

*Those present:*

See separate excel attendance sheet

Andy Goldsmith

IMCA Technical Adviser - Marine

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## **1 Safety, Welcome, Introductions and Apologies**

A safety briefing was given, primary & secondary exits were highlighted.

The Chairman welcomed everyone to the meeting and the IMCA SA Committee members were introduced.

Apologies for absence had been received from:

Tiago Crespo

Oceaneering

Vice chairman SA Regional Committee

## **2 Competition Law Compliance Policy**

Meeting attendees were reminded of the IMCA competition law compliance policy, copies of which were available in the meeting room.

## **3 Minutes of the 24 April 2018 Meeting**

The minutes of the 24 April 2018 meeting were found to be a true reflection of the meeting and were duly approved by the Regional Committee Chairman. There were no matters arising.

## **4 IMCA Update**

IMCA's Technical Adviser provided an update of the ongoing work of the Association, in addition to IMCA Core and Technical Committee updates.

It was particularly pleasing to have a representative of the Brazilian Navy at the meeting to learn about the work of the association. The South America committee expressed their desire to work closely with the Navy for the benefit of the local offshore industry.

During this session the Chairman led a debrief of actions following the workshops held during the previous meeting. The workshops covered Areas of Alignment/Non-Alignment between Brazilian Ministry of Labour and IMCA Guidelines

### **NR 6: Personal Protective Equipment (PPE)**

Industry needs to find a way that PPE of an equivalent or higher standard can be provided by both International and local manufacturers.

International suppliers can apply for equivalence and it was thought IMCA could assist with this liaison. The local IMCA committee could instigate this liaison and Daniel Marins, Subsea 7 had some useful industry contacts to take the matter forward.

### **NR 10: Safety in Electrical Installations & Services**

Concern exists that some member vessels are being required to comply with these regulations. It was pointed out that NR 30 For Maritime Professional Education applies to class approved vessels. NR 10 should be voluntary for classed vessels and only applies to non-classed vessels. Caroline Malveira, DOF has experience of this and if the committee wanted to take this forward she would be able to assist.

## **NR13: Safety Training in Process Units operations / NR34: Working Conditions & Environment in Naval Construction & Repair Industry**

IMCA member companies are regularly being 'obliged' to comply with these requirements when, our worksites are radically different to those used for Naval construction and repair. Meeting attendees were unclear why this requirement existed. It was suggested that the 'owner' of NR34 within the Ministry of Labour be invited to the next regional meeting so the requirement could be clarified.

### **5 Presentations**

#### **5.1 Anchor handling and towing; guidelines, knowledge and training**

Talita Scarcela, Training Instructor, Maersk Training provided a useful insight into the management of training in this specialist subject. The presentation was delivered in Portuguese and the subjects covered included: The role of an anchor handling vessel, International and local guidelines, knowledge requirements and the Maersk training process.

#### **5.2 Guidelines for the training & experience of key DP personnel IMCA M 117**

Captain Andy Goldsmith, IMCA Technical Adviser used the objectives of IMCA M117 to highlight the changes made to the document when it was last revised during 2016. The focus was on the role played by Key DP personnel, their familiarisation and Continuous Professional Development. Finally, he explained the importance IMCA places on confidential reporting by members for the benefit of industry and provided details of the IMCA safety flash and DP station keeping report schemes.

#### **5.3 DP operators and key DP personnel training**

Simone Uribe, Instructor, Kongsberg Maritime followed up on the presentation by Andy Goldsmith to show the close links between the training offered by Kongsberg and the requirements of IMCA M 117. The presentation was again delivered in Portuguese. By using examples of actual incidents that can occur onboard Simone concentrated on the importance of co-operation and communication to provide a balanced approach to operations. She observed that certification was not enough on its own and pointed towards the benefits of Continuous Professional Development (CPD) for all key DP personnel.

### **6 Any other Business**

The Chairman asked for ideas for inclusion at the next SA regional meeting:

- Discuss and debate remote access to vessels to improve maintenance and operations. This could lead to issues of personal privacy, cyber security and regulatory considerations
- Training and competence assurance for disciplines other than marine such as ROV, Offshore Survey and Diving
- USBL calibration and how specific requirements such as this were incorporated into contracts and therefore cause problems
- The misunderstanding of DP follow-target mode operations

These would all be considered by the committee as they prepare for the next regional meeting.

Consensus was that the next meeting should be held in Rio de Janeiro rather than Maceia.

### **7 Date and Location of Next Meeting**

Proposed dates for meeting in 2019 were:

Thursday 14 March 2019, Rio de Janeiro

Monday 28 October 2019, this is the day before OTC Brazil to be held in Rio de Janeiro

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Signed as a true record

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Name

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Date