

**Minutes** of a meeting of the Association's Security Committee  
held on 10 June 2025 from 1300 BST via videoconference

## 1 Competition law compliance policy

The IMCA Competition Law Compliance Policy, which had been circulated with the meeting agenda, was drawn to the attention of all present.

## 2 Welcome and attendance

The chair welcomed members to the meeting. Apologies for absence were recorded, with the latest meeting attendance now as follows:

Name	Company	Jul 2025	Oct-24	Feb 2025	Jun-25
Nicolas Krmic	Subsea 7	Substitute	Attended	Attended	Attended
Rolinda van Zanten	Van Oord Offshore	Attended	Apologies	Attended	Apologies
Pieter Matthee	Heerema Marine Contractors	N/A	N/A	Attended	Attended
Anton van Heiningen	Heerema Marine Contractors	Apologies	Attended	Attended	Apologies
Diane Khatun	IOGP	Attended	Apologies	Apologies	Attended
Russell Pegg	OCIMF	Attended	Attended	Apologies	Attended
Bernard Rouault	Saipem	Attended	Attended	Attended	Attended
Gaelle Serquin-Peyraud	SBM Offshore	Attended	Attended	Attended	Attended
Dag Snemyr	Siem Offshore	Apologies	Attended	Apologies	Attended
Bjorn Holstad	Solstad Shipping	Attended	Apologies	Attended	Attended
Gary Ritchie	Subsea 7	Apologies	Attended	Attended	Apologies

Legend:

☒ Attended
 ☒ Part-Time
 ☐ Substitute
 ☐ Apologies
 ☐ Absent
 ☐ N/A

Also present or joining via videoconference were:

Nick Hough  
Adrian Philips

IMCA  
IMCA

Safety and Security consultant  
Member engagement, MEI region

## 3 Minutes of the previous meeting

### 3.1 Approval of the minutes

The minutes were agreed and would be signed as an accurate record by the Chair. There were no matters arising from the minutes that were not covered by existing agenda items.

## 4 IMCA update

Nick Hough reported some changes to the HSS Core Committee. There was a new Chair (the former Vice-Chair), Debbi Garreffa of Cyan Renewables (formerly MMA Offshore), based in Perth WA. She was also the Asia Pacific representative. The new Vice-Chair was Derek Hibbard of Fugro, based in Houston.

Nick Hough reported the following new personnel within the IMCA secretariat:

- Jamie Chestnutt - Chief Operating Officer (interim, one year) – reporting to the CEO Iain Grainger;

- Giulia Luerti – Assistant technical adviser (environmental sustainability);
- Yashpreet Singh – a graduate trainee working in the energy transition space;
- Agiro Bell - Marine technical administrator;
- Adrian Phillips – Member engagement, Middle East & India (p/t);
- Liz Chang – Admin Assistant (p/t), Asia Pacific;

Adrian Phillips, member engagement in the Middle East & India Region, joined the meeting and introduced himself.

## 5 Virtual kidnapping

The Chair welcomed everyone to the meeting and gave a general update, with particular reference to a phenomenon referred to as virtual kidnapping. This is always an extortion scheme—one that tricks victims into paying a ransom to free a loved one they *believe* is being threatened with violence or death. Unlike traditional abductions, virtual kidnappers may not actually have kidnapped anyone. Instead, through deceptions and threats, they coerce victims to pay a quick ransom before the scheme falls apart. It has primarily been seen coming from Mexico aimed at Spanish speakers, but could occur anywhere.

## 6 Maritime Security issues

### 6.1 Russia/Ukraine/Black Sea/Baltic Sea

It was noted that ongoing talks between Russia and Ukraine have not changed anything on the ground. Spoofing and jamming of GP signals continues; this has been observed in the Black Sea and in the Baltic Sea. Reconnaissance drones have been observed in the Black Sea; no action has been taken to avoid these. Some members' crews have been instructed to report them if sighted. Floating mines are no longer seen as a serious risk in the Black Sea.

### 6.2 GPS interference – spoofing and jamming

Members discussed the increasing amount of reported interference (whether spoofing or jamming) of GPS signals, in a number of different places but observed a good deal in the Baltic Sea. IMCA would take a view on whether or not to prepare a new Information Note on this. This would be discussed further with the Chair and with other members of the committee.

**Action: Nick Hough**

### 6.3 Red Sea and Gulf of Aden

There had been no attacks on merchant vessels in the previous six months. The Houthi were now targeting Israel. It was noted that some crews remained unhappy about being on vessels doing Red Sea transits. It was noted that obtaining insurance for Red Sea transit for certain kinds of construction vessels, could become difficult. There were a number of factors stimulating the use of the longer alternative route round the Cape.

Jamming and spoofing of GPS signals had been observed in the Red Sea.

Members noted that fuel and logistics security could be an issue in the area – there being limited places available for safe re-supply.

Israel: It was also noted that the previous work background of clients, contractors and suppliers elsewhere in the supply chain, and of individual crew, could become a serious issue if any work had been done in or for Israel or Israeli organisations. It had been observed that some personnel were declining to work on projects if any aspect of that project involved Israel – not only for practical reasons but for ideological reasons.

Russell Pegg gave an update on a recent briefing of industry security professionals by western military groups in the Middle East. Caution was indicated at all times, particularly with social and news media. An example was a [recent news article](#) suggesting that marine traffic through the Red Sea was increasing – this was not necessarily the case.

Russell Pegg also noted that OCIMF were developing short guidance on the complex issues of dealing with drones, which would be available soon.

## **6.4 Gulf of Guinea**

It was noted that some threat activity was occurring in the Gulf of Guinea. It was important to maintain dialogue and engagement with local organisations, and the Marine Safety Committee (MSC) at the IMO the following week would assist with this.

## **6.5 Taiwan**

It was noted that overflights from Chinese military aircraft continued as the Chinese increased pressure locally. There was evidence of GPS jamming and spoofing.

## **7 Ensuring safe crew changes**

It was noted specifically of Mexico that the security of crew changes and crew change logistics could be an issue. Members were needing to be very careful to exercise “due diligence” in selecting suppliers for logistics and transportation.

Members discussed an incident in which a crew person arrived at an airport in a sub-Saharan country, but for whatever reason, was not met promptly at the airport by a representative of their employer’s local agent. Rather than wait patiently, this person asked another representative of the same agency, if they could be taken to the hotel. They were then taken to the hotel – the wrong hotel. The resultant disorganisation took some sorting out. It may be instructive to IMCA members to convert this incident into a Safety Flash. Nick Hough would liaise with the member who shared it.

**Action: Nick Hough**

## **8 Joint Industry Security Group – update**

### **8.1 BMP 5 publication**

Nick Hough reported that the BMP M5 document was now published and available [here](#), and had been widely publicised in a number of industry publications.

The JISG had also published [MISTO - Maritime Industry Security Threat Overview](#) to provide general and situational information regarding security threats in the maritime domain.

## **9 Recent events and news update**

Nick Hough noted the following:

- 3-4 June - IMCA DP Conference, Istanbul
- 5 June - Contracts and Insurance: Building Resilience and Certainty in an Uncertain World – London
- 19 June - EA Regional meeting, London
- 2 July - Supply Chain / Circular Economy in Offshore Contracting – Amsterdam

- 9 October – Lifting and Rigging Seminar, London
- 26-27 November – IMCA Global Summit, Kuala Lumpur
- Q1/Q2 26 – proposed HSS seminar, safety **and security**, likely to be at an Amsterdam airport hotel; date being decided

**10 Any other business**

Members discussed emergency response with respect to dealing with refugees. Members were reminded of the existence of IMCA [Information Note 1607 Migration and Maritime Security](#). It was understood that mass migration was considered an “emerging threat”.

**10.1 Military understanding of maritime and offshore industry**

It was noted that particularly in the context of the Red Sea, there was a need to educate and inform Navy personnel with respect to exactly what and how the offshore and maritime industries, generally and in the context of transits through areas where there might be threats to maritime security.

**11 Date and location of next meetings**

Wednesday 24 September 2025 in London, with dinner afterwards - tbc

Signed as a true record	Name	Date