

*Those present:*

Peter McCombie	TechnipFMC	Chair
Dennis Janssen	Allseas	Vice Chair
Matt Thomas	Bibby Marine	
Eugene van Dodeweerd	Boskalis	
Gerd Van de Merlen	Deme Group	
Iris de Vos-Hermeler	Fugro	
Angelo Tossio	Maersk supply	
Evan McLaughlin	McDermott	
Saverio La Forgia	Saipem	
Kyle Pemberton	Seacor Marine	
Gary Ritchie	Subsea 7	
Liesbeth den Haan	Van Oord	
Margaret Fitzgerald	IMCA	Secretary

**1.0 WELCOME AND APOLOGIES FOR ABSENCE**

The Secretariat welcomed members to the meeting and advised the Committee that apologies for absence had been received from Phil Moss (Bibby Marine), Frederic Siobhan (Bourbon), Remko Kloos (Fugro), Joost Rotgans (Heerema Marine Contractors), Stuart Ross (Jan de Nul) and Aurelien Verrier (Saipem).

- 1.1 The Secretary urged Members of the Committee to notify her in advance if they are unable to attend the meeting and, if possible, nominate an alternative representative for their company.

**2.0 COMPETITION LAW COMPLIANCE POLICY**

The Secretary opened the meeting with a reminder about the IMCA competition law compliance policy.

**3.0 ADOPTION OF MINUTES FROM THE LAST MEETING**

**3.1 Approval of the Minutes**

- 3.1.1 The draft minutes of the Committee's meeting held on 30<sup>th</sup> January 2024 had been circulated to members and there being no additional comments, the minutes were approved as an accurate record of the meeting. The Chair will provide a signed copy to the Minutes to the Secretary electronically after the meeting.

**Action: Peter McCombie**

**3.2 Matters arising from the Minutes not covered by the Agenda**

- 3.2.1 There was nothing to consider under this item.

## WORK PROGRAMME

The Committee agreed to the Agenda as set out in Annex 1.



### 4.0 Update on IMCA's engagement with Spinerie on fuel consumption and a carbon intensity metric for the sector

4.1 The Chair reminded the Committee that IMCA has been in discussions with Spinerie throughout 2023 to agree how to move forward with the project to assess the Industry by activity mode and operational efficiency.

4.2 The Committee recalled that for the purposes of the Spinerie project, the following activity modes were agreed as these reflected the regulatory reporting requirements:

1. On Dynamic Positioning
2. In transit / underway
3. At anchor
4. Moored
5. Stopped / drifting

4.3 It was noted that Spinerie has an electronic intelligence tool into which all the activity modes for the entire offshore fleet have been incorporated. If members have no EMFS they can use their daily logs and Spinerie can pull this data into its tool as shown below.

	<div>1. SENSORS DATA</div>	<div>2. DAILY REPORTS</div>
DEFINITION	Sensor data is available onboard vessels	Data retrieved from daily reports
REQUIREMENTS FOR DATA PROVIDED	<div>Per unit of time</div> <ul style="list-style-type: none"><li>• Timestamp</li><li>• Vessel GPS data (Lat/long/heading/speed)</li><li>• Activity mode (if available)</li><li>• Vessel Fuel Consumption</li><li>• Fuel consumption per engine (running hours)</li></ul>	<div>Per daily report</div> <ul style="list-style-type: none"><li>• Date of the report</li><li>• Submission logs (timestamp of statement)</li></ul> <div><div>A. Activity-logs</div><div>Fuel cons. (ROB) Running hours</div></div> <div><div>B. Daily-logs</div><div>ROB Running hours</div></div>
FUEL CONS. & RUNNING HOURS DETERMINATION	<ul style="list-style-type: none"><li>• Fuel cons. provided</li><li>• Running hours provided (or directly deduced)</li></ul>	<div><div>A. Activity-logs</div><div>Fuel cons. (ROB) Running hours</div></div> <div><div>B. Daily-logs</div><div>Standard fuel cons. curve + engine hours to breakdown daily fuel consumption</div></div>

→ Time zone as well as any change in fuel type shall be mentioned

→ Activity modes to be provided or determined from vessel locations. Standard high-level activities will be defined.

4.4 The Secretary advised the Committee that Seacor Marine had volunteered to take part in a pilot project to get the work underway because it was already working with Spinerie and Spinerie had data on its fleet.

4.5 Kyle Pemberton reminded the Committee that Seacor Marine has built a model which incorporates a Marketing intelligence Tool which can capture the operating modes of the global fleet so Spinerie has the ability to provide operational data and API can be pulled from the EFMS.

- 4.6 The Committee was advised that, once the pilot project is completed, it is intended that the project will move to phase II involving data from Board Member companies and any other members who have EFMS data available and wish to participate. Beyond this, there are options for further phases if considered useful, e.g. involving non-EFMS data and possibly looking at vessels operating in specific regions of the world.
- 4.7 The Secretary presented the below slide which sets out the planned process.

<b>Pilot</b>	<b><u>Pilot phase with SEACOR</u></b> Spinergie to launch initial pilot phase with SEACOR on 2022 and 2023 data
<b>II</b> (after completion of pilot phase)	<b><u>Extension to Board members and other volunteering companies with EFMS data available</u></b> Data set to cover a rolling period of 12 months Spinergie to overlay activity modes with its internal Market Intelligence solution Range: Preferably 2022 or 2023 data but Spinergie can accommodate with any rolling 12 month data set from the past 5 years
<b>III</b> (Optional, after completion of phase II)	<b><u>Extension to non-EFMS fleets with vessel types if considered necessary</u></b> IMCA to determine if phase III is requested, scope of work to be adjusted in due time
<b>IV</b> (Optional, after completion of phase III)	<b><u>Any other request from IMCA, if considered necessary after completion of Phase Pilot, II and III.</u></b> IMCA to determine if phase IV is requested, and scope of work to be adjusted in due time

- 4.8 The Committee was informed that, once the pilot project is completed, a Working Group will be formed to assist members in gathering data for Phase II, which will be led by Kyle Pemberton.
- 4.9 Periodic updates will be provided to the Committee as the project progresses.

**Action: Committee members/Margaret Fitzgerald**

- 5.0 Industry letter to European Commission on the application of the European Union's Emissions Trading System (EU ETS) to the offshore sector**
- 5.1 The Secretary reminded the Committee that IMCA was collaborating with its' Industry partners in ECSA to raise with the European Commission the offshore sector's continued concerns about the lack of clarity with regard to the application of the EU ETS to the sector.
- 5.2 The Committee recalled that towards the end of 2023 Margaret Fitzgerald had shared with members a letter which ECSA had drafted to the European Commission which highlighted some of the key areas of concern including the disadvantages of the system for European shipowners and requested a meeting to discuss these concerns.
- 5.3 It was noted that the Committee's comments/input on the key areas of concern had been sought and Margaret Fitzgerald had collated these into a document which would be used in any discussion with the Commission. Any members who had not yet provided comments were invited to do so.

- 5.4 The Committee agreed that what is needed is clear and unambiguous answers from the Commission on the application of the new legislation.
- 5.5 Periodic updates will be provided to the Committee as the work progresses.

**Action: Committee members/Margaret Fitzgerald**

#### **Consideration of questions raised by the GHG Focal Group on FUEL EU Maritime**

- 5.6 The Committee discussed some questions which had been raised by the GHG Focal Group regarding FUEL EU Maritime following circulation of ECSA's advice that FUEL EU Maritime "does indeed not apply to offshore vessels". The Chair of the GHG Focal Group, John Matthews, had indicated that the ECSA advice had raised some questions at Subsea 7 in relation to their heavy transport vessels which they feel are in scope.
- 5.7 The Chair highlighted the wording of the Directive which states:
- This Regulation applies to all ships of above 5 000 gross tonnage that serve the purpose of transporting passengers or cargo for commercial purposes, regardless of their flag.
- 5.8 The Committee agreed that this wording was quite clear and that there would be members whose vessels, e.g. heavy lift vessels, do carry commercial cargo and therefore would come within the scope of the Directive/Regulation.
- 5.9 The Committee agreed that if there was any ambiguity in the interpretation of the Directive/Regulation, Members should seek the advice of their Flag State/Class Society.

#### **Consideration of the EU's view on decarbonising maritime and inland waterways transport**

- 5.10 The Secretary drew attention to the EU document on research and innovation for climate neutrality which she had circulated to Members recently which highlighted the EU's approach to decarbonising maritime transport which includes the following key issues:

##### **Alternative fuels**

Alternative fuels, such as biofuels, synfuels, ammonia or hydrogen, and carbon capture technologies at motor engine point sources appear to be the most promising avenues for decarbonizing long distance maritime transport, while electric ferries and fuel cells could be the solution for short distance shipping.

##### **Collaboration between value chains**

To decarbonise the shipping sector, a system-wide thinking is required and the three value chains that are central to steering the sector's decarbonization must be involved. These include: the fuel chain; the shipbuilding chain; and the operations chain.

##### **Alternative energy and propulsion**

According to the EU, key Research & Innovation (R&I) interventions across these value chains should be considered together. R&I efforts linked to sail propulsion technologies (e.g. use of sails, rotors and kites as an auxiliary propulsion source) should also be investigated, especially as performance gains could be important but are still uncertain and these solution require a rethink of the mode of navigation (e.g. modification of sea routes, reduction of speed, etc.).

##### **Ocean-based carbon removal**

R&D funding for ocean-based carbon removals ought to further develop, assess potentials and risks of currently immature methods (artificial up-/down welling, ocean alkalinity enhancement (OAE), and micro-

nutrient fertilisation). R&D is also needed to ensure the feasibility of more mature approaches (mangroves, seagrass and kelp farming) through appropriate implementation and monitoring technologies and practices that track both the carbon flows and ecosystem effects under realistic application scenarios – including remote sensing. Transdisciplinary R&D can also enable resolving regulatory and public acceptance barriers including governance problems of the high seas and domestic law.

## **6.0 Update from IMO on the revision of the STCW Convention and Code**

6.1 The Secretary advised that she had attended the recent meeting of the IMO Human Element, Training & Watchkeeping (HTW) Committee at IMO and participated in the Working Group on the revision of the STCW Convention and Code.

6.2 The Committee was advised that the following specific areas were identified as part of the comprehensive review:

1. Emerging technologies on ships and ship operations
2. Digitalization of documentation, including certificates issued under STCW
3. Emerging technologies in education and training
4. Facilitation, flexibility and quality of onboard, shore-based and workshop skills training, including use of simulators
5. Flexibility and efficiency in implementation of new training requirements and reduction of administrative burdens
6. Requirements for sea time or practical experience in relation to new and emerging technologies including the use of simulation
7. Psychological safety, bullying and harassment, including SASH, gender diversity and gender sensitization
8. Mental health
9. Twenty-first century and interpersonal skills
10. Addressing inconsistencies
11. Addressing different interpretations
12. Addressing taxonomy and terminologies
13. Flexibility in revalidation of certificates and endorsements
14. Overview of the implementation of the Convention, in particular the need to update the STCW "White List"
15. Lessons learned
16. Flexibility
17. Alternative certification under chapter VII
18. Watchkeeping arrangements and principles to be observed (chapter VIII)
19. Alignment of STCW with requirements placed
20. on ships, seafarers, and shipowners by other
21. IMO and relevant international instruments
22. Cybersecurity
23. Implementation and transitional provisions
24. Addressing outdated training requirements

6.3 Particular attention is drawn to the decision to address e-certification, training requirements for emerging technologies on ships, psychological safety, bullying and harassment, including sexual assault and sexual harassment (SASH), gender diversity and gender sensitization and mental health.

6.4 **The Secretary advised that the work will be conducted in two phases:**

### **Phase 1 – Review/Identification of gaps**

The Convention and Code will be reviewed regulation by regulation and section by section (including articles) to identify gaps/provisions that should be addressed based on two criteria:

**.1 Criterion 1**

Issues emanating/resulting from external factors including trends and new developments.

For example: use of new technological developments in ships and ship's operations, technological advances in training, requirements from other Conventions, etc.; and

**.2 Criterion 2**

Issues emanating/resulting from existing provisions based on implementation experiences.

For example: inconsistencies, differing interpretations, challenges with the interpretation, flexibility, etc.

**Phase 2 – Revision (upon completion of Phase 1)**

Amendments will be developed to address gaps identified under Phase 1. This Phase may result in consequential amendments to other regulations and sections. The documents submitted for discussion under this second Phase will be structured as follows:

- .1 Provisions and gaps identified – from the list generated in Phase 1;
- .2 Proposed amendments; and
- .3 Explanation

Phase 1 is expected to be concluded by Spring 2025 and Phase 2 by Spring 2027.

**7.0 MPRA Committee Objectives for 2024**

The Committee agreed to focus its attention on the following objectives during 2024:

- 1. Continuing the fuel consumption data collection project into 2024 for IMO reporting purposes
- 2. Progress the project with Spinergie to assess fuel consumption based on the vessel's activity modes for IMO reporting purposes
- 3. Continue to engage in projects to develop reporting standards for Offshore industry with suppliers and clients
- 4. Continue to engage with Industry partners in raising concerns with the European Commission on EU legislation, in particular, the EU ETS
- 5. Finalise a White Paper for decarbonising the offshore contracting sector based on the OSV White Paper
- 6. Complete the revision of the Marine Emissions document REG 002
- 7. Continue to engage with IMO Member States on issues affecting the offshore marine sector

**Action: Committee members**

**8.0 Appointment of a new MPRA Chairman**

- 8.1 The Secretary reminded the Committee that, apart from a one-year gap, Peter McCombie had served as Chairman of the Committee since its' establishment in 2017 (i.e. 6 years) and , in accordance with the Committee's Charter, Peter is required to step down as Chairman at this next meeting.
- 8.2 The Secretary advised that expressions of interest for the role were sought from any member wishing to be considered for the role and that Angelo Tossio of Maersk Supply had put his name forward. There were no other candidates.

- 8.3 The Committee unanimously agreed to Angelo Tossio taking up the position and thanked Peter for his leadership of the Committee and hard work over his 6 years as Chair. Dennis Janssen, who has worked alongside Peter as Vice Chair for the past 5 years thanked Peter for the great working relationship and collaboration over that time and the Secretary thanked Peter for his leadership of the Committee and strong support of her work at IMO over the past 5 years.

## **9.0 Any Other Business**

- 9.1 The outgoing Chair drew attention to the fact that there is currently a tax appeal case in the UK for accommodation units which might need to be closely monitored. The Committee agreed.
- 9.2 The Committee also agreed that grandfathering under the IP Code still needs to be monitored and once the code enters into force on 1<sup>st</sup> July 2024, any implementation issues need to be highlighted in a paper to IMO.

**Action: Committee members**

- 9.3 The Secretary drew Members attention to the Committee's webpage on the IMCA website where new tabs have been included capturing IMCA's submissions to IMO as well as EU legislation, specifically on the EU ETS and the EU Research and Innovation for Climate Neutrality already highlighted under agenda item 5.0 (see paragraph 5.10).

## **10.0 DATE AND LOCATION OF NEXT MEETING**

- 10.1 It was agreed that the next meeting of the MPRA Committee would be held towards the end of April/early May. The Secretary will liaise with the new Chair to fix a date and will circulate an invitation and agenda in due course.

**Action: Margaret Fitzgerald**

\_\_\_\_\_  
Signed as a true record

\_\_\_\_\_  
Name

\_\_\_\_\_  
Date

## **ANNEX 1**

### **AGENDA**

- 1 WELCOME AND APOLOGIES FOR ABSENCE**
- 2 COMPETITION LAW COMPLIANCE POLICY**
- 3 ADOPTION OF MINUTES FROM THE LAST MEETING (30<sup>th</sup> January 2024)**
- WORK PROGRAMME**
- 4 Update on IMCA's engagement with Spinergie on fuel consumption and a carbon intensity metric for the sector - presentation by Kyle Pemberton, Seacor Marine**
- 5 Industry letter to European Commission on the application of the EU ETS to the offshore sector**
- 6 Update from IMO on the revision of the STCW Convention and Code**
- 7 Committee objectives for 2024**
- 8 Selection of a new MPRA Committee Chairman**
- 9 Any Other Business**
- 10 Date of next meeting**