Annual Review 2022

Improving Performance in the Marine Contracting Industry

Welcome to this review of IMCA's activities from 2022

And a special welcome to our new members, our membership today comprises over 700 companies in 65 countries, therefore our work and our voice carries a long way. You will know that ensuring safe and efficient marine operations is central to everything we do and your support to IMCA is much appreciated.

During the last few years while COVID had such a large impact on the world our ability to carry out our work programmes was not impacted however being able to meet up face-to-face with members and industry colleagues was significantly restricted, so as soon as we were physically able to get back on the road we did. Consequently in 2022 we hosted a series of regional meetings, technical seminars, and participated in industry events. You can read about our key events and involvement in industry events later in this review.

As our 2021 biennial membership survey and strategic review helped to define our strategic approach, setting the scene for 2022 and 2023's work programmes and key focus areas alongside our continuing firm stewardship of our technical library of standards and guidance. This also included further expanding our reach into the offshore wind sector; broadening our scope in environmental sustainability; and doing more on competency.

We continue to value closer collaboration with other key organisations ranging from the US Coast Guard to the Brazilian Navy, and from the USA's Business Network for Offshore Wind to industry and government associations in Taiwan. After many years of active engagement in Jones Act work in the USA; 2022 saw IMCA working with API and American Clean Power Association in relation to the American Offshore Worker Fairness Act. And we shared informative updates with our members during the year.

During 2022 reflecting the increasing influence of marine contractors in the fast-growing international offshore wind energy market IMCA expanded its board of directors to include representation from G+, Van Oord Offshore Wind, DEME Offshore and Boskalis.

IMCA's members have been heavily engaged in building most of the major offshore wind farms installed in the western world and our Asian membership is expanding as offshore wind becomes a key component of various countries' energy strategy.

Our Marine Renewable Energy Committee (established in 2011) has produced an increasing number of highly relevant guidance documents driving standardisation and safety levels. We collaborate in this area with G+ the Global Offshore Wind Health & Safety Organisation, and other key organisations in the UK, USA and Taiwan. Our Secretariat has expanded to keep up with offshore wind development which you can read about later in this review.

IMCA has one major offshore wind concern on behalf of its members. The sector is facing challenges which risk market sustainability; poor economics created by uncovered contract risks and cost inflation. As a result, the supply chain is largely unprofitable today. Our Legal, Contracts, Insurance & Compliance Committee, having developed 'general contracting principles', followed by dedicated versions for marine construction, ROV services and survey work has now developed offshore wind contracting principles that are currently being rolled out in discussion with a wide range of key international stakeholders – a process that will continue throughout 2023.

Environmental sustainability

Our Code of Practice for Environmental Sustainability, setting expectations for the marine contracting industry in managing key environmental and climate topics, was published in 2021. Our Environmental Sustainability Committee has established focussed working groups to drive forward preparation of guidance on key elements such as the circular economy, supply chain engagement, life below water, and environmental performance factors, to enable members to move forward with their organisation's Environmental Sustainability Performance.

The Code provided a basis for developing a self-assessment questionnaire for IMCA members to establish how they are performing; and was put to the test twice in 2022 enabling us to highlight the areas where additional focus is required. The exercise will be repeated regularly to understand the progress that has been made.

Competency and training are key

The Competence and Training Committee (C&TC) provides competence frameworks to support the industry by delivering a basis for assessing levels of competence of its personnel in safety-critical positions. Competence is not a static process since tasks, equipment and processes can change and develop and with them the competence frameworks. We actively promoted awareness and benefits throughout 2022.

Continuing Professional Development (CPD) plays an ever-increasing role in both diving and DP with App-based schemes and new modules regularly launched. The C&TC oversees these activities. For 2023 we are launching a new scheme for approval of ROV Introductory Training courses and standardising training supplier membership to support only the best schemes across both diving and ROV personnel.

Diving and DP

Diving and DP are part of IMCA's DNA. New and updated guidance was issued by both Divisions throughout 2022 with the major task for the Diving Division Management Committee (DDMC) and its dedicated work group being the review and publication of revised editions of our Diving Equipment Systems Inspection Guidance Note (DESIGN) documents.

At IMO where we have consultative status, work continued on the rewriting of the 1995 IMO Diving Code with IMCA involvement. Cooperation with other international organisations also included the formation of the International Diving Industry Forum, which held its first seminar in Dubai in 2022.

eCMID, which provides standard formats for the inspection and auditing of offshore vessels promoting safety and efficiency, continued to go from strength to strength in 2022. We established an Unmanned Surface Vessel (USV) Committee during the year which produced along its first guidance document.

In light of the Russia-Ukraine Crisis in February 2022 we set up a section on our website to collate updates, publications and material relevant to the crisis in the Ukraine – this included items from numerous associations and bodies including the IMO offering support and advice as and when it became available. We are deeply saddened at IMCA by the events which continue to unfold in Ukraine and the growing humanitarian disaster we see every day on mainstream News channels.

IMCA is well known and respected for our work in improving safety performance in our industry in over 65 countries worldwide, however we followed the lead of governments, industry majors, and overwhelming public opinion in suspending business with Russian companies.

On a personal note

After 46 years working in the industry, I made the decision I would retire in 2023 and as such will be stepping down as Chief Executive of IMCA. I'd like to thank our members, Board of Directors, and the industry for their support throughout my time at IMCA. I'm extremely proud of both the impact we've had as an association, and in building a strong team dedicated to improving the performance of our industry and I am sure my successor, Iain Grainger, will carry on the good work of the association.

Thank you.

Allen Leatt
Chief Executive

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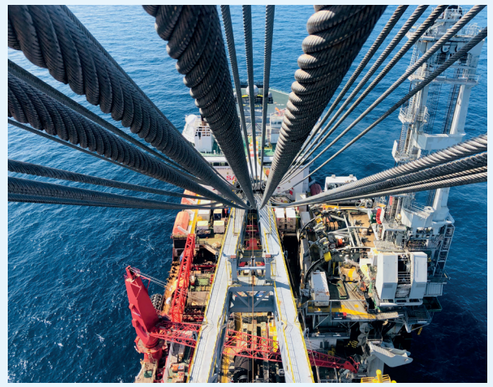


2022 – A Year in Review

Industry Safety Statistics

629
MILLION MAN HOURS* TOTAL
(2021: 549)

343
MILLION MAN HOURS* OFFSHORE
(2021: 299)

517
SAFETY OBSERVATION FREQUENCY RATE
(2021: 410)

Line of Fire
MOST COMMON CAUSE OF LTIs
(2021: SAME)

6
FATALITIES REPORTED
(2021: 16)

0.32
TOTAL LTIFR
(2021: 0.35)

0.95
TOTAL FAR
(2021: 2.92)

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 STATS

Safety continues to lie at the heart of our mission and work.

We are dedicated to sharing the experiences of our members and information across the industry to reduce incidents and promote safe practices. Since 1997, IMCA has produced an annual report of safety statistics supplied by contractor members.

After a challenging post-covid year in 2021, lagging safety data is showing improving trends across the major metrics collected from incidents at contractor members. In 2022, member companies reported an improvement in Overall Total Recordable Injury Rate (TRIR) from 1.35 in 2021 to 1.10 in 2022.

In addition to IMCA data, we share comparative figures from related stakeholder groups working in the broader industry which allows for cross-sector comparisons.

Data is also key for our members who are dedicated to reducing safety incidents. It allows for comparisons with similar sized organisations, ensuring they can benchmark their own performance.

Alongside our safety statistics, we continue to share incidents with the industry via our **Safety Flash** system. Last year we published 29 Safety Flash email updates comprising 140 separate safety events or incidents. They continue to be aligned to the International Association of Oil & Gas Producers (IOGP) **Life-Saving Rules** which reflects IMCA's approach to the standardisation of safety tools and initiatives across the industry.

The Life-Saving Rules promote a common standard for critical safety checks in a practical and easily understood way across different languages and cultures.

GRADING SYSTEM OF IMCA DOCUMENTS

IMCA defined the terminology used to describe its technical documents with a new classification system.

IMCA's technical library comprises a large body of published documents, information notes, and other materials. All are available on our website and freely available to our Members. These are a highly prized collection, adding value for our Members by helping them improve safety levels and business performance. Some 600 representatives from industry systematically validate and update our documents on a regular basis. Consequently, our documents can truly be said to have been created by the industry for the industry.

This degree of transparency and ready-availability ensures that contractors, suppliers, and operators always have access to them and are thus aligned on the latest industry good practice.

Our published technical and operational documentation is used globally across the offshore energy industry. This body of work is highly regarded and often adopted, or referenced, by regulators and courts around the world. Significantly, in many instances IMCA's technical documents also set the standard of acceptable practice for energy companies and are often used to form contract technical specifications.

In 2018, we modified our Bye-laws to include the expectation that IMCA Members adopt our technical guidelines as a minimum standard. However, the generic terms "guidance" and "guidelines" have, on occasion, been viewed as ambiguous, and therefore IMCA has moved to clarify the use of these terms. Under the direction of the Board and Operations Committee, IMCA established a hierarchy of compliance terms for its technical documents, similar to the nomenclature used elsewhere in the wider offshore energy industry. The intention is to define the criticality of IMCA's library of technical documents using three descriptors:

1. IMCA Code of Practice

A document produced by the Association, the uniform application of which is recognised as essential for the safe and efficient conduct of marine contracting projects. IMCA expects the highest level of compliance with this category of document from its Members.

2. IMCA Recommended Practice

A document produced by the Association, the uniform application of which is recognised as necessary for the safe and efficient conduct of marine contracting projects. IMCA expects a high level of compliance with this category of document from its Members.

3. IMCA Informative Guidance

A document produced by the Association, the application of which is recognised as useful for the safe and efficient conduct of marine contracting projects. IMCA expects its Members to take appropriate account of this category of document when planning, managing and conducting their marine contracting projects.

Our Members' decisions on the precise degree of their compliance with IMCA documentation should take into account the above descriptors, and Members should also apply the "comply or explain" principle to such decisions i.e. they should either comply with IMCA technical documents or be prepared to explain and justify why they chose not to do so.

Members should keep in mind that the quality of their explanations for non compliance may one day come under formal scrutiny from regulators or others. Members should also pay due regard to the fact that IMCA's technical documents set a minimum standard; each offshore operation poses its own risks and Members and others engaged on the project are responsible for conducting their operations safely.

2022 – A Year in Review

MAJOR REVISION OF KEY IMCA DIVING SYSTEM GUIDANCE

A major piece of work relating to our diving guidance was achieved during 2022.

A full revision and update to the principal documents within our DESIGN (Diving Equipment Systems Inspection Guidance Note) suite of documents was achieves. Documents included in this scope were:

- IMCA D 018 Rev. 2 Code of practice for the initial and periodic examination, testing and certification of diving plant and equipment;
- IMCA D 024 Rev. 3 DESIGN for saturation (Bell) Diving Systems;
- IMCA D 063 DESIGN for Hyperbaric Rescue Unit (HRU) Life Support Packages (LSP)
- IMCA D 023 Rev. 2 DESIGN for Surface Orientated (Air) Diving Systems.

Together these documents form the backbone of IMCA's diving system DESIGN assurance process. Additionally, several supporting IMCA documents have been revised to assist diving contractor compliance with the revised DESIGN suite documents, and a new document, IMCA D 069 Guidance on the Systematic Assessment of Control Systems in Automated Diving Plant and Equipment has been published.

IMCA DESIGN documents are periodically updated to clarify any anomalies and ensure guidance is aligned with the latest industry good practice. These document revisions are aimed at assuring the safety and suitability of both traditional diving plant and equipment and the most modern complex diving systems.

The revision of these important pillars in maintaining diver safety was managed by our specially convened Diving Division workgroups.

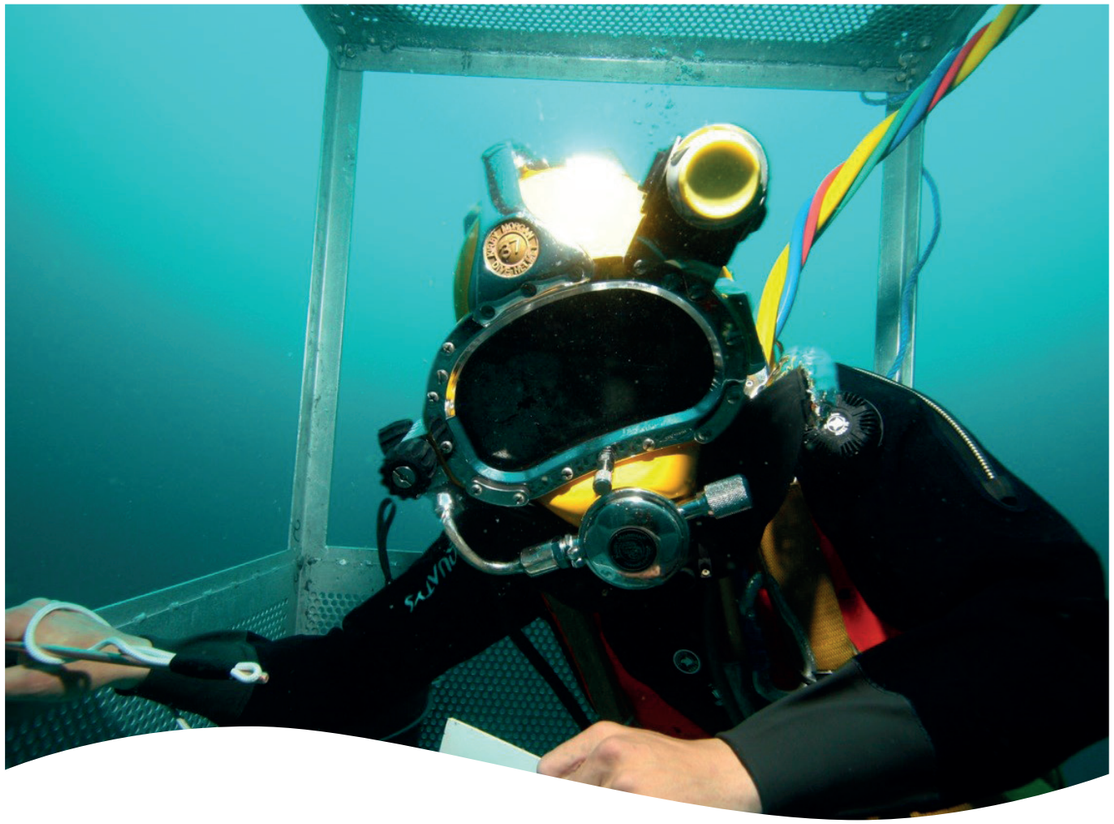
Unlike many of our other guidance documents when revised DESIGN guidelines are published, each of the new documents will not compulsorily replace the previous versions for a period of up to one year. After a year has elapsed the older version of each document will be withdrawn, and members will be expected to comply with the latest revision.

- During the year of overlap, IMCA members may choose to comply with DESIGN by meeting the requirements of either the old or the new versions whilst preparing to meet the new criteria. Both versions are available to members on the IMCA website. Expanding on this Bryan McGlinchy said:
- "This arrangement is intended to give IMCA members a suitable period of time to make appropriate adjustments to their diving plant and equipment; and to their equipment management arrangements so as to facilitate full compliance with the new DESIGN documents once the old versions have been withdrawn."

About DESIGN

There are seven titles in the DESIGN series:

- IMCA D 018 – Code of practice for the initial and periodic examination, testing and certification of diving plant and equipment;
- IMCA D 023 – DESIGN for Surface Orientated (Air) Diving Systems
- IMCA D 024 – DESIGN for saturation (Bell) Diving Systems
- IMCA D 037 – DESIGN for Surface Supplied Mixed Gas Diving Systems
- IMCA D 040 – DESIGN for Mobile/Portable Surface Supplied Systems
- IMCA D 053 – DESIGN for the Hyperbaric Reception Facility (HRF) Forming Part of a Hyperbaric Evacuation System (HES)
- IMCA D 063 – DESIGN for Hyperbaric Rescue Unit (HRU) Life Support Packages (LSP)



REGULATORY UPDATES

After more than two years IMCA's diving experts finalise work on producing a revised text for the IMO Diving Code

After more than two years, IMCA's Core Diving Industry Workgroup (CDIW) finalised work on the revision of the IMO Diving Code and produced an accompanying guidance document to supplement the text of the new Code. These documents have been submitted to the upcoming 9th session of IMO's of Sub-Committee on Ship Systems and Equipment (SSE 9) which is scheduled to meet in February 2023, under the auspices of the Bahamas who had led the work and with whom IMCA has collaborated closely.

IMCA's diving experts have been providing technical input to IMO Member States throughout the revision process which has involved restructuring the existing Code, in line with IMO's Goal-Based Standard (GBS) principles based on three main aspects:

1. Addressing issues related to ships or structures conducting diving operations.
2. Addressing diving systems, including abandon and evacuation; and
3. Developing additional guidance, as needed.

The aim of the work includes ensuring that the draft revised diving code will provide equivalents to SOLAS to fill in any regulatory gaps which have been identified.

If accepted by the SSE Sub-Committee the text will then be submitted to the 107th session of the Maritime Safety Committee for approval and subsequent implementation by IMO Member States.

IMO Maritime Safety Committee approves new Industrial Personnel Code

The 105th session of IMO's Maritime Safety Committee (MSC) approved the draft new SOLAS chapter XV on "Safety measures for ships carrying industrial personnel" making the new draft "International Code of Safety for Ships Carrying Industrial Personnel (IP Code)" mandatory for entry into force on 1 July 2024.

IMCA continues to have concerns which it has raised several times during the development of the Code, that the application of the new IP Code and the existing SPS Code are not clearly defined, which it anticipates will lead to implementation difficulties in the future.

IMO has recognised that there remain some outstanding issues to be addressed, including clarifying the interaction between the IP and SPS Codes, incorporating provisions for passenger ships and, with respect to high-speed craft carrying IP, and provisions for sleeping berths and for high-speed craft carrying more than 60 persons and, for this reason, the MSC agreed to a second phase of work under the title "Further development of the IP Code and associated guidance".

IMCA's Marine Policy & Regulatory Affairs (MPRA) Committee is working on a submission to IMO to ensure that its' concerns are addressed in the associated Guidance document and will seek support for its' proposals from Member States who flag offshore marine contracting vessels as well as IACS.

2022 – A Year in Review

IMCA working with IMO on the development of a new MASS Instrument

IMCA has been participating in IMO's work on the development of a regulatory framework for autonomous vessels since this work stream began and, at the recent session of IMO's Maritime Safety Committee (MSC 106), IMCA participated in the Working Group on the 'Development of a Goal-Based Instrument for Maritime Autonomous Surface Ships (MASS)'.

IMO has already agreed that the new Code should initially be a non-mandatory instrument which should be developed using IMO's Goal-Based Standards (GBS) guidelines, whereby

- A goal is established for each chapter/section of the MASS Code which addresses the issue of concern and reflects the required level of safety; and
- Functional requirements are then developed which provide complete coverage of all hazards within the scope of the goal

On that basis, the Code will be developed based on the principles that it be:

1. Supplementary to any applied base IMO instruments, such as SOLAS, and only address MASS issues insofar as they are not adequately or fully addressed in the applied base instruments.
2. Holistic to ensure the objectives, aims and principles of the IMO base instruments are maintained whilst also ensuring that the challenges of MASS functions and operations are addressed across all instruments.
3. Goal-based and addressing matters at the functional level; d. non-mandatory but developed in such a way as to facilitate future transition to mandatory status; and e. technology neutral and taking note of industry practices and experience in the deployment of new technologies.
4. Non-mandatory but developed in such a way as to facilitate future transition to mandatory status.
5. Technology neutral, taking note of industry practices and experience in the deployment of new technologies.

In achieving its Purpose, the goals of the Code are to:

1. Ensure achievement of a level of safety at least equivalent to that expected of a conventional ship.
2. Enable all ships to safely coexist without impeding or negatively impacting each other, regardless of whether certain functions are remotely controlled or autonomously operated.
3. Ensure that there is no relaxation of the level of accepted standards for design, construction, or operation; d. allow for the application of solutions that are demonstrably safe, secure, and environmentally sound in performing the designated function in all defined conditions; and e. be cognizant of the potential for the unintended placement of regulatory barriers to new or novel application of remote control or autonomous technology on ships

When it met at MSC 106 the Working Group was tasked with further developing the draft text which has been developed thus far, identifying any issues that may need to be addressed by the Joint IMO Working Group on MASS which covers safety, legal and facilitation of trade issues and updating the Road map for developing a goal-based code for MASS.

Part 3 of the draft text will contain Goals, Functional Requirements and Provisions and work is now underway in various groups to develop appropriate text for several sections. IMCA has volunteered to work on three specific sections of Part 3:

- Section 2 – **Remote Operations** together with Bahamas, China, France, India, Japan, Republic of Korea, Russia Federation, Singapore, Saudi Arabia, United States, United Arab Emirates, United Kingdom, INTERTANKO and World Maritime University
- Section 7 – **Management of safe operations** together with Denmark, Germany, Sweden, BIMCO and World Maritime University
- Section 10 – **Search and rescue** together with Spain and the International Chamber of Shipping

IMCA's expertise in this area has been recognised and its' participation welcomed. IMCA's IMO representative, Margaret Fitzgerald, Head of Legal & Regulatory Affairs will be leading IMCA's involvement with technical expertise provided by Technical Advisers Richard Purser and Andre Rose as well as members of IMCA's MASS Committee as required.

IMCA signs MOU with Business Network Offshore Wind

IMCA signed a memorandum of understanding (MOU) with The Business Network for Offshore Wind, a non-profit, educational organisation to develop the offshore wind renewable energy industry and its supply chain in the U.S.

The purpose of the collaboration is to share knowledge concerning the industry's safety and productivity that will promote investment and support its future growth.

2022 – A Year in Review

WEALTH OF ECMID IMPROVEMENTS

IMCA's eCMID system provides the marine and offshore industry with standardised formats for vessel inspection.

It offers a safety management system (SMS) 'health check' and can help improve the quality and consistency of inspections, as well as reducing the frequency of inspections on individual vessels through the adoption of a commonly recognised inspection process.

Over 1,400 vessels world-wide are currently covered by a live inspection report, providing a safety management system health check for both operators and clients. The inspection templates are reviewed and updated at least annually to reflect technological progress and regulatory developments, plus feedback received from the active community of vessel operators, inspectors, and other stakeholders.

New analytics hub for eCMID Vessel Inspection Data launched

In April we launched a new analytics hub within eCMID System for vessel inspections, available at www.ecmid.com. The system provides real-time reports based on anonymised aggregate data from over 1100 inspections of offshore vessels and workboats undertaken using the latest eCMID and eMISW templates since May 2021 – a number which will only increase, as the system will track use across future versions of the templates.

All registered users can access the findings analytics hub with this overall aggregate data. However, vessel operators registered within the eCMID are also able to filter the analysis to view a report covering their own fleet. This will enable them to address any common findings among their vessels, and to benchmark their performance against the overall reports.

Within IMCA, the findings data will be used to generate regular bulletins highlighting key findings, to identify topics for future safety campaigns and to support the continuing development of new and updated industry guidance.

eCMID and eMISW inspections updated

New supplements for battery and hybrid propulsion systems

Two new optional supplements have been introduced to each template for selection by the inspector for relevant vessel types. Featuring similar questions but tailored to each use case, they cover hybrid battery systems for dynamically positioned (DP) vessels and battery propulsion systems for non-DP vessels.

These supplements will be monitored as this is an ever-changing technology, feedback from Accredited Vessel Inspectors (AVIs) is welcome as we move forward with the evolution of hybrid systems and the emergence of alternative fuels within the offshore industry.

Mark Ford, IMCA's Marine & Quality Manager said:

"Hybrid battery technology is always evolving with new management and monitoring technology being introduced. IMCA's eCMID Committee will ensure that these eCMID templates remain current and provide good value to the inspection".

Review copies of the new versions are available for downloading via www.ecmid.com. These are to help users prepare for an inspection, or for evaluation purposes, but are not valid for uploading to the eCMID database.

Updated requirements for vessel data

Following the launch of the eCMID Analytics Hub and release of the latest inspection templates new requirements have been added for key elements of vessel data (known as 'Vessel Particulars' within the documents) on the format of data entered in respect of elements including vessel dimensions, equipment, and capabilities. These changes will enable both a more granular analysis in future reports and a[JP1] more accurate assessment of the registered fleet to be undertaken. A simple interface has been developed to help vessel operators and inspectors migrate from previous free-text data to the new formats.

Vessel operators are strongly encouraged to update (or complete, if not already done) their vessel particulars records prior to inspections taken place. This means that less time needs to be spent during the inspection obtaining and entering information, freeing up the inspector to focus on safety-critical aspects of their reports.

Two inspection templates are currently available within the system:

- eCMID – the Common Marine Inspection Document (IMCA M 149) is designed for inspecting any type of vessel of 500grt and more and/or 24m or more in length – those covered by ISM, ISPS and other relevant codes
- eMISW – the Common Marine Inspection Document for Small Workboats (IMCA M 189) is designed for smaller vessels, which may not be covered by ISM and other codes, but where a similar assessment of safety management systems on these vessels is beneficial

Inspections are undertaken by AVIs who undergo initial assessment, continuing professional development and five-yearly revalidation processes managed by the IIMS Marine Surveying Academy.

The online system includes a vessel and report database, with data controlled by vessel operators, a cross-platform inspection app, and the Analytics Hub for reporting and analysis of aggregated findings data, to help further improve safety performance across the offshore fleet.

The system is overseen by the IMCA Marine eCMID Committee, which includes representatives of all stakeholders – vessel operators, clients and inspection companies – to ensure a system that is truly 'for industry, by industry'.

Further updates to IMCA's eCMID and eMISW Inspection System

The latest additions to the website embrace a new quality assurance process alongside updates to IMCA M 167 – *Guidance on the IMCA eCMID System*; updates to eCMID and eMISW inspection templates; and changes to upload fees for 2023.

New eCMID quality assurance process and M 167 update

A new quality assurance (QA) review system has been introduced to review samples of uploaded vessel inspection reports on an ongoing basis; this is covered in the updated IMCA M 167 which also reflects the extensive changes to the system's IT platform in recent years.

The new QA system is being undertaken independently by the IMCA secretariat using anonymised versions of uploaded reports, with a standardised assessment template ensuring a consistent approach to the reviews.

Updates to eCMID and eMISW inspection templates

Feedback has resulted in minor updates to both eCMID and eMISW inspection templates. Both now include an 'Additional images' appendix; and additional eCMID updates relate to unattended machinery spaces, DP trials and event reporting, as well as minor edits to questions, guidance notes and references.

Key Documents

IMCA finalises Guidelines for Walk to Work (W2W) Operations

IMCA expanded its *'Guidelines for Walk to Work (W2W) Operations'* IMCA M 254. Originally published in October 2020, the guidelines were produced to help standardise the way in which vessels give personnel safe access to offshore structures, both in the wind and oil & gas industries, and were developed under the direction of IMCA's Marine Division Management Committee.

Vessel owners, wind farm operators and motion compensated gangway manufacturers worked alongside an offshore energy industry focused steering group consisting of representatives from leading manufacturers of motion compensated gangway systems to develop the guidelines.

The document was originally published containing just two of six planned appendices while the industry steering group concentrated on developing the remaining appendices over an additional 12 months, representing an excellent example of industry collaboration.

The guidelines now include nine sections covering walk to work motion compensated gangway operations for the offshore energy industry. The document advises on choosing the appropriate vessel and gangway as well as operational planning which includes gangway maintenance and ensuring the competence of key personnel. The guidelines also cover emergency preparedness including details on the IMCA incident reporting scheme and how to contribute lessons learned.

The six appendices cover emergency protocols, a framework for hazard identification, training and experience requirements, a safety report template, an induction curriculum, and guidelines covering workability analysis.

Renewable Energy Lifting Ops covered in IMCA Guidance

IMCA's *'Guidelines for lifting operations'* IMCA LR 006 was reviewed and updated to ensure that it properly covers all elements of lifting operations in renewable energy sector contracting activities.

Offshore wind involves an ever-increasing number of our members; and so, our expert work group thoroughly reviewed IMCA LR 006 and made a number of additions and amendments to ensure it provides an invaluable resource enabling work in the rapidly expanding global market to be undertaken safely and efficiently.

Complacency is caused by the very things that should prevent accidents – factors like experience, training, and knowledge. Complacency makes personnel skip hurriedly through checklists or fail to monitor instruments closely. It can cause personnel to use shortcuts and poor judgement, and to resort to other malpractices that mean the difference between hazardous performance and professional; performance. For this reason, we have added a new section on complacency.

Another major change is the revision of Appendix A4 *'Lifting of Offshore Wind Turbine Components'*. It now provides information and guidance regarding the potential issues which can be encountered when performing repetitive lifts of wind turbine components at height, with sub-sections on safety considerations when lifting nacelles, blades and towers; possible issues when lifting components at height; dynamics and associated special lifting tools; and spooling issues.

Other amendments and additions include:

- Amendments to the personnel section bringing it into alignment with offshore wind terminology
- A minor modification to the lift categorisation flow chart
- New example rigging templates have been included that show the rigging for a monopile and a transition piece
- Inclusion on the use of guide poles as an alternative to tag lines

IMCA Issues Burial at Depth Measurement Guidance

IMCA published new guidance *'Guidelines for the Measurement of Depth of Burial'* IMCA S 029 aimed at both the offshore renewables and offshore oil and gas industries, looks at the different methods of measuring the depth of burial of subsea cables and pipelines together with factors influencing the depth of burial.

It also includes measuring the thickness of an embankment of crushed rock on top of a pipeline or cable; and provides guidance on measurement of depth of lowering – including explanation of the difference between lowering and burial or cover.

Subsea pipelines and cables are commonly buried in the seabed or covered with crushed rock to give them protection from anchoring and bottom trawling.

They can also be buried/covered to maintain an operating temperature and, in the case of pipelines, to be restrained from upheaval buckling. Some pipelines and cables are left exposed on the seabed to permit thermal expansion or left in an open trench designed to protect the line from passage of an anchor or trawl. 'Depth of Burial' or 'Depth of Cover' becomes a contractual requirement and therefore needs to be measured with equipment and procedures that produce results of known accuracy. IMCA S 029 gives clarity to this important topic.

The document includes sections on the methods for defining depth of burial or cover; selection of survey sensors; tone injection for active cable trackers; accuracy of DOB measurements; depth of burial measurement in different types of survey; reporting depth of burial; possible disputes in depth of burial measurement; developments in pipe and cable tracking as well as a useful introduction providing both an overview of methods of burying pipelines or cables and of equipment for measuring burial; clarification of terminology, a glossary; references and further ready and appendices focussing on Teledyne TSS 440 and PanGeo Sub-Bottom imager.

IMCA publishes Marine Explosive Ordnance Operations Logbook

The International Marine Contractors Association has published a 'Marine Explosive Ordnance (MEO) Operations Logbook' Logbook 018 for use by all MEO operatives, including divers, diving supervisors, MEO supervisors and other personnel who wish to record their involvement in MEO subsea activities.

The logbook is designed to be used by MEO operatives to log, in detail, the exact work they carry out, such as survey, identification, and disposal activities. Instructions on how to use the logbook are set out in explanatory notes. There are separate sections for recording details of examinations and certifications held; training courses attended; and individual MEO field activities completed.

The logbook also contains an area for the MEO operative's own notes and a section where the operative's MEO experience is presented in summary. The MEO logbook must be used in addition to the IMCA Professional Diver's Logbook or another relevant logbook and is Marine explosive ordnance is not an area where IMCA has traditionally been involved. However, the creation and publication of an MEO operations logbook was seen by IMCA's Diving Division Management Committee as a logical step to help ensure safety and efficiency in this specialist sphere, especially given the increased requirement for MEO identification and disposal activities caused by the rapid expansion of the offshore wind industry. IMCA publishes a full suite of logbooks which can only be purchased at www.imca-int.com/store/books/. The MEO Operations Logbook can be ordered online.

Key Documents

IMCA assessment procedure for training course approval

This document sets out details for existing and potential members seeking IMCA approval of certain training courses. For further details, please see our Training Provider Membership page.

It is supplemented by course-specific guidance documents, which contain detailed syllabus, facilities, instructor and other requirements, as follows:

- IMCA D 020 – Requirements for IMCA-approved Diver Medic Training courses
- IMCA D 071 – Requirements for IMCA-approved Trainee Air Diving Supervisor courses
- IMCA D 072 – Requirements for IMCA-approved Trainee Bell Diving Supervisor courses
- IMCA D 073 – Requirements for IMCA-approved Assistant Life Support Technician courses
- Requirements for IMCA-approved Trainee Diving Systems Inspector courses (in development)
- IMCA R 002 – Requirements for IMCA-approved ROV Introductory Training courses.

IMCA Demystifies the American Offshore Workers Fairness Act

IMCA published a detailed Information Note on 14 March 2022 on Congressionally proposed manning constraints applicable to vessels operating in support of U.S. offshore energy projects.

The proposal was passed by the House of Representatives on 29 March 2022 – the American Offshore Worker Fairness Act, Section 518 of the Coast Guard Authorization Act of 2022 (H.R 6865).

"There remains much more to comprehend regarding the potential of this proposed legislation and there are many inaccuracies related to the purported rationale for the need for enactment of this legislation," explained IMCA CEO, Allen Leatt. "IMCA has prepared a comprehensive fact sheet to demystify key myths regarding this proposed legislation.

"In addition, the American Clean Power Association, the leading association representing renewable energy companies in the U.S., has recently published a publicly available germane paper on Offshore Wind and Maritime Crewing.

Hazards of using hold-back vessels during DP Ops

IMCA realises that use of hold-back or push vessels is commonplace in certain parts of the industry, but we feel it is essential to stress the inherent risks of such activity.

IMCA M 260 sets out the pitfalls of using towing and/or push vessels intended to provide additional propulsion force and/or security for DP vessels engaged in critical operations by means of attachment by wire rope or push vessel.

Due to the potential for unpredictable DP control system response, the use of a hold-back vessel is not something that should form part of normal operational planning for DP operations. However, it may be an option that is forced upon a project team by unforeseen circumstances.
M 260 ensures that those considering its use are made fully aware of the risks to which they will be exposed rather than IMCA prohibiting the practice entirely.

IMCA M 260 enables the project team, operators and Master to consider all the risks and hazards associated when considering the use of hold-back/push vessels and therefore allows the operator to develop an accurate risk assessment of the operation.

IMCA M 260 not only looks in detail at its purpose but also covers risk reduction in operations, assisted DP operations (embracing the motivation behind assisted operations, alternatives, when assistance is unavoidable, hazards, and risk assessment); and selection of the hold-back or push vessel. It also contains an invaluable glossary and concludes with practical considerations and references.

IMCA's lifting Guidance now co-branded with G+

The International Marine Contractors Association's (IMCA) recently reviewed and updated Guidelines for Lifting Operations IMCA LR 006 has been republished with new dual branding featuring G+, the global offshore wind health and safety organisation. This is the association's first dual branded publication and ensures wider circulation, acceptance and use of this key document, in the offshore wind industry.

LR 006 has safe and efficient operations at its heart and thus attunes with G+ aims. We are delighted to be linked with them in this way, their branding on this important document demonstrates their alignment with IMCA's values and strategic imperatives which embrace industry collaboration, safety, technical excellence and above all, knowledge-sharing.

LR 006 was reviewed and updated to ensure that it properly covers lifting operations in offshore wind industry contracting activities in addition to those in the offshore oil and gas industry; and published in August this year. It played a key role in IMCA's Lifting & Rigging Seminar held on 27 October 2022 in Amsterdam.

Key Documents

Guidance on the Industrial Personnel (IP) Code IMCA REG 005 December 2022

The International Code of Safety for Ships Carrying Industrial Personnel (IP Code) has been developed by IMO as a mandatory code which was adopted by IMO's Maritime Safety Committee in November 2022 and will enter into force on 1 July 2024.

The IP Code is intended to provide for the safe carriage of Industrial Personnel on ships and their safety during personnel transfer operations between the ship and offshore installations (in the wider sense) by addressing any risks not adequately mitigated by the applicable safety standards in the International Convention for the Safety of Life at Sea (SOLAS).

The IP Code is made mandatory through a new Chapter XV in the SOLAS Convention. This Guidance document has been compiled to assist members in interpreting the provisions of the new mandatory code. Since the IP Code is a new IMO instrument, it applies to new ships after entry into force (1 July 2024).

IMCA publishes DP system network storm guidance

The International Marine Contractors Association (IMCA) has published *'Guidelines for the Management of DP System Network Storms'* IMCA M 259 to raise awareness of the risks presented by the use of data communication networks on dynamically positioned (DP) vessels, especially when used to connect otherwise redundant components of the DP control system, power system or thrusters.

The general effects of so-called 'network storms' are to cause disruption of data communication over a network and/or degradation of network controller performance, although the exact symptoms may be unpredictable, inconsistent and may increase over time or appear instantaneously.

A number of high-profile DP events have been attributed to failure of networks in the past. However, knowledge around the subject remains at the basic level for most stakeholders including designers, shipyards, OEMs, operators, and those involved in DP FMEA management. Testing demands imposed by different vessel charters have been reported to be on the increase due to the increasing recognition of the potential risks of network failure, but these demands can be variable and inconsistent, reflecting individual approaches and levels of understanding.

This new guidance is the result of the efforts of a dedicated working group comprised of those key stakeholders and the contents and general conclusions of the guidance have been validated by testing performed in the laboratories of major DP Control Systems manufacturers and onboard DP vessels in service. We believe it will not only increase awareness of the issue but encourage the risk to be taken seriously in relation to the safety of both the vessel and its crew.

With its comprehensive contents the 46-page document is aligned with well-established and commonly understood DP industry concepts and terminology, especially with regard to redundancy, fault propagation and cross connections. It provides information on a wide range of concerns, effects and verifiable objectives of network storm management with sections on; faults on data networks; addressing network vulnerabilities; competency profiles; testing; practical considerations for DP vessels in service; highlights common misconceptions such as "But this is not likely to happen in real life" (usually said after an issue has been found during testing); and includes useful and wide-ranging references.

IMCA M 259 points out that network storms can potentially be created by both naturally occurring failures/unintentional errors and, also by deliberate interference (i.e. hacking or cyber piracy) that may have similar effects. The guidance deliberately excludes malicious attempts to interfere with a system although the guidance may be helpful in identifying and managing their effects.

Events

IMCA's Regional and Technical Seminars are an excellent way of connecting with our members, advancing the academic and technical discussion and a perfect opportunity to network with global stakeholders.

With COVID-19 restrictions relaxing in 2022 we got back on the road, reconnecting with members and industry colleagues. This year's regional meetings held in Dubai, Singapore, Houston and Rio de Janeiro experienced record attendance. In 2022 we held two Technical Seminars, our Dynamic Position Conference and the ever popular Lifting & Rigging Seminar.

A record number of over 1000 people attended IMCA events in 2022.

DP Conference

The 2022 Conference was aimed at those involved in both offshore renewable energy and offshore oil and gas DP operations, The event provided an opportunity for IMCA members and industry colleagues to participate in an industry forum where attendees heard from experts actively involved in dynamic positioning and had the opportunity to take part in Q&A sessions and workshops that help to formulate the work programme for IMCA's DP Committee.

Lifting & Rigging Seminar

The 2022 event focused on the technical side of offshore lifting and on the challenges created in the renewable energy market. It was aimed at those involved in both offshore renewable energy and offshore oil and gas and provided an opportunity for IMCA members and industry colleagues to participate in an industry forum where attendees heard from experts actively involved in all aspects of lifting and had the opportunity to take part in Q&A sessions and workshops that help formulate the work programme for IMCA's Lifting & Rigging Management Committee.

IDIF – Keeping Divers Safe

IMCA played an active role in the International Diving Industry Forum's (IDIF) Underwater Ships Husbandry Port Authority Seminar, led by the International Association of Oil and Gas Producers (IOGP), being held for the first time in the MENA region in Dubai on 12 September.

Bryan McGlinchy, IMCA's Diving Manager, Peter Sieniewicz IMCA's Diving Consultant and Phil Newsum from ADCI were among the leading voices from the diving industry who, under the chairmanship of Tony Greenwood of ExxonMobil, talked about suitable measures and the best operational practices adopted across the world to safeguard divers engaged in underwater ship husbandry activities.

IDIF brings industry stakeholders together in a collaborative constructive effort to promote international energy industry diving safety. The event provided a specialist forum for discussion and the sharing of ideas and experiences on a crucial part of the diving.

Business Network for Offshore Wind 2022 IPF

IMCA attends the Business Network for Offshore Wind in Atlantic City.

IPF is the premier offshore wind energy conference in North America and it was hosted by the Business Network for Offshore Wind. IPF connects global leaders and businesses in the supply chain, offering unparalleled networking opportunities, and delivering breaking updates on the industry, from technology to policy.

The 2022 International Partnering Forum (IPF) took place in April 2022 at the Atlantic City Convention Center in Atlantic City, New Jersey and provided an excellent opportunity to shape strategy for the coming years.

Ports & Vessels 2022

Ports & Vessels 22 was a one day conference organised by RenewableUK presenting an opportunity for the marine sector of the offshore wind industry to gather, share ideas, network, and drive innovation across the sector.

Iain Grainger represented IMCA in a panel discussion on **Maintaining a safe, global offshore wind workforce.**

The session included panelists from RUK, GWO, G+, OPIT and RWE and addressed:

- How offshore health & safety stakeholder groups work together to ensure consistent standards
- How will the industry maintain high offshore wind safety standards, developed over 20 years in the North Sea, as the global market scales up?
- Can the UK become an export leader in offshore wind health and safety good Practice?

Events

MCEDD 2022

IMCA is a proud supporter of MCEDD Deepwater Development and in April in London IMCA had three speakers covering different technical areas in the programme:

- Setting Expectations and Measuring Progress on Ensuring Environmental Sustainability in Offshore Marine Contracting.
- Disruptive Technologies & the Energy Transition.
- Realities of Remote Offshore Survey Report.

IMCA's DP Expertise sought from Houston to Singapore

IMCA's expertise is acknowledged and sought all over the world; its guidance, safety flashes, and dynamic positioning (DP) event reporting in particular, is followed by all types of experts in the field.

Richard Purser, Technical Adviser – Marine, demonstrated IMCA's expertise at two global DP conferences in 2022.

In October, he spoke at the MTS DP Conference in Houston on 'DP Station Keeping Trends and Concerns'; and then, in November, Graeme Reid, Technical Adviser – Marine, ran a morning session covering different aspects of DP at the 10th Dynamic Positioning Asia Conference and Exhibition 2022 in Singapore.

Front and Centre for IMCA in Taiwan

In a visit to Taiwan in October, Iain Grainger, Head of Energy Transition and Jason Veerasingam, Director of Client Engagement – Asia-Pacific had a packed safety-focused itinerary lined up with a range of industry, government and IMCA events, alongside client meetings and visits to local training centres.

IMCA, as a supporting organisation and member of GWEC, played an active role in the Global Offshore Wind Summit Taiwan (GOWST) where Iain Grainger, participated in a session entitled, 'Training, Manpower, Safety and Other Needs in Offshore Wind Markets in Taiwan'.

IMCA also hosted a Safety Seminar with the British Office of Taiwan on the topic of 'Addressing Critical Operations in Marine Safety' with other speakers from Northland Power and Dong Fang Offshore. Iain and Jason also participated in the 3rd Taiwan OSHA – UK HSE Occupational Safety and Health Summit.

25th International Lifting Conference

MCA attended the International Offshore Crane & Lifting Conference (IOCLC) which alternates between Stavanger in Norway and Aberdeen in Scotland – central hubs to the North Sea oil and gas industry.

The conference aims to cover a wide range of new topics in offshore cranes and lifting technology, subsea and heavy lifting, crane standardisation and regulatory and industry safety initiatives.

Participants were able to enter into discussions with the speakers and interact with companies presenting their goods and services to delegates.

Russell Craig, TechnipFMC's One Fleet Lifting Authority and a member of IMCA's Lifting & Rigging Seminar Workgroup presented on behalf of IMCA.

Events

IMCA represented in Oceans Career Panel

Oceanology International is a high-level marine science and ocean technology conference taking place in London. In last year's event IMCA's Andre Rose, Technical Adviser, spoke about his experience in the offshore industry alongside a number of other representatives from industry, academia, and professional bodies, who also shared their insights on career opportunities, challenges, career development transitions and progression in the underwater, subsea, and wider marine sectors.

Focus on the 'Energy Field of the Future' at Joint Industry Event

Once again IMCA worked closely with The Society for Underwater Technology (SUT), and The Hydrographic Society UK and Ireland (THS: UK&I) Scotland Branch to jointly host their well-respected industry seminar in Aberdeen, UK on the topic of 'The Energy Field of the Future'.

Following a networking breakfast, the day continued with a keynote address by Greg Jones of Total E&P UK who is working with the Net Zero Technology Centre to assist companies to develop new technology and to support the move to Net Zero.

The rest of the day unfolded in four sessions – the first on Visualisation; the second on Robotics, in which IMCA's, Andre Rose Technical Adviser – Remote Systems and ROV, spoke about Development of USV Technologies.

Subsequent sessions covered Communication before Alternative Energy talks wrapped up the programme.

In addition to Greg Jones and Andre Rose, speakers came from 3DGP, FutureOn, Oceaneering, STL, Nauticus Robotics, Imenco, Sonardyne, C-Power Alba, Blackbird, and Crondall Energy.

Certification & Awards

QUALITY MANAGEMENT

IMCA successfully completed the necessary audits for our Information Security Management System (ISMS) to continue to maintain ISO 27001 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).

IMCA continues to retain ISO 9001 certification upon which our Quality Management System is founded on quality management principles including a strong customer focus, the motivation and implication of top management, the process approach and continual improvement. Using ISO 9001 helps ensure consistent, good-quality products and services. Our Quality Management System is founded on ISO 9001.

IMCA AWARDS

In 2022 IMCA once again ran its safety and environmental awards to showcase the best in innovation and best practice from its Members.

Environmental Sustainability:

Winner
Heerema – Developing a silent piling methodology – Collaborating with the University of Dundee to significantly reduce or eliminate underwater noise pollution from pile-driving operations.

Highly commended:
P&O Maritime and Logistics – Mangrove Reforestation in Mozambique – Partnering with Tree Nation to support mangrove estuaries by linking safety reporting to the planting of trees.

Also shortlisted:
Boskalis, Bumi Armada, and **Subsea7.**

Safety:

Winners
ADNOC – Smart Safety Vessels – Implementing next-generation AI systems on more than 80 offshore vessels operating across six ports in the United Arab Emirates (UAE).

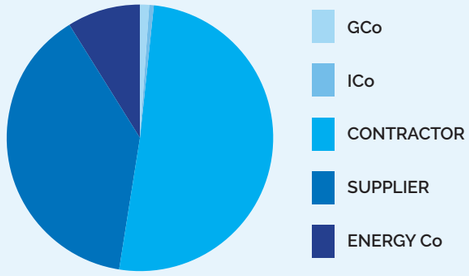
MMA Offshore – T365 Leadership Engagement Programme – A new programme which underpins a belief that an incident free workplace is possible through understanding, guidance, and tools.

Shortlisted
Global Gases, TechnipFMC, Transocean.

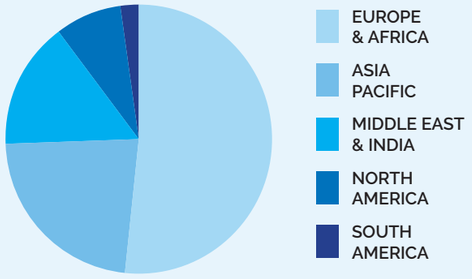
Membership

In 2022 IMCA continued to welcome new members from around the world.

Membership by category

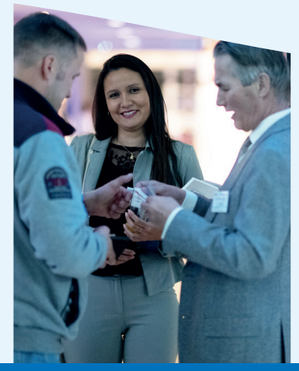


Membership by region 2022



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

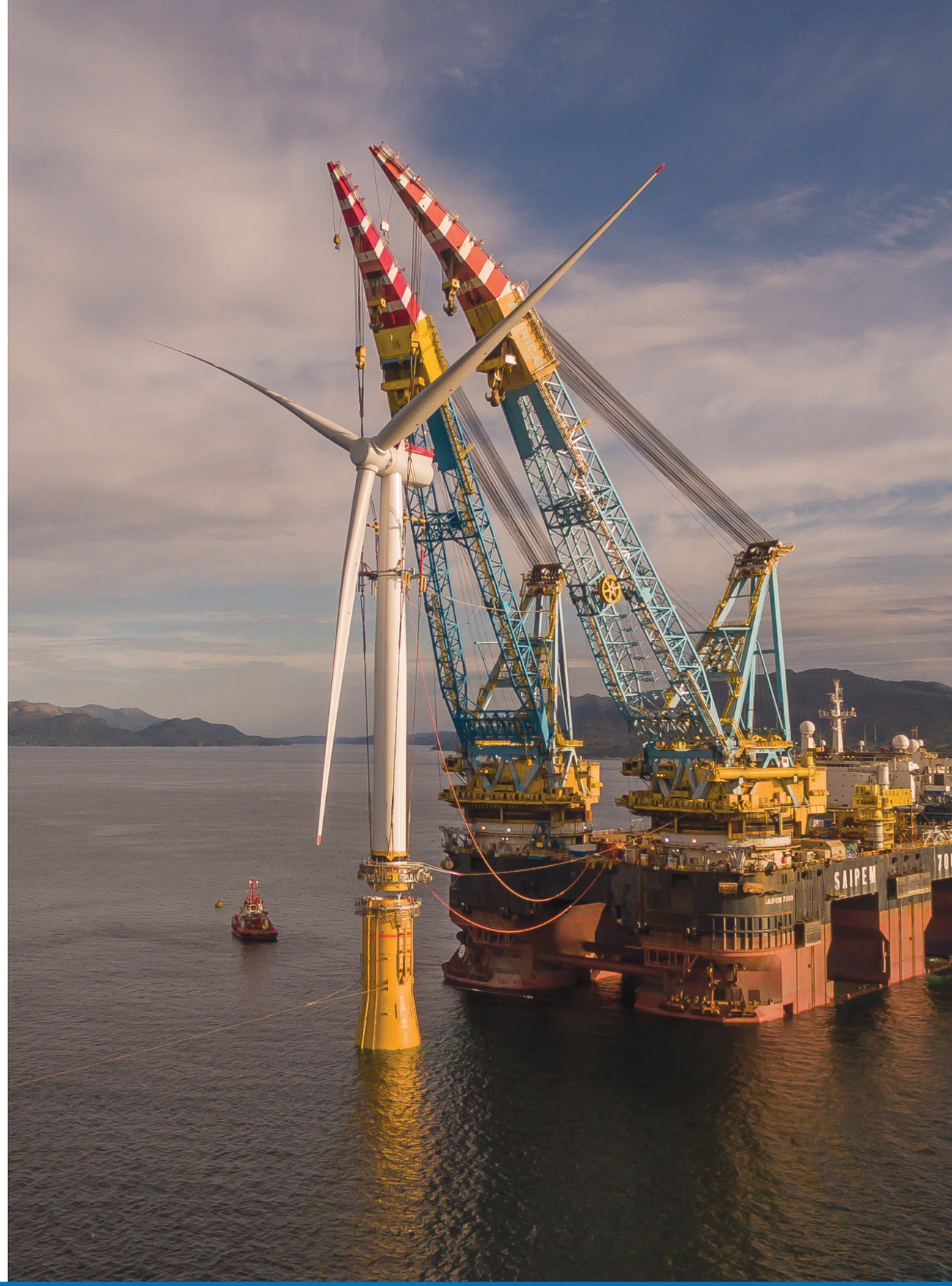
IMCA Secretariat: Appointments

Iain Grainger joined IMCA as Head of Energy Transition to support IMCA's expansion in offshore renewables. Iain has over 30 years experience in offshore marine construction around the world. He spent the early part of his career engineering and managing the installation of major offshore infrastructure before moving into commercial and strategy roles with tier one contractors. Iain is a chartered engineer and has an MBA. He is a past president of IMCA.

In June **Rhys Jones** joined IMCA as Technical Adviser for Marine Renewable Energy, bringing a wealth of offshore wind energy experience to IMCA, having worked for RenewableUK for 11 years as Head of Technical Affairs. This involved a strong focus on health, safety, and regulatory compliance in the offshore wind sector. Rhys has managed numerous industry committees in developing various best-practice guidance documents in the offshore wind industry in much the same way as IMCA's operating model.

Jason Veerasingam joined IMCA as Director of Client Engagement – Asia-Pacific. Jason has experience working with engineering consultants, leading EPC contractors and offshore service providers. In the last 25 years, his focus in the South East Asia market has enabled him to build successful business development strategies for national and international companies in the region. Prior to joining IMCA Jason was Area Manager at Boskalis Offshore. He was responsible for the business development of their suite of offshore services including the decommissioning of offshore assets in the region.

The addition of **Dustin Varnell** to our Business Development team further increased our offshore wind expertise. Based in Rhode Island, Dustin, as a Master Mariner on dynamic positioned (DP) vessels he is very familiar with IMCA's work in the field. He is focused on the U.S. offshore wind energy market, and has 20 years' experience in offshore energy and marine operations. He spent over 15 years offshore as a ship's officer working internationally on large-scale projects in Asia, the Gulf of Mexico, and Brazil. Dustin is a Master Mariner, an experienced DP operator and holds many industry credentials and certifications. His shipyard and vessel construction experience include projects in Japan, Singapore, and various locations in the United States. He has spent the last four years in construction and operational planning in the developing U.S. offshore renewable energy industry.



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. We are governed by The Board of Directors of IMCA Holdings Ltd and, in keeping with tradition, the Chair and Vice-Chair 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.

Offshore Renewables saw IMCA expand Board of Directors in 2022

Our new board members bring exceptional expertise and insight to the offshore wind energy industry and will complement our existing board members representing market leading companies. Working, together the board is able to 'move the dial' in IMCA's mission of improving performance in the marine contracting industry.

New members of the Board:

- **Kate Harvey** – General Manager of G+ Global Offshore Health and Safety Organisation
- **Arnoud Kuis** – Managing Director of Van Oord Offshore Wind
- **Hugo Bouvy** – Managing Director of DEME Offshore
- **Hans Dieteren**, Group Director for the Offshore Energy Division and member of the Executive Committee of Royal Boskalis Westminster BV

Additionally, **Roderik Heerema** replaced Peter Heerema as Allseas' Board Representative.

Roderik Heerema is Proposals Manager who started his career in 2011 at Tideway/DEME Offshore and joined Allseas in 2014, first as a pipeline engineer and later as a project manager. In his current role, he is responsible for a variety of pipelay and heavy lift tenders, for projects worldwide. Roderik holds a MSc in Civil Engineering from Delft University of Technology

They join:

- Jonathan Tame, Subsea 7 – President and Chairman of the Board.
- Luca Gentili, Saipem – Vice President and Vice Chairman of the Board.
- Andy Seymour, Fugro.
- Steve Sheppard, Helix Energy Solutions.
- David Jousset, TechnipFMC.
- Michel Hendriks, Heerema Marine Contractors.
- Allen Leatt, IMCA.

Kate Harvey

General Manager of G+ Global Offshore Health and Safety Organisation

As an economist Kate began her career in renewable energy at RWE in 2002, then joined SSE in 2008 where she undertook several roles: Consents Manager for Greater Gabbard, Project Manager for Galloper, SSE Asset Manager for Dogger Bank, and Board member of Seagreen.

Arnoud Kuis

Managing Director of Van Oord Offshore Wind

Arnoud started his professional career in offshore maritime engineering more than 30 years ago and has spent around 20 years working internationally in various roles in dredging and marine construction in Singapore, India and Dubai. Since 2016 Arnoud has been responsible for Van Oord's Offshore Wind activities and is a member of Van Oord's Executive Committee.

Hugo Bouvy

Managing Director of DEME Offshore

Hugo is the Managing Director of DEME Offshore. A civil engineer by training he has worked offshore as a project engineer and vessel superintendent in many locations around the world. He was the Managing Director of Tideway BV and has extensive dredging experience in the Middle East. In 2021 he became a member of the DEME management team.

Hans Dieteren

Group Director for the Offshore Energy Division and member of the Executive Committee of Royal Boskalis Westminster BV

Hans is responsible for the business portfolio Offshore Heavy Lifting, Subsea Cables, and Global Engineering.

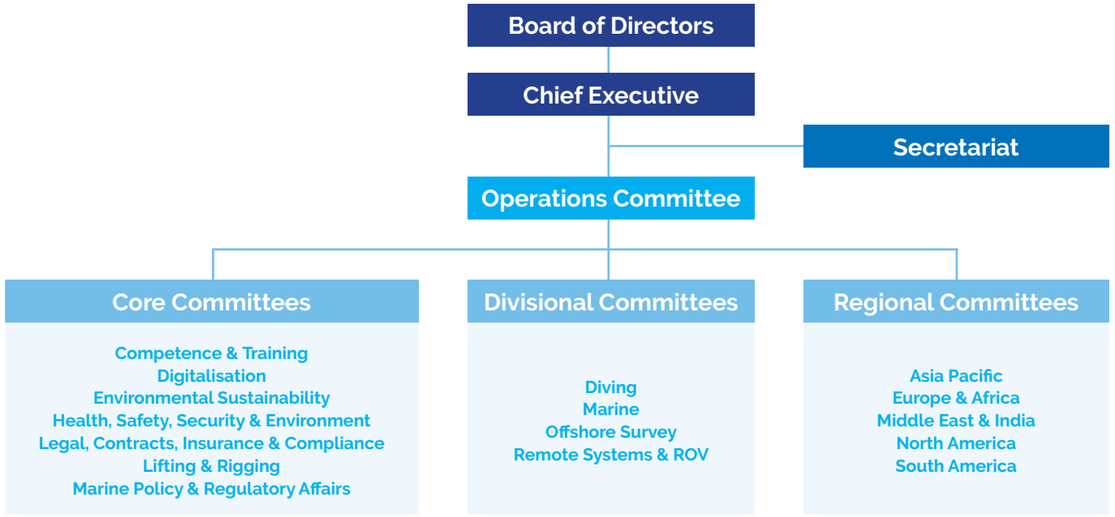
Hans started his career in 1988 in the dredging industry, working globally on many projects in various roles, from Superintendent to Project Director. In 2007, Hans joined the Dredging Division of Royal Boskalis Westminster, first as Manager for the European markets and then as the Business Unit Director for Europe. In 2017, he was appointed Business Unit Director for Seabed Intervention within the Offshore Division and in 2021 he moved into his current role. Hans holds a MSc in Civil Engineering from Delft University of Technology.

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.



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 (previously known as Contracts & Insurance)	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.
MASS	The Marine Autonomous Surface Systems (MASS) Committee is the focal point and convener of knowledge, guidance and regulatory developments in MASS vessels, subsurface, surface and secondary systems operated in conjunction with MASS vessels. The committee's activities aim to facilitate and develop internationally approved MASS regulations, influencing and collaborating with key regulators such as with IMO Member states, other international agencies, industry bodies.
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 in 2022

Allen Leatt
Chief Executive

Iain Grainger
Head of
Energy Transition

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

Graeme Reid
Technical Adviser
Marine

Nicholas Hough
Technical Adviser
HSSE, Offshore Survey

Andre Rose
Technical Adviser
C&T, ROV

Ali Macleod
Technical Adviser
Diving

Peter Sieniewicz
Technical Adviser
Diving

Richard Purser
Technical Adviser
Marine

Rhys Jones
Technical Adviser
Marine

Kester Keighley
Technical Assistant
Diving

David Bloom
E&A Engagement

Bill Chilton
Technical Adviser
Diving

Bruce Gresham
North America
Engagement

Chris Rodricks
MEI Engagement

Jason Veerasingam
Director of Client
Engagement

Chelsea Antrobus
Membership
Services

Kayleigh Glasscock
Membership
Services

Kayleigh McFarlane
Membership
Services

Lynne Reid
Membership
Services

Jill Adamson
Accounts

Ade Adebanjo
IT Technician

Adam Hugo
IT & Systems
Specialist

Matthew Hawley
Marketing &
Communications Assistant

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 and 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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2023-08