

**Minutes** of a meeting of the Association’s Security Committee held on 25 September 2025 from 0900 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	Oct-24	Feb 2025	Jun-25	Sep-25
Nicolas Krmic	Subsea 7	Attended	Attended	Attended	Attended
Rolinda van Zanten	Van Oord Offshore	Apologies	Attended	Apologies	Attended
Pieter Matthee	Heerema Marine Contractors	N/A	Attended	Attended	Attended
Anton van Heiningen	Heerema Marine Contractors	Attended	Attended	Apologies	Apologies
Diane Khatun	IOGP	Apologies	Apologies	Attended	Attended
Russell Pegg	OCIMF	Attended	Apologies	Attended	Apologies
Bernard Rouault	Saipem	Attended	Attended	Attended	Attended
Gaelle Serquin-Peyraud	SBM Offshore	Attended	Attended	Attended	Apologies
Dag Snemyr	Siem Offshore	Attended	Apologies	Attended	Attended
Bjorn Holstad	Solstad Shipping	Apologies	Attended	Attended	Attended
Gary Ritchie	Subsea 7	Attended	Attended	Apologies	Apologies

Legend: ☑ Attended ☑ Part-Time S Substitute ✉ Apologies Absent N/A

Also present or joining via videoconference were:

Adrian White	IMCA	HSS Manager
Nick Hough	IMCA	Safety and Security consultant
Adrian Philips	IMCA	Member engagement, MEI

### 2.1 Committee representation

There was a discussion of widening representation on the committee. A number of the larger marine contractors were not represented, and representation from more renewables contractors might also be beneficial. Nick Hough would check points of contact for security matters, at these companies.

**Action: Nick Hough**

There was a discussion of the possibility of representation from certain companies who were not IMCA members. Whilst we have representation from other trade associations, some of whom may not hold IMCA membership, this is considered beneficial to the wider industry. Commercial companies not holding IMCA membership are not represented on IMCA committees.

Possible representation from the Dutch Shipowners Association was discussed, as had been discussed in the past. Rolinda van Zanten would take forward liaison with them.

**Action: Rolinda van Zanten**

### **3 Minutes of the previous meeting**

The minutes of the meeting of 10 June 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 Maritime Security issues**

The Chair noted in a background update that new and exceptionally low cost airborne autonomous vehicle technologies were being developed, which were changing ways in which war was being fought, with consequent potential implications for maritime security.

#### **4.1 Middle East – Red Sea, Aden, Hormuz etc**

The official recognition by many nations of the state of Palestine has generated geopolitical insecurity, particularly between countries that do, and those that do not, support the “two state solution”. Iran continues to exert an important influence, particularly through proxies such as the Houthi. The Houthi were continuing to strike Israeli targets. Members should carefully assess risks involved in Red Sea transit, particularly if they or their suppliers, partners or clients have any possible connection with Israel. It was noted that some IMCA members have taken the decision to not use the Red Sea at all but to send vessels around the Cape.

Some jamming and spoofing of GPS signals was continuing to occur in the Persian Gulf. This was more likely to be generated by passing military units rather than a deliberate attempt to interfere with commerce. There was a discussion of GPS jamming and spoofing. See item 5.

Whilst there was nothing specific to report from the Joint Industry Security Group (JISG), it was noted that IMCA continues to join, as and when possible, a weekly JMIC (Joint maritime information centre) conference call on maritime security developments in the Middle East.

#### **4.2 Russia/Ukraine/Black Sea**

Members noted that the Turkish authorities were moving to block access to their ports in the Black Sea to vessels with Israeli connections. Members noted that in certain instances in the Black Sea, floating debris had been mistaken for sea mines, causing some disruption. Airborne drones had been observed in Turkish, Romanian and Bulgarian waters in the western Black Sea.

A particular point of interest was that the mapped border of any given country, as seen from the perspective of its airspace, may differ very slightly from that mapped border as seen on a nautical chart. This is of particular interest at present in the context of news items relating to the violation of the airspace of certain countries.

#### **4.3 Eastern Mediterranean**

There was a discussion of migration from Libya, Syria and elsewhere, often to Malta, southern Italy and the Greek Islands. This continues but the rate may be less during the less clement winter months. Rescue of distressed persons at sea is obligatory. Members operating in areas where migration and refugees may be encountered at sea should have procedures and risk assessments in place to deal with it.

Members may wish to visit <https://data.unhcr.org/en/situations/europe-sea-arrivals> which provides details of migration flows.

#### 4.4 African waters: Mozambique, Gulf of Guinea

A watching brief was being maintained on the situation in the North of the country; much unrest remains and there is a strong military presence. The overall situation is not stable.

Some members are considered restarting operations in Mozambique. There was a discussion of the need to persuade field crew that travel to such locations was safe. This involved:

- Significant and early engagement with crews, informing them with an honest, precise and detailed picture of the local situation, using workshops where open questions were permitted;
- Robust procedures;
- Trustworthy local support.

Two challenges identified were, persuading crew to take malaria prophylaxis, and much more significantly, the power and speed of social media in transmitting fear and falsehood.

#### 4.5 Asia Pacific / Taiwan

It was noted that there had been recent “freedom of navigation” transits by western warships through the Strait of Taiwan. It had been observed that the Taiwanese public were to a degree not as aware as the public in the west, as to the developing geopolitical situation in this area.

A rising year-on-year trend was noted in incidents of maritime criminality in the Singapore straits – vessels being boarded etc.

### 5 GPS spoofing and jamming

Nick Hough and Adrian Philips drew members’ attention to a presentation given by Keith Park of Oceaneering at the very-well attended recent IMCA Middle East and India Regional meeting. The slides were summarised in the meeting and are [shared here](#) to security committee members with the permission of Oceaneering.

Interest in GPS spoofing and jamming is in the rise. It was noted that some countries have mandated reporting when and where incidents of it are encountered. A website <https://gpsjam.org/> may be of interest to members.

InterTANKO have published *Jamming and Spoofing of Global Navigation Satellite Systems (GNSS) (2nd Edition)* - we will shortly make members aware of this and post a link on IMCA’s website.

**Action: Secretariat**

The document covers

- What is jamming and spoofing?
- Unintentional and natural signal interference
- How do we detect and mitigate against jamming and spoofing – including a chapter on countermeasures
- Guidance for the Navigator and for shipowners and managers
- Appendices on reporting/tracking jamming and spoofing events and on types of GNSS system

## 6 Recent events and news update

Nick Hough gave an update and recent and forthcoming events, noting the following:

- 9 October – IMCA Lifting and Rigging Seminar, London
- 14 October – IMCA North America Offshore Wind Safety Forum, NY
- 21 October - IMCA North America meeting, Houston TX
- 5 November – IMCA South America meeting, Rio
- 12 November – IMCA Marine Policy and Regulatory Updates for Offshore Shipping, Amsterdam
- 26-27 November – IMCA Global Summit, Kuala Lumpur – see slides
- 12-13 May 2026 – IMCA Health, Safety and Security Seminar, at an Amsterdam airport hotel – see slides

See <https://www.imca-int.com/news-events/events/events-calendar/>

### 6.1 RN/UK Chamber Maritime Security Forum

Nick Hough and Adrian White had attended, the previous day, the bi-annual UK Chamber of Shipping and Royal Navy Maritime Security day, held in London. There had been some interesting presentations though necessarily it was a very UK-specific event. There was a general sense of geopolitical uncertainty and “moving to a war footing”. It was noted that this could be more a case of threat actors deliberately causing disruption and political chaos rather than actual military action. The importance of securing “Critical Subsea Infrastructure” - cables, wires, fibreoptics etc was noted. Insofar as this is damaged, it is more than likely IMCA members will get tasked with, or hired, to make repairs.

There was an interesting presentation on developments in airborne drones, including the following:

- This was a rapidly evolving technology, with innovation driven by Russians, Ukrainians and by organised crime;
- Drones controlled by fibre-optics, and low frequency (100MHz) RF drones may soon be seen in the west;
- Drones are difficult to spot by eye; need special cameras linked to positioning, or optimised radar;
- Stopping drones – RF, GPS jamming etc. There are legal and practical issues relating to “dropping” them, whether over land or sea;
- The cost of protecting against drones is small compared to the cost of the damage or commercial disruption they might cause;
- Drones and drone mitigation equipment needs to be properly marinized if it is to be used at sea;
- In hiring drone mitigation companies – do the due diligence!

### 6.2 IMCA Global Summit, Kuala Lumpur, 26-27 November

The IMCA Global Summit would take place at the InterContinental Hotel in KL on Weds-Thurs 26-27 November. As well as a range of outstanding speakers, there would be an Awards Dinner, IMCA Awards, including awards for Safety, Sustainability, and Greenhouse Gas Reduction. Sponsorship brochures were available. Exhibition spaces were already sold out. Committees are encouraged to meet at the event.

### 6.3 IMCA HSS Seminar, 12-13 May 2026

IMCA planned a Health, safety and security seminar on Tuesday 12- Wednesday 13 May 2026, at a conference hotel venue near Amsterdam airport. A steering group from the HSS Core Committee were developing the programme.

### 7 Any other business

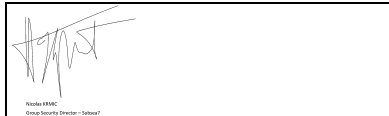
None.

### 8 Summary of action items

Action	Responsible	Target
2.1 Check points of contact for security matters, at certain companies.	Nick Hough	14/10/25
2.1 Take forward liaison with Dutch Shipowners Association	Rolinda van Zanten	14/1/26
5 Publish InterTANKO GPS spoofing/jamming document	Secretariat	14/10/25

### 9 Date and location of next meetings

Wednesday 14 January 2026, time tbc



Nicolas KRMIC  
Group Security Director - Security

Nicolas Krmic

21/01/2026

Signed as a true record

Name

Date





# Sec 20250925 M

Final Audit Report

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