

IMCA is the international trade association representing offshore, marine and underwater engineering companies

It seeks to:

- strive for the highest possible standards with a balance of risk and cost in: health and safety; technology; quality and efficiency; environmental awareness and protection;
- achieve and sustain self-regulation in the industry;
- ease the free movement of equipment and personnel globally;
- achieve equitable contracting regimes;
- provide the framework for training, certification, competence and recruitment to support and sustain the industry globally;
- resolve industry issues; and
- promote co-operation across the industry.

Members include pipelay, heavy lift, diving, remotely operated vehicle, survey and offshore construction contractors, plus various contractors operating specialist marine equipment.

IMCA has two core activities in which all members participate:

- **Competence & Training** includes a comprehensive framework devoted to promoting safety by defining and encouraging training and competence in key safety-related positions.
- **Safety, Environment & Legislation (SEL)** includes monitoring national and international regulatory bodies, circulation of relevant information to members and advancement of industry positions where necessary

Members join in one or more technical divisions relevant to their own activities:

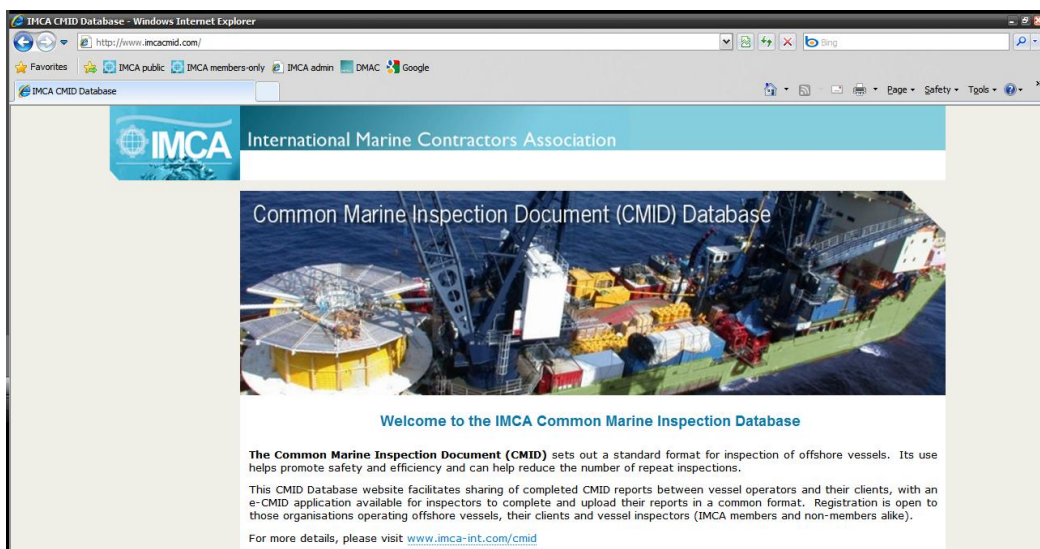
- Diving
- Marine
- Offshore Survey
- Remote Systems & ROV

IMCA works with a global focus, but also has regional sections covering the key offshore areas: Asia-Pacific, Central & North America, Europe & Africa, Middle East & India and South America.

IMCA has published substantial and comprehensive good practice guidance on marine operations based on its members' experience in a range of related areas. More details on specific activities are set out on these factsheets.

In the past, clients and prospective clients requested individual inspections and audits of vessels they wished to contract. Such inspections and audits can be time-consuming and costly and many vessel operators found themselves struggling with the demands placed upon them. Through consultation with industry, a solution was found.

The Common Marine Inspection Document (CMID, reference [IMCA M 149](#)) sets out an inspection checklist prepared as a result of industry consultation. The intent is to reduce the number of client audits by encouraging the use of a single annual inspection. A competent and independent third party should complete the inspection. Report writing is facilitated via the e-CMID – an electronic version of the report which promotes dialogue with the vessel Master and full and accurate completion. Following the inspection, vessel operators can simply make the report available via the dedicated CMID database or through the traditional paper copy to subsequent clients and prospective clients, who will be able to recognise and accept this industry-agreed format, along with details of any corrective action taken. Full details are available at www.imcacmid.com



On the website inspectors, vessel operators, clients, government agencies and appropriate non-governmental organisations can register for access to the system. It is open to all users (both members and non-members of IMCA). Inspectors can then download the e-CMID application, vessel operators can grant access to reports and clients and others can request access to reports from the database. Using the database is free of charge to all users.

The CMID structure is regularly reviewed and updated in the light of technical and regulatory developments. Originally issued in 1999 it has been updated on a regular basis and is used worldwide both by oil companies and contractors taking vessels on hire. Vessel operators world-wide also find it useful within their own internal quality management systems.

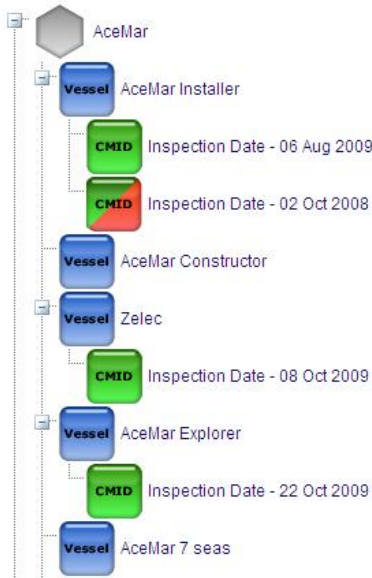
The most recent revision, completed in conjunction with oil company representatives and the International Association of Oil and Gas Producers (OGP), has not only seen the removal of subjectivity in completing the inspection but also moved the appropriate questions from the supplements into the main body of the document. Furthermore it addressed CMID inspector competence with new guidance in this area in a similar format to that in the existing IMCA Competence Assurance & Assessment guidance.



Common Marine Inspection Document (CMID) Database

View CMID Access

Right-click on a CMID to download the report.



Guidance for inspectors and crews

Full guidance is being developed on the use of the CMID in the revision of IMCA M 167, together with a worked example and notes to assist inspectors in completing the document. The guidance also identifies sections which can be prepared ahead of an inspection by the crew. The CMID is intended to be a 'live' document and using it as recommended should help even further to reduce the number and extent of inspections so that the time required for an inspection can be reduced.

Future developments

In addition to those developments outlined above it is also intended to develop a small vessels version of the CMID based upon the current document [IMCA M 189 – Marine inspection checklist for small workboats](#) – and a vessel assurance template for members and others to use to build their own.

For details and to download the latest version, visit www.imca-int.com/cmids