the IOGP Life-saving Rules may be a journey and a process, IMCA recommends that all Members adopt these LSR for the betterment of our industry. They are among the most effective techniques for preventing fatalities and have proved effective due to their simplicity, relevance, and practicality.

Safety Flashes

Our Safety Flash system disseminates important information on actual and potential incidents, and the subsequent lessons learnt which can prevent similar incidents reoccurring. All our members are encouraged to contribute relevant safety related information which is completely anonymised.

In 2020 IMCA published 148 incidents or events in 34 Safety Flashes.

	2019	2020
Total incidents reported	160	174
Incidents reported by IMCA members	110	134
Incidents reported by other industry bodies	24	40
Incidents published	134	148
Incidents not published	26	26

There were a series of noteworthy trends in terms of instances where data showed a reduced number of incidents, namely; fewer fire-related incidents reported last year (6% in 2020, 14% in 2019). Safety events involving injuries to hands, fingers and thumbs was 10% was similar to 2019, likewise 10% of incidents involved cranes/cargo and dropped objects.

IOGP Life-Saving Rules Involved in IMCA Incidents in 2020 (%)



Any given incident might have one or more life-saving rule involved. Data based on analysis by members and by secretariat.

2020 – A Year in Review

Diving CPD

In April 2020 IMCA announced the successful launch of its app-based Continuing Professional Development (CPD) scheme for Diving Supervisors after a trial phase in late 2019 that exceeded expectations. Trials of the app were successfully completed by a representative cross-section of diving supervisors from leading contractors in the industry, who were invited to participate in the consultation and testing process to ensure the system is user-friendly, appropriate, and effective.

Through the app the scheme incorporates the latest in training techniques to support diving supervisors, in keeping up to date with current information and guidelines from IMCA across all mobile devices and operating systems, on or offline, allowing users the flexibility of choosing when and where to complete the relevant knowledge units and informative modules. Throughout 2020 additional units were added to the app and by the end of the year there were more than 1,000 registered users.

The CPD scheme was put in place in April 2020 on a voluntary basis and will become mandatory for all IMCA Diving Supervisors from Q1, 2021.



The app helps provide these safety critical roles with the best available technologies to help keep supervisory staff fully up to date with industry guidelines and best operating practices through a series of interactive tutorials and assessment routines.

DP Practitioner Accreditation Scheme

Since its launch in April 2019, there has been a steady volume of enquiries and applications received for the scheme which is aimed at improving the consistency and conduct of DP Assurance activities as well as setting an industry recognised level of knowledge, skills, and experience for these safety critical roles. One of the main aims of the scheme is to reduce DP events by ensuring DP Practitioners have achieved and demonstrated a high level of skill given their involvement in DP testing and trials at all stages of the vessel design and operation. This scheme ensures that DP Practitioners have a level of competence that ensures any potential DP system risks be accurately identified and addressed before any failures occur, which could adversely affect a vessel's DP station keeping capability.

The COVID-19 pandemic interrupted IMCA's examination programme throughout 2020 and unfortunately, due to the strict environment required, it was not possible to conduct examinations remotely resulting in a delay in applicants gaining their accreditations. The Secretariat evaluated examination facilities in alternative geographical locations where we had candidates awaiting exam dates but are hampered by travel restrictions. As the potential for easing restrictions increases a more comprehensive exam calendar will resume.

IT platform upgrades

It is IMCA's ambition to be a digital leader in the Association space, and 2020 saw the latest phase of investment. Behind the scenes, our membership database was replaced, upgraded with the adoption of the Microsoft Dynamics platform. Along with a much-improved functionality helping us automate processes and enable integration with external systems. The change also brings a broad range of advanced protections that help us ensure the security of our members' data. We also migrated our committees and workgroups to Microsoft Teams, providing advanced collaboration tools in an environment familiar to many of our members.

Environmental Sustainability

Recognising the importance of environmental sustainability, IMCA's Board elevated the Environmental Sustainability Committee (ESC) to a Core Committee. In 2020, we saw a large change in the composition of the committee. A new Chair was appointed at the end of the year, and thanks go to the Vice Chair who led the committee during the year. A change of members in the committee has afforded an opportunity for fresh ideas and experience to be injected into its work programme. One of the key deliverables of the ESC was the production of IMCA's Roadmap for Environmental Sustainability, as shown below:



Amongst the strategic objectives set for the ESC in 2020 was to establish a roadmap of milestones and activities, culminating in a new Code of Practice on Environmental Sustainability in 2021. A workgroup was established in November and members have been actively developing the content for the Code. It will present a practical shared approach to environmental sustainability for the offshore marine construction industry, and publication is anticipated in 2021.

To acknowledge the 5th anniversary of the historic Paris Agreement on climate change IMCA's Nadine Robinson, who leads our environmental sustainability agenda, released IMCA's first podcast reflecting on the global response to climate change from governments, companies, investors, countries and individuals.

Upgraded IMCA website

A newly upgraded and refreshed IMCA website was delivered in Q4 2020, with streamlined navigation and simplified content, an enhanced publications section all aimed at helping members access IMCA guidance and documentation more easily. Individual user accounts were introduced, with automatic recognition of members by email domain, to enable tailored content and services to be provided. Further enhancements are planned for 2021 including an email preference centre and self-service updates to membership records, improvements in the certification process and member application process. Additionally, more advanced automation of the membership application process and self-service data upload facilities for certification will be introduced in 2021.

eCMID Progressive Web App

IMCA successfully launched its new eCMID Inspection App in July 2020, enabling use across PC, Mac, tablet and smartphones for the first time. The new app has been extremely well received, with positive feedback on the modern interface and flow-based navigation through the inspection process. Based on this feedback, the classic Windows-only application was withdrawn entirely on 31 December.

The eCMID system provides the marine and offshore industry with standardised formats for vessel inspection, including the Common Marine Inspection Document (eCMID) and a version for smaller workboats (eMISW), both of which were updated earlier in the year.

The system provides for a safety management system 'health check', undertaken by accredited vessel inspectors. It also enables benchmarking and identification of common issues and trends that feed back into IMCA committee work.



2020 – A Year in Review

Key documents

IMCA maintains an important body of industry knowledge, comprising a library of over 200 guidance notes and technical reports. These are generated through our committees, in 2020 we published the following new documents:

Pipeline JIP

A workgroup, established in 2019, was set up to develop a code of practice for offshore pipelines and umbilical installation systems which brought together the world-leading pipelaying contractors. In 2020, the new 'Code of Practice for Offshore Pipeline and Umbilical Installation Systems' (IMCA M 253) was published. It is applicable to all types of vessels and all major types of installation processes, including S-lay, J-lay, R-lay and flexible-lay techniques. The document addresses the unnecessary and potentially harmful tendency to apply overloads as part of system acceptance protocols on a project-by-project basis.

Walk to Work

The Marine Renewable Energy Committee showcased how IMCA forms collaborative workgroups, made up of industry experts, to develop guidance and share expertise on wide reaching topics. In November, the committee published a new guidance document, 'Guidelines for Walk to Work (W2W) Operations' M254. A dedicated workgroup comprising vessel owners, wind farm operators, and motion compensated gangway manufacturers, worked alongside an oil & gas focused industry steering group. The W2W guidance has been produced to help standardise the way in which vessel operations are configured to give personnel safe access to offshore structures both in the wind and oil & gas industries.

Safety Training Matrix

A valuable addition to IMCA's guidance library was published in October 2020. The 'Basic Safety Training Requirements for Personnel Employed in the Offshore Renewable Energy Sector' (IMCA C 018) provides standard basic safety training requirements for those employed onboard ships during the construction and maintenance support phases of offshore renewable energy projects. The new document is designed to eliminate confusion and duplication of basic training by creating a recognised minimum standard for marine personnel.

Dismantlecon

The Legal, Contracts, Insurance & Compliance Committee published a new guidance document entitled 'IMCA's Decommissioning Principles in Relation to DISMANTLECON'. CI 015 provides an overview of the extent to which the new BIMCO's marine services contract for offshore structure dismantling and transport to a designated place of delivery. DISMANTLECON is in line with IMCA's Decommissioning Contracting Principles.

Guidance on the use of whip checks (hose restraints)

This new document (D 065) was published covering events of a pressurised hose or hose fitting failure, the escaping gas or liquid and subsequent hose whip effect has the potential to cause severe injury to personnel and damage to equipment.

Although hose whipping incidents may be caused by the accidental severing of pressurised lines, such incidents most often occur when hoses become detached from hose-end fittings or when the hose end fittings themselves fail.

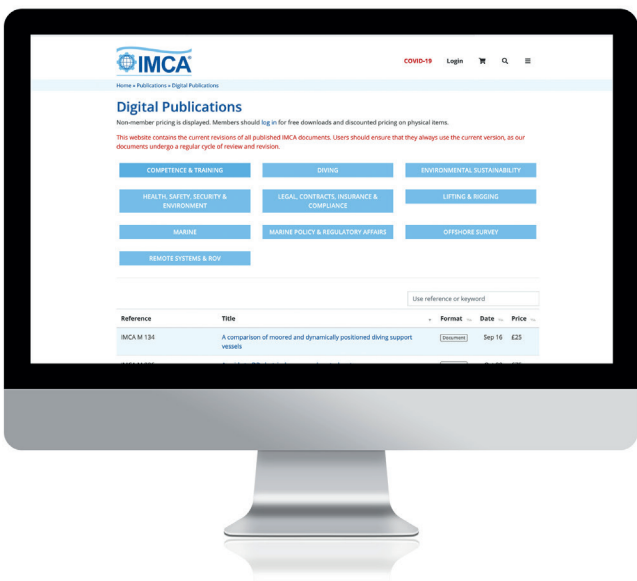
Incidents involving pressurised hose-end fittings becoming detached, and then whipping out of control due to missing or unsuitable whip checks, have highlighted the need for diving industry guidance on the use of appropriate pressurised hose restraints.

Guidance on diving cylinder and valve thread compatibility

D 064 was published providing guidance on risks associated with high pressure system of failure where the resultant gas expansion and release of stored energy may cause injury. An area of particular risk is the use of high pressure gas cylinders. IMCA Safety Flashes have informed members of five instances where cylinder valves have been forcefully ejected from diving cylinders. World-wide there have been many more instances. These ejection events have caused serious injuries and in one case five commercial divers were injured during a single ejection event.



Guidelines for Walk to Work



Guidance on position reference systems and sensors for DP operations

M 252 summarises best practice for the selection and use of position reference systems (PRS) and sensors in dynamic positioning (DP) control systems. Some key recommendations and proposals are made for improved reliability in DP applications. The document is intended primarily for operators of reference systems and for owners or managers of DP vessels.

Many DP vessels regularly face the challenges of working in new environments and remote locations. For example, water depths of less than 20 m or greater than 1000 m present specific challenges to the reliable station-keeping of DP vessels. DP vessels continuously require position reference data in order to remain on the required position or track. The rate of position update and the reliability (stability and accuracy) of the update have a direct bearing on the performance of the DP control system and the footprint or excursion of the vessel from its required position or track.

Every measurement technology is bound by limitations (i.e. physics) and external factors (e.g. signal obstruction, solar activity, weather, sea conditions, range), which makes it difficult for one technology to cover all applications with uninterrupted service. Hence the growth in the use of DP has been accompanied by the development of internationally recognised rules, standards and guidelines against which DP vessels are designed, constructed and operated.

Total number of docs	No. of document revisions/reviews completed & published	New documents
200	37	7

2020 – A Year in Review

IMO Diving Code Revision

In 2019, IMCA began the process of engaging with member states to facilitate revising the International Maritime Organization (IMO) Diving Code. In Q1 of 2020 the IMO Sub-Committee endorsed establishing a work group to review and update the IMO Code of Safety for Diving Systems. IMCA collaborated with the Bahamas and the Marshall Islands Member States in putting forward two proposals for the sub-committee to review, and the proposals resulted in the positive outcome to proceed with the revisions. The Diving Code, last revised in 1995, has remained largely unchanged since the original publication in 1983. IMCA recognised the need for significant updates to bring the code up to date with current technologies and industry practices with the aim of improving diver safety. The intersessional correspondence group, comprising industry diving experts, will submit new draft text for consideration in Q2 2021.



Contracts & Insurance rebrand

Towards the end of 2020 the Contracts & Insurance Committee was rebranded to become 'Legal, Contracts, Insurance & Compliance' (LCIC). The reason behind this change was to expand the participation of the Committee to include the Renewable energy players and widen the remit of the Committee. The Committee will establish specialist Workgroups under the parent committee to address compliance, insurance and renewables.

US Coast Guard Recognition

The combined efforts of the Association of Diving Contractors International (ADCI) and IMCA was successful in gaining US Coast Guard recognition when they published a policy letter 'Commercial Diving Operations – Equivalent Levels of Safety' in October 2020. The policy aims to improve diver safety through guidance on Coast Guard acceptance of certain industry standards in commercial diving operations. After several years of lobbying, IMCA's International Diving Code of Practice is now recognised in the US as being on the same level as ADCI's guidance and should bring efficiencies for our members working in the US Gulf of Mexico.



Marine Policy & Regulatory Affairs (MPRA) – IP Code Grandfathering Rights

IMCA, in collaboration with the Government of Vanuatu, drafted a submission to the 102nd session of IMO's Maritime Safety Committee calling upon IMO to recognise the need for grandfathering rights, exemptions and equivalence provisions to be developed for the new IP Code. This is to enable existing vessels to carry Industrial Personnel in accordance with IMO's Interim Recommendations. These recommendations detailed the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages or other standards, provided that they meet an equivalent level of safety which is acceptable to the administration.

On behalf of the MPRA Committee, Margaret Fitzgerald, Head of Marine Policy & Regulatory Affairs, participated in the Virtual Intersessional Working Group on Green House Gases, convened under IMO's Marine Environment Protection Committee (MEPC) whose aim was to progress proposals on both technical and operational measures proposed by several IMO Member States to reduce carbon intensity from ships.

25th Anniversary

IMCA was formed in 1995 through the merger of the former Association of Offshore Diving Contractors (AODC) formed in 1972, and the Dynamically Positioned Vessel Owners Association (DPVOA) formed in 1989.



With the growing internationalisation of the industry and the increasing complexity and scope of offshore projects, it was recognised that both AODC and DPVOA need to change to more appropriately serve the needs of their members.

In 1994, Derek Leach, the Chairman of AODC, requested a detailed review be carried out of the way in which both Associations were operating and ways in which they might more efficiently operate in the future. It was concluded that a new association should be formed to cover the interests of both the existing associations and to extend them to cover all aspects of the marine contracting industry on an international basis.

IMCA was formed on 1 April 1995 and then acquired the assets of both AODC and DPVOA, which were then wound up. A new membership structure was introduced with a budget designed to allow the expanded association to meet its objectives. The committee structure was completely reorganised into Technical Divisions – Diving, Marine, Remote Systems and ROVs, with Offshore Survey added in 1997. Additionally, two 'Core Activity Committees' were formed – Safety, Environment and Legislation (SEL); and Training, Certification & Personal Competence (TPCP)

Today IMCA is a leading trade association representing the vast majority of marine contractors and associated supply chain in the offshore construction industry worldwide. The reach of our committees has been expanded technically and geographically to meet the evolving needs of the industry.

IMCA's Presidents through the years

2020-present	Pieter Heerema, Allseas
2018-2020	Iain Grainger, McDermott International Inc
2017-2018	Harke Jan Meek, Heerema Marine Contractors
2015-2016	Bruno Faure, Technip
2013-2015	Massimo Fontolan, Saipem
2011-2012	Andy Woolgar, Subsea 7
2009-2010	Johan Rasmussen, Aker
2007-2008	Knut Boe, Technip
2005-2006	Frits Janmaat, Allseas Group
2003-2004	Steve Preston, Heerema Marine Contractors
2001-2002	John Smith, Halliburton Subsea/Subsea 7
1999-2000	Donald Carmichael, Coflexip Stena Offshore
1997-1998	Hein Mulder, Heerema Marine Contractors
1995-1996	Derek Leach, Coflexip Stena Offshore

Notable Past Secretariat Leadership figures

2002-2012	Hugh Williams, IMCA Chief Executive
1997-2002	Tony Read, IMCA Chief Executive
1997-2015	Jane Bugler, IMCA Technical Director
1990-1997	Chris Jenman, Secretary of DPVOA; then Secretary of IMCA Marine Division
1977-1997	Tom Hollobone OBE, Secretary of AODC; then Secretary of IMCA

COVID-19

It quickly became clear that from late January 2020 the COVID-19 pandemic was going to cause serious disruption to shipping activities across the world.

The issues surrounding the movement of seafarers became apparent as governments moved to close borders in an attempt to reduce the spread of COVID-19. In March/April the seriousness of the impact was taking effect, particularly for IMCA member companies.

The International Chamber of Shipping (ICS) was instrumental early-on in bringing together a group of global industry associations with consultative status at the IMO, through weekly focus meetings to discuss the issues their members were facing and to address these collectively through the IMO.

The IMO Industry Group, comprising BIMCO, CLIA, FONASBA, IACS, IAPH, IMCA, IMEC, INTERCARGO, INTERFERRY, INTERMANAGER, INTERTANKO, IPTA, ITF, the International Group of P&I Clubs and the WSC, together with the ASA and ECSA, quickly identified that the movement of crew and personnel would be seriously restricted because countries across the world were imposing strict lockdown measures to contain the virus. With countries adopting many different approaches to contain the virus, shipowners and charterers struggled to keep abreast of the varying restrictions. This imposed numerous logistical challenges to managing the movement of crew across the globe.

Working collaboratively the Group developed a 12-step Framework of Protocols ("Recommended Framework of Protocols for Ensuring Safe Ship Crew Changes and Travel during the Coronavirus Disease (COVID-19) Pandemic") which was submitted to the IMO's Secretary-General for dissemination as a Circular Letter (Circular Letter 4204/Add.14 – 5 May 2020) to IMO's 174 Member States. This defined a practical and consistent approach to safely facilitate the movement of seafarers and offshore energy sector personnel to and from ships by addressing strict rules of travel, pre-travel PCR testing and practical issues faced from country to country.

The recommendations encouraged governments and national authorities to take a practical and pragmatic approach to ensure that all visiting commercial ships continued to have access to berths in ports and terminals and that quarantine restrictions were not imposed on the ship.

In terms of measures to facilitate crew changes in ports it was recommended that Governments and relevant national authorities designate professional seafarers and marine personnel as "key workers" providing an essential service and that professional seafarers and marine personnel be granted any necessary and appropriate exemptions from national travel or movement restrictions to facilitate their joining or leaving ships.

At its 102nd session in November 2020, IMO's Maritime Safety Committee recognised the importance of the Recommended Framework of Protocols for ensuring safe crew changes and travel during the pandemic and agreed that they should be disseminated to Member States and all stakeholders concerned should consider applying the protocols to the maximum extent possible.

The Group worked throughout 2020 lobbying IMO Member Governments to designate seafarers and offshore industry sector personnel as 'key workers' and grant them appropriate exemptions from national travel or movement restrictions in order to facilitate their joining or leaving ships, and transit through their territory (i.e. to an airport) for the purposes of crew changes. Repatriation called for access to appropriate screening protocols, as set out in the Framework of Protocols. It further sought extensions from Governments to IMO Certificates for vessels and promoted the use of remote surveys and digitalisation in the shipping industry.

In parallel, IMCA collaborated with its' Offshore Industry Group partners ISOA, IADC, IOGP and IADC to specifically address issues facing the sector. IMCA led the Group in developing a document addressing 'offshore energy sector personnel' and lobbied the IMO Secretary General to publish as a recommendation to all 174 IMO Member States. The Offshore Industry Group followed up by writing to 55 IMO Member States who have a significant offshore industry, calling upon them to recognise and implement the IMO Circulars developed by the Industry.

IMCA also joined OGUK's Pandemic Steering Group to address issues specific to the North Sea.

IMCA's continued collaboration with representatives from leading industry groups in developing recommendations to all IMO Governments ensured that our members' concerns were represented at the highest level and demonstrated IMCA's value at such a critical time.

On the back of the Offshore Industry Group lobbying the UK Shipping Minister, an international maritime virtual summit was hosted by the UK Government on 9 July where 12 other governments also pledged their support for actions needed to ensure the welfare of the world's seafarers, including making sure that crew changes can take place in a safe and timely manner. This was seen a major step forward in the deepening crisis facing seafarers and raising the profile of the situation. Looking forward there was hope that discussions would encourage other governments to support the cause and help overcome the issues which continue to impact crew changes causing concern for all seafarers and offshore energy workers globally.

Over the summer months our work with helping member companies address the practical and humanitarian problems of repatriating crew, who have been stuck and unable to travel continued to be successful. One of the most notable achievements was helping facilitate a mercy flight for 33 Malaysian crew who had been stuck in Lagos for many months and unable to return home. IMCA's Head of Marine Policy & Regulatory Affairs, Margaret Fitzgerald, worked very closely with concerned lobbying regulators and governments on behalf of offshore workers to facilitate crew changes around the world during a time of tightened port restrictions and border controls.



IMCA has continued to support its members wherever possible in this area with some positive results in a number of locations around the world and will continue to do so as long as necessary.



COVID-19

IMCA supporting seafarers

During 2020 IMCA supported a range of initiatives in recognition of the contribution of seafarers as the COVID-19 pandemic had a significant impact on shipping and offshore workers.

IMCA, along with many other organisations, recognised the role in keeping the global supply chain moving and the personal sacrifices made by those involved and also supported campaigns in a practical way with donations to Mission to Seafarers and the International Seafarers' Welfare and Assistance Network.



Vaccination task force

In the latter stages of 2020, as COVID-19 vaccines were being approved more widely, the need for globally recognised vaccines to enable movement between countries and therefore help mitigate some of the ongoing issues was recognised.

The ICS-led Industry Group formed a Vaccination Task Force and is working towards ensuring that seafarers are prioritised in vaccination programme rollouts. IMCA is a member of this group and is helping re-draft the Framework of Protocols to include provisions for vaccinations to be administered at key air and port hubs.

IMCA COVID-19 guidance – Safety

Since the start of the pandemic IMCA has provided expert guidance to members by addressing practical issue through Information Notes, Safety Flashes, bulletins and guidance documents. We continue to play a vital role within the global industry community by relaying information across our membership to encourage the sharing of key protocols; and by taking practical steps to adapt guidance to take into consideration the measures put in place to address social distancing and intensified safety regimes. We introduced a short-term approach to key issues such as diver medicals, health certificates and extending vessel inspection report validity. We have seen the 'can do' attitude emerge as suppliers and manufacturers adapted their products to support medical demands; and individual specialists have volunteered to support the medical profession.

In 2020, ten COVID-19 specific Safety Flashes were issued to update members on a range of topics from mask wearing to putting in place plexiglass shields installed in company shared vehicles in order to share best practice across the industry.

IMCA COVID-19 guidance – Diving

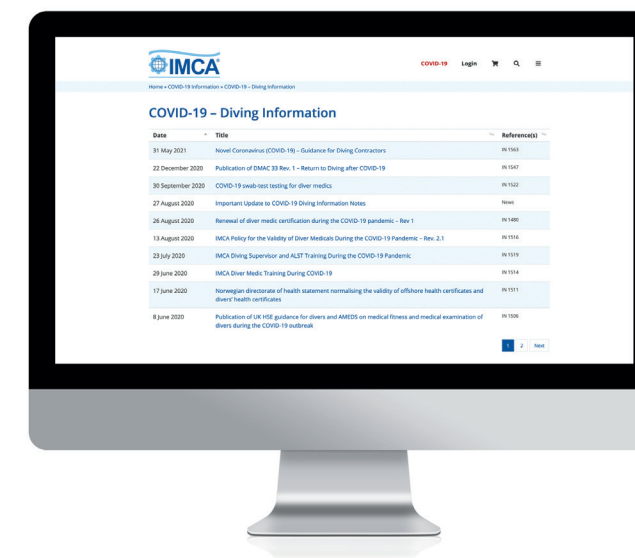
The COVID-19 pandemic created numerous challenges for the whole offshore marine contracting industry, and the diving sector was no exception. Representatives from the Diving Medical Advisory Committee (DMAC), the Diving Division Management Committee (DDMC), and the IMCA secretariat met regularly during the course of the year to pool their expertise and produce information and guidance designed to help keep the industry working and its personnel safe.

IMCA's Diving Division normally issues about a 12 Information Notes annually. In 2020, we issued thirty two, eighteen of them related to the COVID-19 emergency. The core document produced by our joint IMCA/DMAC COVID-19 workgroup was IMCA D 06/20 *Novel Coronavirus (COVID-19) – guidance for diving contractors*. This document sets out in detail the measures recommended by IMCA and DMAC to protect diving personnel against infection with SARS-CoV-2, the virus that causes

COVID-19. It offers advice on fundamental issues, such as the most suitable arrangements for travel during the pandemic, and the implementation of appropriate screening, isolation, testing measures for diving personnel and check sheets are included as appendices. The document also contains recommendations on more diving-specific precautionary measures, including detailed advice on the effective cleaning and disinfection of diving plant and equipment.

Two DMAC documents of vital importance to the quality of the offshore diving industry's response to COVID-19 were produced in 2020. DMAC 33 covers the return to commercial offshore surface supplied and saturation diving after confirmed or suspected Covid-19. DMAC 34 gives advice on how the face-to-face medical examination and assessment of commercial divers may be done adequately, and with a low risk of transmission/infection, during the Covid-19 pandemic.

Other difficulties brought about by the pandemic that were addressed by the Diving Division in 2020 included practical problems with the renewal of DESIGN audits and DMT certificates, and also the need to make a rapid enforced switch to online training (where possible) for IMCA Diving Division approved courses. The transition to online distance learning for the majority of our courses was a particular challenge, however the change has been successfully managed. As a result, essential training programmes have remained available to the industry without major interruptions and without any compromise on quality.



IMCA COVID-19 guidance – Marine

Over the course of the pandemic, IMCA has continued to advise members on approaches to marine assurance activities, for example, eCMID/eMISW audit validity and ROV audits were extended and the AVI scheme remains open and is fully functioning. Unfortunately, due to the nature of the examination process, the DP Practitioner Accreditation Scheme and DP annual trials programmes were heavily impacted by the ongoing situation, however as soon as practical and possible, examinations will get back up and running.

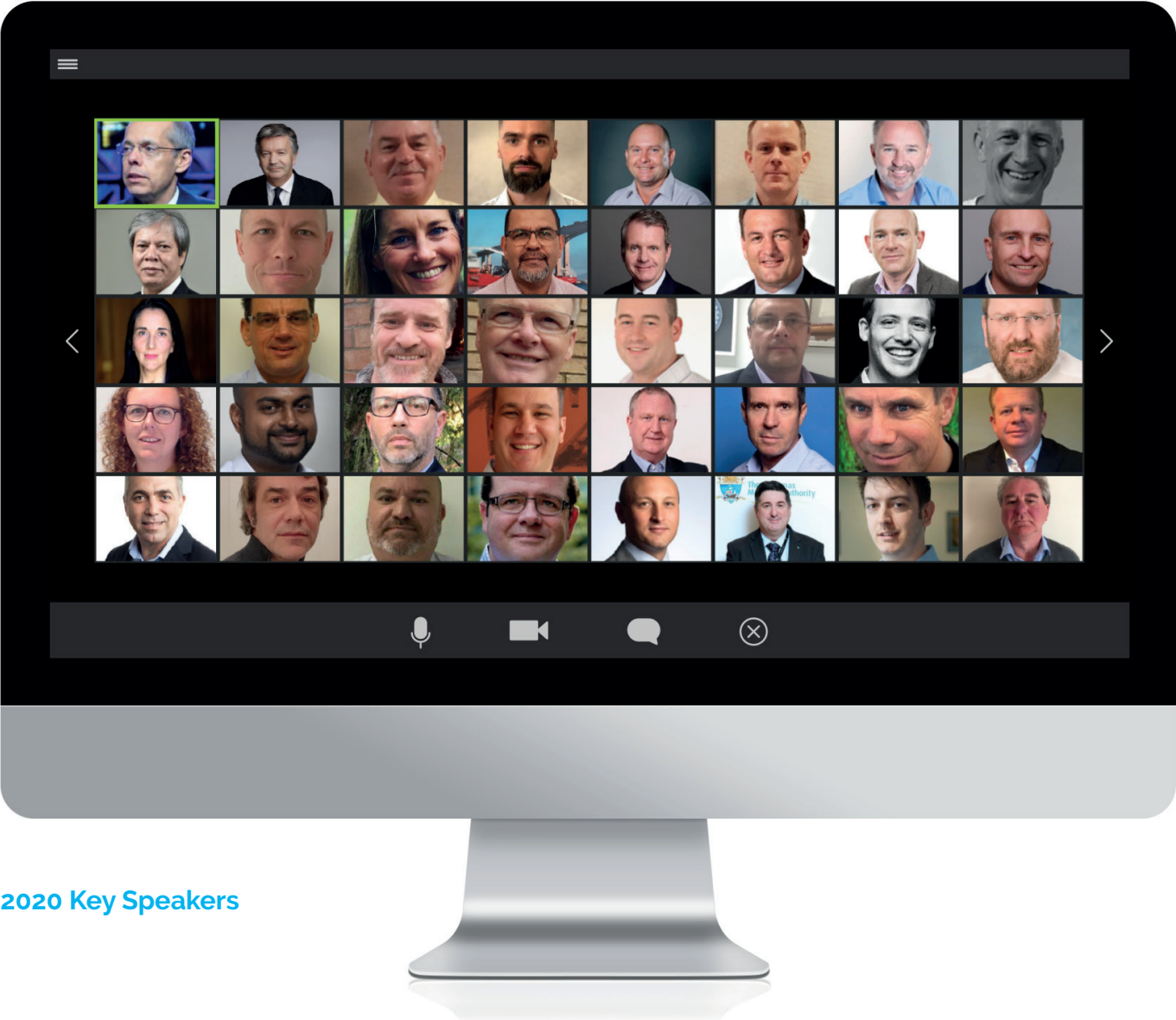
Events Review

IMCA's Regional and Technical Seminars are an important part of our membership engagement activities. In March 2020, as the gravity of the COVID-19 pandemic became apparent, IMCA changed to delivering all events online.

The year began with the planning in place for a full programme of events, including our flagship biennial seminar, which was set to take place in London in November and celebrate the 25th anniversary of IMCA. We started the year as planned, with our first regional event Mumbai in January, followed by the Subsea Expo in Aberdeen in February.

Thereafter, all events were held as webinars and continued to include a range of topical issues, geographically focussed content, guest speakers, and IMCA progress updates as normal.

Webinar events proved popular, and a busy schedule saw each of IMCA's Regional Committees provide members with a variety of guest speakers delivering interesting presentations on a wide range of pertinent themes. Webinars enabled us to maintain the dialogue and momentum with our members.



2020 Key Speakers



Our committees were keen to provide a continuation of business and included 'Vessel compliance in a current and post COVID-19 word', 'The effect of energy transition on vessels', 'Offshore wind in the USA' and 'The future of the Brazilian market' where we were delighted to have Mr. José Formigli as guest speaker.

The technical webinar schedule began in July 2020 with the Marine Dynamic Positioning Committee hosting an event on 'Safety aspects of marine hybrid technology'.

In September, a focused event, hosted by IMCA's workgroup dealing with the revision to the IMO Diving Code, shared proposals with IMO Correspondence Group and an opportunity for open Q&A. The session was introduced by Captain Ghulam Hussain of the Bahamas Member State as Co-ordinator of the Correspondence Group and supported by Christos Chrysovitsanos (Bahamas) and Cagri Kucukyildiz (IMO) with representatives of the working group outlining proposals.

Our Lifting & Rigging Committee seminars are consistently popular with members and the event in October proved that even with a large number of third party webinars being broadcast to industry, the subject of 'Crane Systems: Offshore Lifting' drew in a record attendance.

There were engaging presentations from Subsea 7, NOV, Saipem and Van Oord.

As part of the growing importance surrounding the activities of the Environmental Sustainability Committee, IMCA members were invited to a webinar introducing the Sustainability Accounting Standards Board (SASB) standards in October. Hosted by IMCA's Nadine Robinson and SASB Director of Corporate Engagement, Neil Stewart, they introduced the 77 industry specific SASB standards, highlighting the most relevant to the industry as well as best practice disclosure and examples of how some members have adopted specific standards.

In November IMCA's Marine Renewable Energy Committee hosted an event on "Health & Safety – Our industry's priority" within the renewables sector. The event saw Trevor Johnson from the UK HSE, Christy Lan from BSEE in the USA, Kate Harvey of G+ and IMCA's Chief Executive Allen Leatt and Technical Adviser Nick Hough provide insightful and informative presentations on how health and safety regulations are pivotal to the offshore activities and the importance of sharing lessons learned.

Events Review

IMCA AT INDUSTRY EVENTS

Every year IMCA is invited to participate in industry events across the world and 2020 began in the same vein, contributing technical expertise on a wide range of subjects and industry experience and knowledge. IMCA played an active role in the three industry conferences London in early February:

During the two-day **Annual Offshore Support Journal Conference**, IMCA's Technical Director, Mark Ford, participated in an hour-long debate focusing on four specific topics to stimulate debate on the contribution of trade associations to the offshore support section in:

- Development of industry standards and guidance
- Encouraging professionalism in the offshore sector
- Opportunities for benchmarking among operators
- Decarbonisation and the potential requirement for new regulation.

Mark was also invited to be on the Advisory Committee for these events.

14
INDUSTRY
EVENTS
ATTENDED
IN 2020



European Dynamic Positioning Conference in London early February 2020, IMCA delivered a presentation on *'IMCA DP Assurance Initiatives over the past 12 months'* and was involved in panellist in a discussion on *'Collaboration & Cooperation to Deliver 'Safety at Sea' in DP'*.

IMCA led a roundtable discussion on **'Standardisation in the offshore renewable energy industry'** at **The Offshore Wind Journal Conference in February**. The background to the discussion was the context of expansion of the offshore wind industry globally

Participants, represented a broad cross section of IMCA Members, vessel owners, wind farm operators, regulators, suppliers and industry stakeholders active in the offshore renewable energy industry. Participants agreed to maintain the good level of collaboration which had seen a reduction in which has led to transfer of guidance and standards from the traditional oil and gas industry into the renewable energy industry.

Industry Collaboration Committee

IMCA and the G+ also participate in the Industry Collaboration Committee (ICC) together, with the Global Wind Organisation (GWO) and Renewable UK. The ICC was established following a UK Health & Safety Executive (HSE) "Offshore Wind Leaders" event held in November 2015. The purpose of the ICC is to:

- establish clearer lines of responsibility with other key industry health and safety stakeholders, in different countries;
- confirm that the various organisations' work programmes are consistent with current and emerging priority risks;
- ensure that duplication is eradicated and that efforts are undertaken by the most suitable organisation under a collaborative framework; and
- enable visible collaboration to make the industry safer.

Also in February, IMCA participated in Subsea Expo, the world's largest annual subsea exhibition and conference held in Aberdeen, with an open pavilion area to meet with our Members. Our involvement demonstrated our keenness to support Subsea UK, in the same home city where IMCA was formed 25 years ago.



Andy Goldsmith participated in the **G+ Global Offshore Wind Health & Safety Organisation Stakeholder day** in Amsterdam 12 February.

In early February we participated in the **Under Water Intervention Conference in New Orleans** and the **International Diving Industry Forum (IDIF)** with IOGP and ADCI. This was the first anniversary of the Forum and we continue to make progress on a range of technical and operational issues collaboratively.

IMCA's Captain Andy Goldsmith, Technical Adviser – Marine, and Fugro's John Chatten, who is also IMCA's South America Regional Chairman represented IMCA at The Global Offshore Brazil Summit in Rio de Janeiro in March 2020, delivering a joint presentation on how IMCA is driving collaboration in offshore Brazil activities.

As the impact of the pandemic continued to grow, industry events were either postponed or cancelled, however organisers were quick to move to a virtual platform to host seminars and virtual conferences.

Hosted by International Institute of Marine Surveying, IMCA participated in an online eCMID festival of knowledge in May and subsequent sessions during the year; the aim of which was to share the latest updates with Accredited Vessel Inspectors. Graeme Reid and Adam Hugo presented alongside the Chair of the eCMID Committee. This event led the way for the online training programme in Q3 and Q4.

In October IMCA continued to support the Subsea Industry and the Evolution of Energy event where technology developments which are key to the sustainability of energy were discussed throughout.

IMCA was involved in the GWEC Taiwan Virtual Summit with Fritz Wiedemann of Van Oord, a representative of IMCA's Marine Renewable Energy Committee, giving a presentation as part of a focussed session hosted by G+ sharing lessons learned.

In November, IMCA's Nadine Robinson, Technical Adviser on Environmental Sustainability and Nick Hough, Technical Adviser, represented IMCA at the jointly run annual industry event together with the Society of Underwater Technology and The Hydrographic Society of Scotland. Nadine provided a keynote address and Nick chaired a session on innovation in the sector.

IMCA's Andy Goldsmith and Bruce Gresham delivered a joint presentation on 'Preparing the Workforce – Industry Education and Training at the AWEA Offshore Wind power 2020 Virtual Summit in early November. The event highlighted the momentum behind the offshore wind in the USA and the growing role that the sector can play in providing clean, affordable, and reliable power.

Certification & Awards

QUALITY MANAGEMENT

In January 2020, IMCA successfully completed the necessary audits for our Information Security Management System (ISMS) to be certified to the ISO 27001 standard.

ISO 27001 is the standard which deals with Information Security Management and is a way of ensuring that information security risks are managed effectively. The standard helps organisations to establish and maintain an effective Information Security Management System (ISMS).

In addition to achieving ISO 27001, IMCA also retained ISO 9001 certification.



IMCA's Chief Executive, Allen Leatt commented:

"As a membership organisation we feel it is important to demonstrate that we treat our members' data seriously and have serious management systems in place: none can be better than ISO 27001 and we are very pleased that we have maintained this standard".

IMCA AWARDS

In 2020 IMCA ran the safety and environmental awards, similar to that of the previous two years.

In recognition of the COVID-19 pandemic, a special award was also included where we invited members to share details of initiatives developed to specifically address key issues brought about by the pandemic.

The 2020 winners of each category were:

Environmental Sustainability Award:

Winner
Saipem for their project
Carbon Footprint programme



Shortlisted
Heerema for their Shore Power Caland Canal initiative, Solstad for their Green Operations, TechnipFMC for the far ranging Environmental Sustainability initiatives implemented by their vessel operations teams

Safety Award:

Winner
Jumbo for their Mind
Saving Rules programme



Shortlisted
Siemens Gamesa for Crew Transfer Vessel and
Heerema for Unmanned Topside Installation

COVID-19 Pandemic initiatives:

Winner
JFD for
InVicto Ventilator

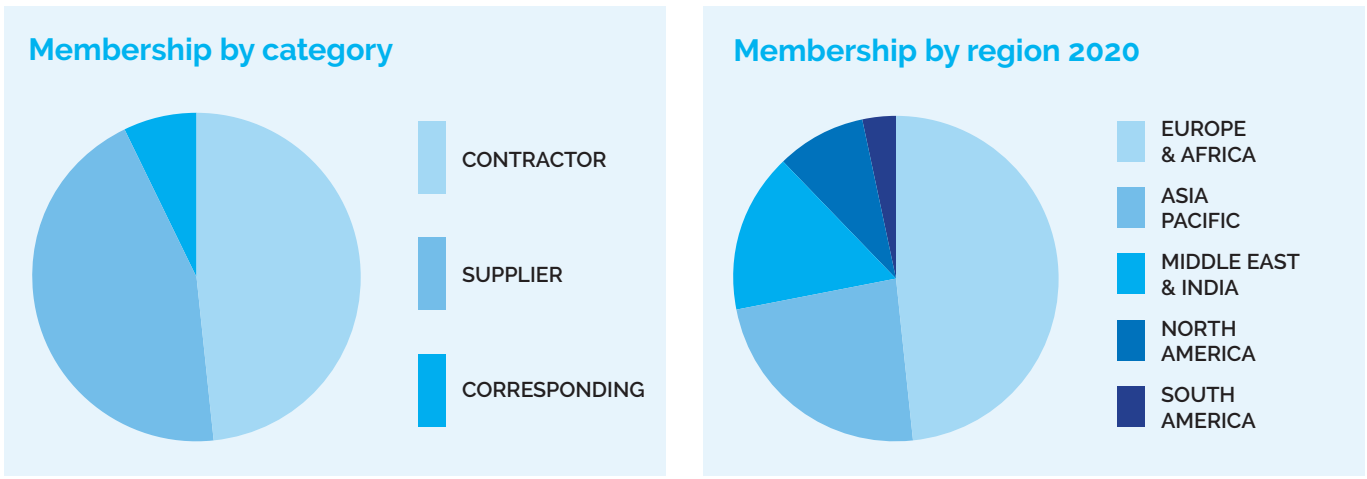


Shortlisted
Worldwide Seafarers and KBA Training Centre
in recognition of the way they adapted in the
delivery of their training courses for successful
remote learning

The Awards Submissions were evaluated by judging panels comprising IMCA Board Members, Chairs and Vice Chairs from the HSSE Committee and Environmental Sustainability Committee and appropriate members of the Secretariat.

Membership

In 2020 IMCA continued to welcome new members bringing the total membership base to circa seven hundred.



BENEFITS OF MEMBERSHIP

- A forum for meeting with like-minded companies and industry professionals to discuss matters of common interest.
- A level playing field of technical standards for all Members, ensuring that contractors and their clients are aligned.
- Immediate access to all safety statistics, and our industry-wide Safety Flash alert system.
- A 'single voice' for lobbying on regulatory matters, with clients, governments and other organisations.
- Unlimited access to our comprehensive online library, based on our Members' cumulative global experience, including regular updates, and with opportunities for contributing to the drafting and development process.
- Up-to-date certification in the key supervisory roles of Diving and Dynamic Positioning.
- IMCA's approved certification schemes are highly sought after within our industry.
- Seminars and workshops on a wide range of specialist industry topics.



People News

IMCA Secretariat: Appointments



In April Phil Towers joined the Secretariat as Technical Adviser – Diving. Phil has extensive experience in the subsea construction industry having held diving roles with operators BP, ExxonMobil, Qatargas and Repsol Sinopec. A major part of his career was spent with what is now known as TechnipFMC as a discipline expert in their Diving and Operations Support Group, sharing project information and lessons learned, providing assurance to clients in the safe planning and best practice execution of projects. Phil was a working diver for 18 years working on projects around the world using air, surface mixed gas and saturation diving techniques.



The Secretariat was further bolstered by the arrival of Nadine Robinson who, in May, was appointed as Technical Adviser – Environmental Sustainability. Nadine's role is to lead the Association's strategy on environmental sustainability.

Nadine is a policy professional with over 20 years' experience advising on climate change, environment and sustainability in the private sector, government, non-governmental and international organisations, and with communities. She brings a wealth of experience to IMCA having held positions as Technical Director (Climate Disclosure Standards Board in CDP), as an Environmental Consultant, Environmental Policy Lecturer

(Birkbeck College), Economic Advisor on Climate Change (The Commonwealth Secretariat), Shipping Finance Solicitor (Allen & Overy). She has also held various policy and research roles in Government and UNDP (United Nations Development Programme) advising on environment, climate finance, energy, the green and blue economy, and sustainable development.

Client and Member Engagement

Throughout 2020 and despite the ongoing challenges of the global pandemic, the Client and Member Engagement Team continued to build relationships, engage with members and successfully promote IMCA's work and activities across their regions.



David Bloom
Europe & Africa



Darren Brunton
Asia Pacific



Bruce Gresham
North America



Chris Rodricks
Middle East & India

Governance & Structure

IMCA has a modern and effective governance structure and programme. We follow a strict code of practice and operate in conjunction with our Articles of Association, Bye-laws and Competition Law Compliance Policy.

The Board

We are governed by The Board of Directors of IMCA Holdings Ltd and, in keeping with tradition, the Chairman and Vice-Chairman of The Board are also given the honorary titles of President and Vice-President of the Association.

The Chief Executive is responsible for the day to day running of the Association and is accountable to The Board for overall performance of the Association and the Secretariat.

The Board provides strategic direction and leadership; monitors progress and ensures economic viability and legal compliance. The Board sets Membership criteria and monitors compliance in line with our Articles of Association and Bye-laws.

New Board appointments

In accordance with our constitution, at the IMCA board meeting in March we saw Iain Grainger, having completed his two-year term of office, stand down as President and Chairman of IMCA. Pieter Heerema, VP Projects at Allseas, became IMCA's new President and Chairman of the Board, and Jonathan Tame, VP of UK & Canada at Subsea 7, became the new IMCA Vice President.

We would like to thank Iain for his commitment and valuable contribution over the last two years.

Pieter Heerema
Appointed President: March 2020
Board Member since 2017

Pieter Heerema is Vice President Projects at Allseas, and member of its Board of Management since 2012. In this role he is responsible for the preparation of all projects worldwide, including engineering, production and safety. He joined Allseas in 2011, as a pipeline engineer. He

previously worked at Philips Electronics in the Netherlands in the research and development of electric appliances. Pieter has a MSc in Mechanical Engineering from Delft University of Technology and holds an MBA from INSEAD.

Jonathan Tame
Appointed Vice-President: March 2020
Board Member since 2013

Jonathan is currently Vice President UK and Canada at Subsea 7, having worked in the offshore and subsea construction industry for nearly 30 years. He holds a degree in Naval Architecture and Shipbuilding, is a fellow of the Royal Institution of Naval Architects and is a fellow of the Institute of Marine Engineering, Science & Technology. His career started with Brown and Root Vickers Ltd as a graduate naval architect. He then moved into offshore construction and spent 14 years with European Marine Contractors Ltd, working as an engineer and project manager on pipeline projects worldwide, living in the UK, China, USA and Canada. In 2002 he moved to Halliburton Subsea, which soon after became Subsea 7. Jonathan has held a variety of senior roles at Subsea 7 in operations, commercial, fleet and crew management.

Jonathan Kennefick
Appointed as Board Member: March 2020

Jonathan Kennefick is an International Senior Vice President at McDermott based in London, UK. He is also currently Executive Project Director for the conversion project of the Amazon construction support vessel. He has extensive EPCI project and operational experience in the offshore and subsea development sector. Following the completion of an MSc in Subsea Technology at Cranfield University, Jonathan began his career as an Offshore Field Engineer in 1992 with McDermott International. During his career he has held roles of increasing seniority in projects, operations, business development, QHSE and management. Additionally, he holds a BSc in Physics from the University of London, an MBA from the University of Houston and is a Project Management Professional.

Committee Overview

We operate through a committee structure which addresses many different areas of technical expertise. Membership on our committees is by election or nomination, and we have over 30 committees and workgroups in place all working towards improving specialist aspects of performance of our industry.

Our Committee members are volunteer participants from Member companies which allows us to leverage the vast knowledge and expertise of our Members.

Visit our website to see the latest Committee information.

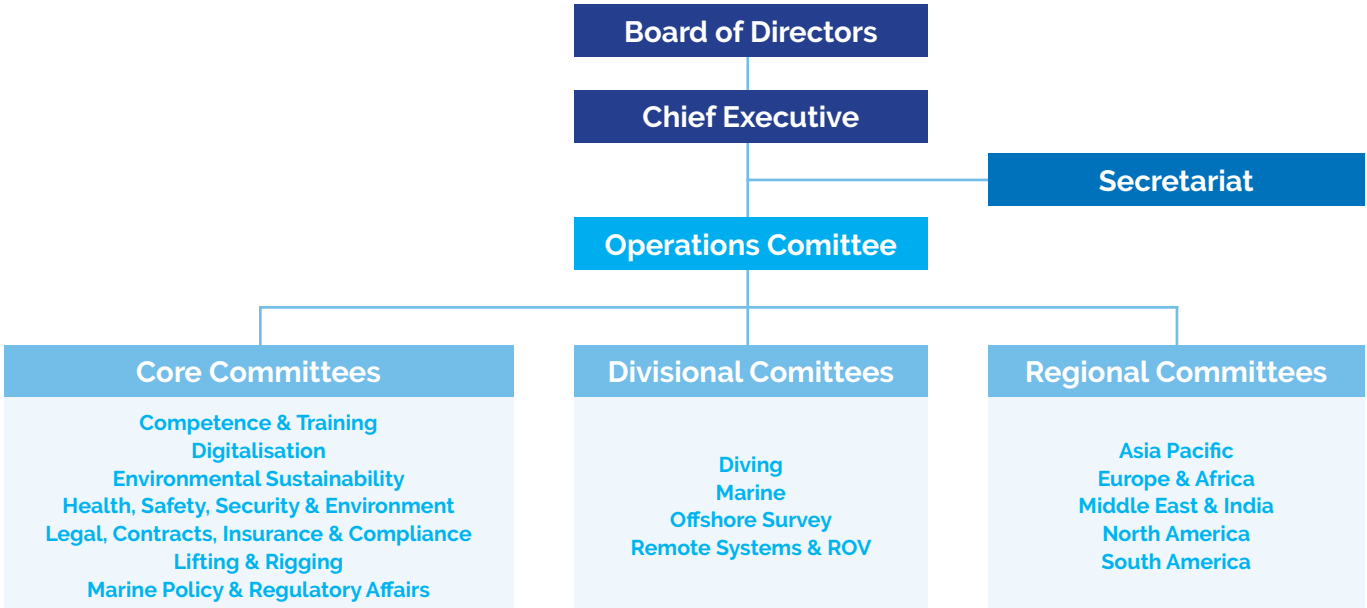
In 2020 the Digitalisation and Environmental Sustainability Committees became core committees to reflect their growing importance and relevance to members.

Contracts & Insurance Committee rebranded to Legal, Contracts, Insurance & Compliance with an aim of expanding the participation of the Committee to include the Renewable energy players and widen the remit of the Committee to also address Anti-bribery, Corruption, Compliance as well as Contracts & Insurance.

The Committee will establish specialist Working Groups under the parent committee to work on specific issues.

TECHNICAL COMMITTEES

Competence & Training	IMCA works to ensure that the marine contracting industry is well positioned to recruit, train and maintain a highly skilled and competent workforce, vital for safe and efficient offshore operations.
Legal, Contracts, Insurance & Compliance <small>(previously known as Contracts & Insurance)</small>	The committee aims to promote dialogue and foster a wide understanding of contracts and risk management in the long-term interests of all participants in the industry.
Digitalisation	As a key strategic theme for IMCA and the committee reviews the impact of new and emerging digital technologies, communications and automation in our industry.
Environmental Sustainability	The committee's responsibility is to promote transparent dialogue to foster a wide understanding of environmental sustainability management and works to improve environmental performance in the industry.
HSSE Committee	The committee's aim is to share experience and information to promote good working practices in Health, Safety, Security and the Environmental.
HSSE – Marine Security	The committee reports to the HSSE Committee and helps Members address concerns relating to security (including cybersecurity), piracy and terrorism.
Lifting & Rigging	IMCA helps to identify and manage the hazards associated with offshore lifting operations. This work is central to our industry, as lifting forms part of almost every offshore and subsea operation.



Marine	The committee is the parent committee for our specialist areas which include Dynamic Positioning, Renewable Energy and Vessel Assurance through our eCMID system.
Marine DP	We provide expert advice in all matters pertaining to Dynamic Positioning and are responsible for managing all associated guidance related documents and initiatives.
Marine eCMID	The committee brings together representatives of vessel operators, vessel inspection companies and clients to co-ordinate developments within the eCMID system – the industry's Common Marine Inspection Document.
Marine Renewable Energy	We promote relevant experience and best practices from the oil and gas industry into the renewable energy sector. We work closely with our Members and a number of peer organisations to ensure that we share relevant information while recognising the particular challenges and opportunities in this sector.
Marine Policy & Regulatory Affairs	IMCA is active globally, regionally and nationally in representing our Members to governments and regulatory bodies. We lobby for sensible, workable and effective regulations.
Offshore Survey	The committee addresses the techniques, equipment and skills of offshore positioning and hydrographic surveying. We play an important role in setting standards and best practices in this technology-driven sector of our industry.
Remote Systems & ROV Division	The focus of this division is on all aspects of equipment, personnel and operations relating to robotic intervention in deep water.

IMCA Secretariat



Allen Leatt
Chief Executive



Mark Ford
Technical Director



Sandra Auld
Head of
Human Resources



Bryan McGlinchy
Diving Manager



Margaret Fitzgerald
Head of Marine Policy
& Regulatory Affairs



Andrea Burnley
Head of Marketing
& Communications



Andy Goldsmith
Technical Adviser
Marine



Graeme Reid
Technical Adviser
Marine



Nicholas Hough
Technical Adviser
HSSE, Offshore Survey



Nadine Robinson
Technical Adviser
Environmental Sustainability



Andre Rose
Technical Adviser
C&T, ROV



Ali Macleod
Technical Adviser
Diving



Peter Sieniewicz
Technical Adviser
Diving



Phil Towers
Technical Adviser
Diving



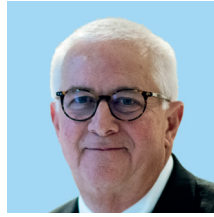
Kester Keighley
Technical Assistant
Diving



David Bloom
E&A Engagement



Darren Brunton
AP Engagement



Bruce Gresham
North America
Engagement



Chris Rodricks
MEI Engagement



Chelsea Antrobus
Membership
Services



Kayleigh Glasscock
Membership
Services



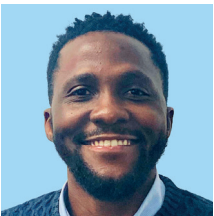
Kayleigh McFarlane
Membership
Services



Lynne Reid
Membership
Services



Jill Adamson
Accounts



Ade Adebajo
IT Technician



Adam Hugo
IT & Systems
Specialist

The IMCA Secretariat has been keeping pace with demands and needs on countless fronts.

We, like so many in the industry, have adapted to working from home where the daily focus has shifted to virtual meetings (including all our regular section meetings where we listen and act on global developments and concerns) and virtual seminars.

About IMCA

The International Marine Contractors Association (IMCA) is a leading trade association representing the vast majority of marine contractors and the associated supply chain in the offshore construction industry worldwide.

Who We Are

Our mission is to improve performance in the marine contracting industry.

We publish industry leading standards of technical and operating guidance in key areas of safety, quality, and offshore performance. We represent our Members in dialogue with other industry bodies, regulators, oil companies and renewable energy companies.

IMCA & Its Work

We are an international trade association. Our Members operate in the offshore construction industry around the world.

We exist for the benefit of our Members by promoting areas of common interest, such as health, safety, quality, environmental and technical standards.

How We Operate

We operate through a committee structure which addresses many different areas of technical expertise.

Membership on our committees is by election or nomination, and we have over thirty committees and workgroups in place all working towards improving specialist aspects of performance of our industry.



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