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**Minutes** of a meeting of the Association's South America Regional Event  
held on 5 November 2025 from 09:00 LT at Hilton Hotel, Copacabana, Rio de Janeiro, Brazil

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## 1 Safety, Welcome & Competition Law Compliance Policy

The committee chair welcomed all to the second and final South America regional meeting of 2025. A safety briefing was provided, and the meeting attendees were reminded of the competition law and compliance policy.

The attendee's list is with the events team, but the event was attended by almost 90 delegates.

Also present were:

Jennifer Evans	IMCA
Paulo Veronsi	IMCA
Margaret Fitzgerald	IMCA

## 2 South America Committee:

New committee member Patricia Araujo Gomes presented on the new South America committee members, following the committee elections earlier in the year. She welcomed Bruno Nunes, Nelsiane Carrara, Leo Duran, Captain Costa and introduced herself also.

Patricia then reminded the members of the committee members who remained from the last term, Renata Cortes, Michel Teicher and Daniel Marins, all being led by the re-elected Chair, John Chatten.

Patricia proudly showed the delegates our Brazilian members who attended IMCA's DP Conference earlier this year, in Istanbul and provided a list to show how the South American community were represented elsewhere within IMCA.

## 3 South America Regional Updates:

John Chatten & Daniel Marins provided the delegates with an update on the going ons within the region and what the committee was busy doing.

New members Baru Offshore, Underwater Treinamentos, Intermoor do Brasil and Belov Engenharia were welcomed.

Daniel and John spoke of the continued relationship with the Brazilian Navy Diving Operations division, the re-ignition of the local initiative to produce a Guidance on Pullback Operations. The translation of IMCA documents continues with the help and expertise of the committee members to proofread and ensure accuracy of the translations.

The section was concluded with a reminder that the IMCA CPD programme is available.

#### **4 Marine Updates: Embedding Competence in DP Operations**

Bruno Nunes provided a history on why it is so important to be prepared on DP vessels and how is best to achieve this.

IMCA is in the process of writing a new guidance on 'Conducting DP Drills and Ensuring Preparedness for DP Failures', and Bruno provided a run down on different kind of drills that can be carried out onboard i.e. live drills or theoretical drills. After all, preparation is key in a world where "anything that can go wrong, will go wrong"!

The importance of toolbox talks was covered, where open discussion should be encouraged and ensure that the task to be performed is thoroughly debated with all outcomes for if the task goes right and what happens if it goes wrong?

Final note "Whatever we train in safety, we deliver in operation."

#### **5 Diving Updates: An overview of what we've done, and where we're heading**

Leonardo Duran, diving specialist from the South America Regional Committee presented on IMCA's updates from the Diving committee and the diving department.

The delegates were given a quick reminder of the personnel within the diving department and the areas to which they lead on.

A reminder that the full suite of documents is available to the members, with access through the IMCA website. The recent publications/revision updates included D084 Assessment procedure, for diving contractors, D083 Audits with cause, D022 Guidance for diving supervisors, D085 Guidance on deck decompression chamber operations for therapeutic treatment of divers. D086 Catalogue of national diving regulations, D087 Diver training schools and D088 Diver certification and verification.

D082 Guidance on underwater ships husbandry, though not strictly offshore it is a subject close to the heart of IMCA as safety is for all divers!

A reminder that all the IMCA safety flashes, including all diving incidents, are available to members within the technical library on the website. There are over 2500 available to read and when released they are distributed to over 10,000 recipients.

#### **6 Future growth of Brazil – how can we help?**

Paulo Veronsi and John Chatten provided their insights into the local market dynamics primarily in Brazil and Guiana. There are significant new systems in the Southeast of Brazil, Santos & campos Basin which is very positive and within the equatorial margin there are anticipated to be 30 billion BOE reserves; however, there is currently no infrastructure in the area so will present logistical challenges. Offshore Wind is a high potential for the shallow waters around the Brazilian coast, mainly in the northeast, south and southeast. Reported opportunity of 700GW from approx. 96 projects.

John and Paulo refreshed the delegates on how IMCA operates, through a structure of committees and working groups, with over 500 people actively engaged in maintaining the suite of documents within the Technical Library.

IMCA has a range of accreditation, certification and continual professional development highly acclaimed schemes to benefit the members and help to keep the industry in safe.

## 7 IMO negotiations on the IMO net-zero framework

Margaret Fitzgerald began with a brief history of COP21 from 2015 to the 2023 strategy, once she confirmed within the room that everyone knew of the IMO and the role they played within our industry. From when Margaret last presented to the South America region in Nov. 2023, the ambition of the 2023 strategy was:

- Carbon intensity of the ship to decline through further improvement of the energy efficiency for new ships
- Carbon intensity of international shipping to decline
- Uptake of zero or near-zero GHG (Green House Gas) emission technologies, fuels and/or energy sources to increase
- GHG emissions from international shipping to reach net zero

These came with indicative checkpoints: To reduce the total annual GHG emissions from international shipping by **at least 20%**, striving for 30% by 2030, compared to 2008; and to reduce the total annual GHG emissions from international shipping by **at least 70%** striving for 80% by 2040, compared to 2008.

The mid-term measure to drive decarbonization was agreed to be made from two elements:

1. A Technical Element - A goal-based marine fuel standard (GFS) regulating the phased reduction of the marine fuel's GHG intensity
2. An Economic Element - Based on a maritime GHG emissions carbon pricing mechanism

Margaret explained to the delegates the GHG Fuel Intensity (GFI) element, where a ship's GFI is measured in grams of CO<sub>2</sub>eq per unit of energy (gCO<sub>2</sub>eq/KJ) and refers to the amount of lifecycle GHG emissions per unit of energy used onboard a ship on a well-to-wake basis, taking into account guidelines developed by the IMO.

- From 2028 ships  $\geq 5,000$  GT will be required to calculate their GHG Fuel Intensity (GFI) on a well-to-wake basis, against an initial reference value of **93.3 gCO<sub>2</sub> eq/M** which is based on 2008 data
- In 2028 when the regulations take effect, the initial direct compliance target will be a **17%** reduction from the 2008 baseline, increasing to **43%** in 2035
- Each ship will be required to meet the **Direct Compliance target** otherwise it will be considered to be in 'Compliance Deficit'

The economic element is then linked to the GFI. The Net-Zero Framework (NZF) establishes a 2-tier carbon credits system of remedial units and surplus units for emissions which exceed the GFI threshold

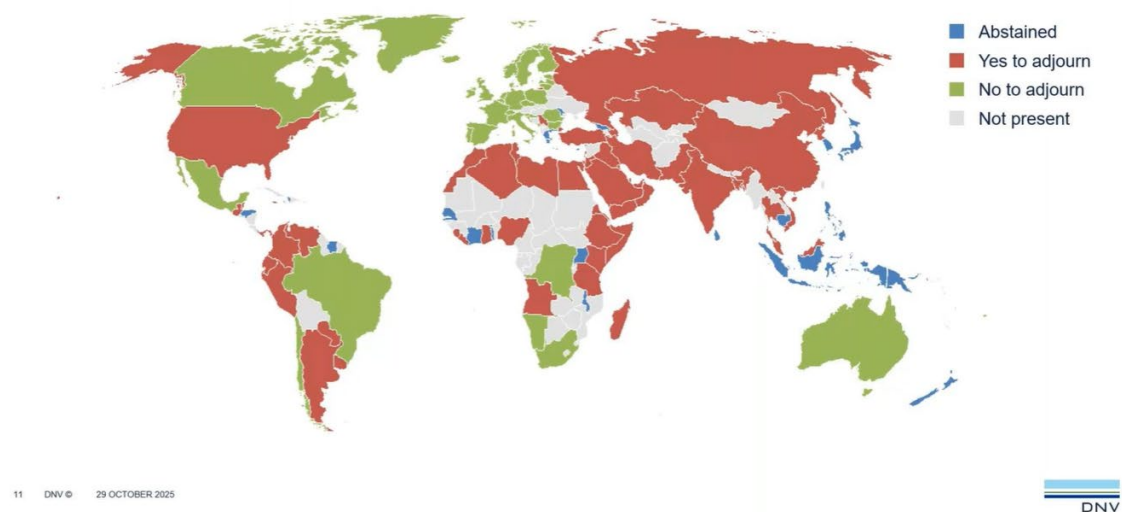
- If a ship is in 'Compliance Deficit' it will be required to purchase Remedial Units (RUs) or use Surplus Units (SUs) from another vessel to balance its deficit
- SUs can be traded to achieve compliance

In April 2025, at the MEPC 83 meeting, the IMO approved a draft legal text for the incorporation into a new Chapter of the MARPOL convention. This Net-Zero Framework (NZF) was approved in a vote of 63 to 16 and it will make shipping the first Industry sector to establish a global scheme to combine

mandatory emissions limits through a new fuel standard and a GHG pricing mechanism. However, during the Extraordinary Session of MEPC ES.2, in late October 2025, when the final amendments were due to be approved and the NZF adopted, the scheme was met by a fresh wave of opposition. Negotiations became increasingly difficult as IMO Member States were divided, many Member States appeared to change their positions from the stance that was taken at the April vote and the adoption in October.

A call for a vote to adjourn adoption by one year was given and 57 voted in favor of an adjournment, 49 voted to continue and 21 abstained.

## The geography of adjournment



The Extraordinary Session of MEPC was adjourned, with the underlying questions/issues being:

- Who would have governance of the Net-Zero fund
- Life Cycle Assessment Guidelines – currently incomplete and have a lack of a clear pathway for the use of LNG
- Lack of agreement on how to support companies investing in low carbon solutions
- Lack of alternative fuel production capacity globally

So what does this mean for the NZF? IMO will use this additional year to continue preparation for the adoption of the NZF including the necessary supporting guidelines.

## 8 Short & medium term IMO measures: Offshore application and energy efficiency indicators

Luciana Jardim is a specialist in energy efficiency & operational safety and is part of the Brazilian delegation who attended the IMO sessions.

Luciana followed on from the previous presentations great groundwork on explaining the Net-Zero Framework and she was able to delve deeper, explaining the measures and what 'we' (Brazilian offshore fleet) can do about it.

Luciana explained how the numbers shared by Margaret were not simply plucked from the air at the IMO, but were discussed, argued and agreed by all the IMO Member States. She explained the short-term measures introduced since 2023, the Energy Efficiency Existing Ship (EEXI) Index and the Carbon Intensity Indicator (CII) and how the offshore sector face unique challenges due to:

- Highly variable power demands profiles
- Distinct operational modes (transit, standby, DP)
- Redundancy requirements for Dynamic Positioning Systems
- Chartering structures prioritising availability and safety

IMO measures directly affect offshore vessels operational planning and efficiency. The practical impact they'll have on the fleets:

- Adjustment of installed power and fuel consumption curves
- Requirement for retrofits and fuel monitoring systems
- Review of maintenance cycles and reliability
- Economic impact on OPEX and charter contracts

Luciana reminded everyone though that energy efficiency goes beyond fuels in offshore operations, all owners' operators should be looking at:

- Voyage planning and eco-speed optimisation
- Hotel load and auxiliary management
- Automation and digital tools
- Waste heat recover and energy integration

Finally, Luciana made a call to action and advised that reaching the ambition of Net-Zero by 2025 will require coordinated action among industry, government and operators. As they see it the next steps for the offshore sector are:

- Establish realistic internal targets
- Pilot alternative fuels and efficiency solutions
- Measure and report performance
- Integrate sustainability into corporate and technical governance

A key step to this will be to: *"accurately measure your vessels consumption, because if not this will cost you all in the future!"*

## **9 Workshop: Adapting to operational constraints in a shifting landscape**

### **1. Regulation and adaptation: Which recent regulatory or policy changes have most affected your operations — and how are you adapting?**

- Discussions were had about M117 - Code of Practice for the training and experience of key DP personnel. The members voiced difficulties in finding enough crew members on the market, this included qualified DPOs and explained their frustration over the restrictions on Junior DPOs responsibilities. No company wants to employ someone and then pay to train them (plus additional costs of having to carry the JDPO as an extra person), when the employees will likely leave the employers once full qualified.

Petrobras confirmed that JDPO can be on the Bridge and involved in non-critical operations.

There was a call for the Brazilian society to speak in unison, and they would like IMCA to be more aligned to the Brazilian reality.

- The Brazilian Navy changed a regulation, so can no longer use large support vessels further away with smaller daughter craft close to an asset. Instead, larger vessels are now required to be closer to the assets which the members believe carries higher risks.

### **2. Supply chain and investment risk: What risks do you see to your supply chain or investment decisions, given political, economic, or environmental uncertainty?**

- Generation 1 biofuel has been banded, and Generation 2 biofuel is proving harder and more complicated.
- Petrobras discussed the difficulty in planning for the future. Fleet renewal program is stalling because there is little guidance/confidence for what future fleets to build.

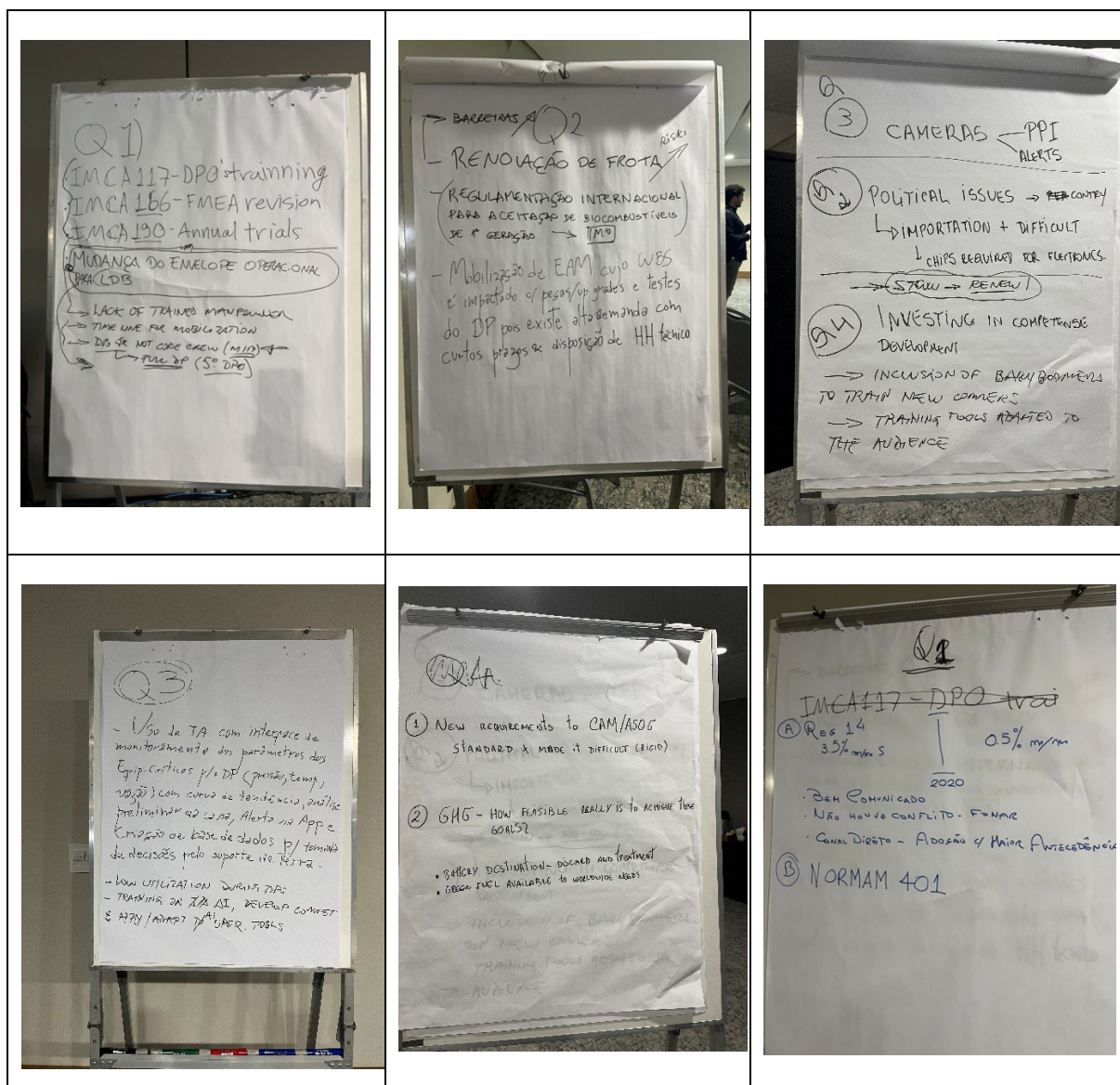
### **3. Artificial intelligence, safety & training: How are you leveraging AI — and how is it influencing safety, efficiency, and competence/vessel assurance?**

- AI is not presently used operationally

### **4. Workforce & recruitment: How are shifts in workforce demographics and mobility influencing recruitment and retention?**

- As previously stated, retention is a large problem within South America, with employees regularly company hopping for more money.
- Suggestions to invest in recently graduated workforce or retrain those from land professions which could track across.
- Could AI help?





## 10 Brazil flag state perspective of the IMO net-zero framework

Captain Fernando Alberto Gomes da Costa, Brazilian Navy Reserve Officer, has since 2016 held the position of coordinator of matters related to the IMO's Marine Environment Protection Committee (MEPC) in Brazil.

The Captain explained how Brazil was against fees but have to find common ground in order to move forward and improve Globally.

The delegation is normally working to a tight time frame, so the years' adjournment has been welcomed and allows time for further research. In the next 12 months the plans include:

- 5<sup>th</sup> IMO GHG study – will help to see how far away we actually away from the targets been set
- Brazil/Denmark proposing certification framework
- Can see if biofuel is affecting food production. Need a table of emission for biofuel

- Which are the ZNZs – the zero or near-zero fuels? Create list.
- Chapter 5 regulations

Reminder, as Luciana spoke of, you have to measure a good way for efficiency/consumption. IMO have accepted an alternative way to fairly measure the cruise industry, and the offshore industry needs the same.

The Brazilian delegation has prepared a paper for the Energy Consumption Index which they plan to present at MEPC 84 in May 2026, which they would like IMCA to co-present.

In the event that the Net-Zero Framework fails to be adopted after the years hiatus the Brazilian delegation plan to be ready with a Plan B, which will be a framework to put in place for the Brazilian waters, so either way change is coming!

## 11 Final Words

The event underscored IMCA's commitment to improving safety and performance in the marine contracting industry through knowledge sharing, innovation, and adherence to safety and environmental standards. It highlighted the collaborative efforts of IMCA, its members, and the broader industry community in addressing current challenges and preparing for future advancements.

## 12 Date and location of next meetings

The next regional meeting will be at the same location Hilton, Copacabana on the 10<sup>th</sup> of March 2025

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Signed as a true record

Name

Date