

Minutes of a meeting of the Association's Security Committee
held on 24 October 2024 from 0900 BST via videoconference

1 Competition law compliance policy

The IMCA Competition Law Compliance Policy was drawn to the attention of all present. Nick Hough noted that particular emphasis was being placed on compliance with competition law. Detailed training in understanding and ensuring compliance would soon be provided for all secretariat team members.

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	Jan 202	Apr 202	Jul 202	Oct-24
Nicolas Krmic	Subsea 7	Attended	Attended	Substitute	Attended
Rolinda van Zanten	Van Oord Offshore	Attended	Apologies	Attended	Apologies
Anton van Heiningen	Heerema Marine Contractors	Apologies	Attended	Apologies	Attended
Diane Khatun	IOGP	Apologies	Attended	Attended	Apologies
Russell Pegg	OCIMF	Attended	Attended	Attended	Attended
Ben Neal	P&O Maritime Logistics	Apologies	Apologies	Attended	Attended
Bernard Rouault	Saipem	Attended	Attended	Attended	Attended
Gaëlle Serquin-Peyraud	SBM Offshore	Attended	Attended	Attended	Attended
Dag Snemyr	Siem Offshore	N/A	Attended	Apologies	Attended
Bjorn Holstad	Solstad Shipping	Attended	Attended	Attended	Apologies
Gary Ritchie	Subsea 7	Attended	Apologies	Apologies	Attended

Legend:

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

Also present or joining via videoconference were:

Nick Hough	IMCA
Adrian White	IMCA

3 Minutes of the previous meeting

3.1 Approval of the minutes

The minutes were agreed and would be duly signed as an accurate record by the Vice-Chair, as the Chair had not been able to attend the previous meeting.

3.2 Changes to committee membership

Nick Hough reminded committee members that regular attendance and contribution to the work of the committee was required. Members were thanked for their ongoing support. Following discussions after the last meeting with regard to attendance, Chris Darville (Helix) and Alister Lockhart (TechnipFMC) have stepped aside from the Security committee.

4 IMCA update

Nick Hough provided a brief update on developments from the IMCA secretariat. He noted that the Marketing and Communications manager James Ketchell had left IMCA and that a replacement person was being sought. He introduced the new HSS (Health, Safety and Security) manager Adrian White, who went on to give a brief introduction of his own background.

5 Joint Industry Security Group – update

Russell Pegg gave an update on the work of the Joint Industry Security Group of trade associations (BIMCO, ICS, Intercargo, Intertanko, OCIMF, CLIA and IMCA):

- A final draft of a revised BMP (Best Management Practices to Deter Piracy and Enhance Maritime Security) had been prepared, incorporating amends and suggestions from members of this committee amongst others. A final draft was being readied. It was intended to be interactive and swift to update, and based not only as a paper copy but also as a PDF. It would be harmonised with the JMIC Bridge Cards (which have been circulated to members). It was hoped to have the revised version issued at the end of the year.
- With regard to reporting incidents to military authorities, the JISC were working hard to try to get a “single point of contact” for reporting incidents. At present, vessel masters were having to report to a number of different departments across different military authorities operating in threat areas. This was politically complex to facilitate but efforts were ongoing.

6 Maritime Security issues

The Chair Nic Krmic gave a brief overview, highlighting the importance of geopolitical factors in maritime security, and perhaps highlighting as most important to members, the effects in the Eastern Mediterranean of the ongoing events in Gaza and Lebanon.

6.1 Red Sea and Gulf of Aden

6.2 Eastern Mediterranean

It was felt that the situation in Israel, Gaza and Lebanon was a long-term issue that would not be resolved soon and could have significant effects on marine contractors in the area. The movement of refugees from Lebanon to Cyprus and elsewhere could also cause issues for contractors. The situation in the Eastern Mediterranean and in the Red Sea (see below) was having an ongoing effect on Egypt (as much as anything else, from loss of revenue from the collapse of the Suez Canal trade).

A number of oil and gas fields in the Eastern Mediterranean were at potential risk as targets, and contractors and operators ought have plans in place for that possibility.

It was noted that there could be confusion for vessel masters as to which military to report incidents to in this area. The UK MTO was considered the best option.

6.3 Persian Gulf, Gulf of Aden, Red Sea

Contractors needed to be aware of the risks to personnel of having worked on or with Israeli oil or gas fields, if they then needed to go on to work in the Arabian middle east in the Persian Gulf. It was noted that that “tit-for-tat” action going on between Israel and Iran could spill over into the actions of “proxies” such as the Houthi. There was a perceived high threat of vessels transiting the Strait of Hormuz, being seized or hindered by the Iranians. It was not thought that closure of the Strait of Hormuz was at all likely.

Houthi targeting strategies were changing, with vessels having only the merest connection with Israel, being seen as potential targets.

6.4 Black Sea

Drifting mines were becoming less of a problem; the threat was seen as low, though vigilance was still required. Spoofing and jamming of satellite positioning signals remained a concern. In the context of the war between Russia and Ukraine, a stalemate was approaching, with the possibility of military movements occurring before winter sets in.

The security of personnel travelling through Turkey to and from vessels in the Black Sea was a concern in light of the implications of recent terrorist attacks in Ankara.

6.5 African waters

Russell Pegg reported that members of the JISG and others had held a productive initial meeting with the new Director General of NIMASA, the Nigerian Maritime Administration and Safety Agency, at the IMO in London.

Members noted that political changes (elections) were forthcoming in Senegal and also in Cote D'Ivoire. It was not thought that marine contracting operations were threatened in any way by either.

In Mozambique, the possibility that the major operators would restart operations, needed to be taken into consideration. Members discussed operations offshore Mozambique, noting that in the absence of local government infrastructure, shore-based facilities could be rather limited. Emergency evacuation plans needed to be thorough, comprehensive and detailed.

6.6 Asia Pacific / Taiwan

It may be beneficial to have representation on this committee from someone from the offshore wind side and/or from a contractor working in Taiwan. Nick Hough would look into this.

Action: Nick Hough

Members discussed the geopolitical situation between Taiwan and China. It was noted that the very first sign of significant escalation would be difficulty in communications with Taiwan.

7 Ensuring safe crew changes

As was noted earlier, crew change security may be something that needed to be increased in Turkey following recent events. Members noted that crew change security onshore (as clearly distinct from offshore) was potentially compromised in Mexico, where crews could find themselves at risk. Certain crew behaviours could increase the risk significantly.

Members should remain aware of IMCA [HSS 014 Guidance on travel security](#) and the short accompanying video [IMCA HSS 014A](#).

8 Activism

Members held a discussion on this, noting that activist organisations were getting smarter in identifying the companies involved, operators, contractors and even sub-contractors. Members were reminded of Information Note #1671 on [Environmental Activists](#).

9 Cybersecurity

Members discussed this and it was agreed that what was required was not necessarily guidance from IMCA but the possibility of a forum similar to this committee, operating with similar rules, but for company information security officers and other persons with similar responsibilities.

The action to decide “where cybersecurity ought fall”, from the last meeting, would be taken forward to consider the development of such a forum.

[Post-meeting note: the first step would be discuss this further with Chair and Vice-chair of both this committee and the HSS Core Committee.]

Action: Nick Hough, Adrian White, Jim Cullen

10 Recent events and news update

Members were reminded of the forthcoming IMCA Global Summit which would be held at Utrecht in the Netherlands from 3-4 December. “*Finding safe and sustainable solutions to meet global ambitions for marine energy*”.

Some highlights of the programme included

- Keynote: ‘Godfather of HOP’ and award-winning author Todd E. Conklin
- Safety keynote: The Last Breath - Chris Lemons, the saturation diver who survived against the odds
- Personal Locator Beacons: Jason’s story - Kevin Barron, Fugro – how a simple device could save lives at sea.

11 Un-minuted discussion of recent safety-related incidents

An un-minuted discussion took place.

12 Any other business

None.

13 Date and location of next meetings

Wednesday 22 January 2025 at 0900 GMT

Russell Pegg suggested that the Q2 meeting of the committee could be a joint meeting with the Security committee of the Oil Companies International Marine Forum (OCIMF). This would be a face-to-face meeting at the OCIMF offices on Queen Anne’s Gate, London. The date was to be confirmed, sometime mid-April was thought likely.



Signed as a true record

Nic Krmic

Name

10/02/2025

Date






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Final Audit Report

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