

Minutes of a meeting of the Association’s Security Committee held on 21 April 2026 from 1300 BST (UTC+1) 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

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

Name	Company	Jun 2025	Sep 2025	Jan 2026	Apr 2026
Nicolas Krmic	Subsea 7	Attended	Attended	Attended	Attended
Rolinda van Zanten	Van Oord Offshore	Apologies	Attended	Attended	Attended
Luke Horsfall	Deeпоcean	N/A	N/A	N/A	Apologies
Pieter Matthee	Heerema Marine Contractors	Attended	Attended	Apologies	Attended
Anton van Heiningen	Heerema Marine Contractors	Apologies	Apologies	Absent	Apologies
Diane Khatun	IOGP	Attended	Attended	Apologies	Attended
Russell Pegg	OCIMF	Attended	Apologies	Apologies	Attended
Bernard Rouault	Saipem	Attended	Attended	Attended	Apologies
Gaelle Serquin-Peyraud	SBM Offshore	Attended	Apologies	Attended	Attended
Dag Snemyr	Siem Offshore	Attended	Attended	Apologies	Attended
Bjorn Holstad	Solstad Shipping	Attended	Attended	Attended	Apologies
Gary Ritchie	Subsea 7	Apologies	Apologies	Attended	Attended
Ryan Hutton	TechnipFMC	N/A	N/A	Attended	Attended

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

Also present or joining via videoconference were:

Mark Holmes	IMCA
Nick Hough	IMCA
Star Ferrugia	IMCA

[Post-meeting note: Anton van Heiningen of Heerema Marine Contractors, has stepped down from the committee; his colleague Pieter Matthee remains.]

3 Minutes of the meeting of 14 January 2026

The minutes were agreed and would be duly signed as an accurate record by the Chair.

The action taken to *Share with Nick Hough, material on reassuring field crew travelling to and from areas of perceived higher risk, for preparation into a possible Information Note* would be taken forward to this meeting.

Action: Nick Hough, committee members

4 IMCA update

Mark Holmes introduced himself as the IMCA HSS Manager, and outlined some recent changes in staff at the secretariat, including the following: See <https://www.imca-int.com/about-us/our-team/>

- Stuart Walder appointed Head of Safety and Technical
- Sophia Haywood, appointed Policy & Advocacy Director
- Jo Deal appointed Head of Membership Engagement
- Richard Purser becomes Marine Manager
- Josh Purnell appointed as Events Manager
- Star Farrugia appointed Committee Support Coordinator
- Further recruitment was ongoing for a further diving technical adviser

Mark noted that IMCA's overall strategy was being updated and refreshed to ensure that it was fit for the 2030's. He reassured members of the committee that maritime security would continue to play an important part in IMCA's work. The Chairman noted that maritime security was a fundamental part of the business of IMCA members and that it was important to keep emphasizing its importance.

5 Maritime security and geopolitical issues

The Chairman introduced the meeting by noting that in the current times there was a concerning change in emphasis on maritime law. The principle of freedom of navigation for all in international waters was being challenged, and international maritime law was not being upheld as a matter of course. The longer term implications of these changes needed to be understood, not only for the Strait of Hormuz, but also for other straits and "choke points" around the world.

This led to a discussion of the situation in the Strait of Hormuz.

5.1 Middle East / Hormuz

Free transit through Hormuz – international waters - was not at this time possible. A number of IMCA members have assets in the Persian Gulf which may need to be taken elsewhere in due course. It was noted that the IMO was doing what it could behind the scenes, and various industry trade bodies (ICS, Intertanko, Intercargo, OCIMF etc) were providing information as best possible to address the frustrating situation. Members were reminded that IMCA has "Observer" status at the IMO and would continue to keep a watching brief on events at the IMO.

It was noted that cruise ships and certain tankers had managed to leave through the Straits in recent weeks, but overall, there was a frustrating lack of progress in opening the Straits, arising in part from unclear decision-making at high level. It was as yet not completely clear what the strategic aims were, of the main players involved.

It was noted that there was still the issue of the Houthi in the Red Sea, which had not gone away. The further closure of the Strait of Bab Al Mandeb, at the same time as the continuing issues in Hormuz, would not auger well for maritime trade or security. Additionally, links had also been observed, between pirates operating out of Somalia, and Houthi rebels in the Yemen.

Industry-wide guidance on transit through the Strait of Hormuz, was in draft, prepared initially by Intertanko, and further developed by members of the Joint Industry Security Group of trade associations representing shipping. The draft would be circulated to this committee, not for passing any further, for review and possible amends.

Action: Nick Hough

5.2 Eastern Mediterranean

Members noted that whilst the technical aspects of work in this area were relatively straightforward, the politics were anything but simple. The issue of companies, assets and even individual crew members, having worked with or for, the Israelis, or in Israeli waters, was potentially very complicated. It was noted that there were ethical, reputational, financial, commercial and operational considerations to be dealt with in this context, setting aside any ideological or political considerations.

It was not thought that Hezbollah had the technological capability to damage offshore infrastructure in the Eastern Med.

5.3 Venezuela

It was thought that operations in Latin America and Venezuela may restart in due course, and that it would be appropriate to have risk assessments for security, crew change safety and so forth ready and in place in anticipation of that.

5.4 Russia / Ukraine / Black Sea / Baltic

It was noted that the Ukrainians continued to develop the technology of drones. The Russians had been seen to use the technique of deliberate abandonment of vessels at sea, as a tool of conflict.

Jamming and spoofing of GNSS signals remained a serious issue in these areas as elsewhere. Members noted that there were very long lead times (9 months) in ordering anti-jamming and anti-spoofing technology, particularly so as this was in effect military-grade "dual use" technology.

5.5 Taiwan

It was noted that events elsewhere in the world at the present time were providing a clear "test bed" or picture of what might be possible for China in due course, with regard to Taiwan.

5.6 Gulf of Guinea

Russell Pegg noted that whilst this area was not in the public eye at present, potential maritime security issues in the area were not going away. Work was continuing to ensure that different stakeholders both locally and internationally, could work together to further ensure maritime security in the area.

5.7 Mozambique

Members noted that work was continuing there at the present, and things were more stable than in the past.

6 Technology & cybersecurity

6.1 GPS jamming/spoofing

Members discussed this; it was a subject of considerable interest at present as spoofing and jamming of signals was occurring in many parts of the world, including the Middle East and the Baltic and Black Seas. IMCA was preparing guidance on the matter, with input from the Offshore Survey committee and the DP committee.

7 Other issues

7.1 Ensuring safe crew changes – reassuring crew

Members discussed this; a draft Information Note was being prepared based on input from one member; the draft would be circulated for review and further addition by the remainder of the committee.

Action: All Committee members

Key points noted in reassuring crew were:

- Transparency and openness with information about risk
- Early engagement with crew
- Acknowledging that facts “on the ground” can change very fast, and that plans must be adaptable

8 Recent events and news update

Mark Holmes drew members’ attention to certain events happening, including the following:

8.1 IMCA Safety and Security Seminar June 2026

The proposed HSS seminar in Amsterdam was intended to strengthen alignment on IMCA’s HSS work, deepen understanding of concepts like Serious Incident Frequency, advance psychological safety and mental health practice, and highlight evolving security threats including maritime security, spoofing/jamming, drone technologies and lessons emerging from recent geopolitical instability.

[Post-meeting note: Regrettably, owing to the geopolitical uncertainty prevailing at the current time, the decision has had to be taken to not go forward with this event. It will not now take place as an in-person” event. We do not want to lose the value of the content or the thinking that has gone into the agenda. We are looking at how elements of the programme could be repurposed in one of two ways:

- *as online digital content, for example a webinar, recorded presentation, video discussion or similar format; and/or*
- *by ‘lifting and shifting’ suitable sessions into the IMCA Global Summit, which will take place later this year on 28–29 October in Antwerp.]*

8.2 IMCA Global Summit, 28-29 October, Antwerp

Members were encouraged to “save the date” and to register for this event which would take place at the “Room with a Zoo” in Antwerp. An event similar in scale and concept to the Global Summit in Kuala Lumpur was envisaged, with a Gala Dinner & IMCA Awards, sponsorship opportunities and lots of very interesting speakers. There was to be a dedicated session on Safety and on Security, and there would be a call for papers for that session.

9 Any other business

None.

10 Date and location of next meetings

Wednesday 22 July, by videoconference, time and date tbc. A possible face-to-face meeting in the same time frame as the Global Summit in Antwerp, late October, is also being suggested. See item 8.2.

11 Summary of Action Items

Action	Responsible	Target
3/7.1 Share with Nick Hough, material on reassuring field crew travelling to and from areas of perceived higher risk	All	22 May 2026
5.2 Share draft JISG guidance on safe passage through Hormuz, for committee review.	Nick Hough	21 April 2026

Signed as a true record

Name

Date