Final Version Position Paper
OSV Decarbonisation Forum: Behavioural Based Decarbonisation
September 2024

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Introduction

At the OSV Decarbonisation Forum session on 8 February 2024 a project-team started working on Behavioural Based Decarbonisation guidelines and initiatives following from Principle 3 & 4 of the OSV 10 Decarbonisation Principles: ''Vessel shoreside management, sailing officers and crew should be trained regularly in operational emissions mitigation, so as to promote a culture of environmental accountability, since they are instrumental in ensuring energy efficiency and reducing carbon emissions'' and ''There should be close collaboration between the vessel owner and the charterer to reduce 'hurry up and wait' logistics". The participants of the project team are representative of vessel owners, vessel charterers, ship classification societies, maritime data & management information technology companies and trade associations. The project team is hosted by the ISOA Secretariat and is organised in compliance with the ''ISOA Statement of Compliance with Competition Law'' and ''Code of Practice'' of the OSV Decarbonisation Forum.

Objective

Develop OSV sector behavioural based decarbonisation guidelines and initiatives to promote environmental accountability and enhance decarbonisation collaboration between people, teams and organisations involved in offshore vessel operations.

Context

The OSV sector will have to manage the increasing decarbonisation demands, opportunities and expectations of regulators, authorities, markets and the society. The behaviour of all individuals and teams active in the offshore operations, and the interaction between them, play a key role in decarbonisation performance. The impact of behaviour on performance is well known and already used to achieve safety objectives in the OSV sector. Enhance engagement and support behavioural development to create a safer working environment is a familiar topic. This serves as input and inspiration for the Behavioural Based Decarbonisation project.

Approach

The project team applied a conversation style, team approach, focussing on practical solutions and proposals, applying best practices, sharing information and with a low admin-burden for participants. A monthly meeting cycle via TEAMS, file-notes capturing points discussed & progress, and with email exchanges in between meetings. The time, effort and input given to the project by all project team participants are greatly appreciated and very valuable, leading to significant progress was made. Special thanks go to the project participants at both ends of the time zones involved for your willingness to join in early morning and early evening sessions receptively, and to our A.I.-video Master Editor!

Pointers

Following from the initial project team meetings and general input received, main OSV sector conclusions and observations were identified as pointers to follow in developing the project team's recommendations. These include:

Describing the OSV sector, the following was noted:
− QHSE organisational infrastructures are highly developed and effective
− Decarbonisation is now a key topic and there is generally a high willingness to contribute
− Progress to decarbonise will initially be done with current assets and technologies 'as is' onboard
− Impact of Behavioural based Decarbonisation will be substantial, 10% upwards initially
− Maturing the decarbonisation mindset and performance takes time and will happen gradually
− Recognising the differences in decarbonisation objectives and maturity globally is important

Discussing the Behavioural Based Decarbonisation approach, the following was applied:
− Tune the existing and effective OSV sector QHSE set-up for decarbonisation impact
− Start with encouraging, involving and recognising our colleagues on the vessels, installations and terminals
− Ensure initiatives are practical, easy to implement and integrated into existing QHSE systems
− Decarbonisation leadership roles should be clearly defined and visible to colleagues: office = CEO/MD, vessels = Master, installations = OIM and terminals = CEO/MD
− Decarbonisation collaboration between vessel charterers & owners is a key responsibility of the decarbonisation leadership role and applicable at all management levels
− Decarbonisation objectives for vessel charterers and owners should be aligned and to be seen as great opportunities for further enhancing decarbonisation collaboration
− Recognition and incentives schemes are an integral part of decarbonisation
− Sharing information and best practices in the sector is a priority
− Consider using artificial intelligence and Microsoft Forms solutions as communication and presentation tools
− Create clarity on setting and measuring decarbonisation targets
− ..... and don't forget, it can/should be also fun to decarbonise! ☺

Recommendations

The recommendations for the development of Behavioural Based Decarbonisation in the OSV sector are centred around 5 main themes:

1) Behavioural Based Decarbonisation embedded in QHSE => use existing sector strengths
It is recommended to use the strengths of the existing QHSE management infrastructure of the OSV sector and include decarbonisation in the QHSE management scope. This way, the decarbonisation efforts of an organisation and the OSV sector are supported by effective and efficient management processes already in place, allowing existing expertise and experience to be easily adapted and applied to the decarbonisation topic. As with safety, decarbonisation ownership and responsibility apply to all within an organisation, all colleagues have a responsibility and opportunity to contribute.

2) Tune existing safety concepts for decarbonisation => impact by a head start
It is recommended to tune and modify existing safety processes and initiatives for the purpose of decarbonisation. The mature safety management systems (SMS) in the OSV sector offer ample opportunity to drive decarbonisation efforts. They are the result of hard work over several decades, during which each new asset employed was safer, safety processes and systems continuously developed, safety performance was increasingly better managed, and safety became an integral part of the way we do our daily work and behave offshore and onshore. The reality with decarbonisation and the energy transition is that for the foreseeable future the availability of decarbonised- assets and fuels is limited. The good news, however, is that compared to the early safety days, we have a tremendous head start with processes, systems, behavioural expertise and above all with our

engaged colleagues. We can make decarbonisation already part of the way we work today. This in addition to a general willingness and interest by most in the sector to get involved in decarbonisation.

Additionally, it recommended to regularly prepare and present overall OSV sector decarbonisation campaigns to facilitate a continuous, gradual roll-out and standard which is available for all. A proposal for a first OSV sector campaign is presented under point 4 below.

3) Decarbonisation Campaign => Decarbonisation Stand Up

Safety campaigns are well known and effective in getting a message across, engaging colleagues, getting conversations (re-)started, and influencing behaviour. This approach can also be easily adopted and applied for the purpose of decarbonisation. The project team concluded that it is important to present these decarbonisation campaigns with a fresh, energetic new name, inviting everybody to participate, contribute and collaborate. The recommendation is to give decarbonisation campaigns the name ''Decarbonisation Stand Up''.

4) Risk Assessment, ALARP => Decarbonisation Assessment, AMARP

The recommendation is to make AMARP the theme for our first OSV sector Decarbonisation Stand Up. This basis on the idea that most are not are probably familiar with AMARP but are very familiar with ALARP. The simple message is that for decarbonisation, our OSV sector objective it is to always achieve "as much as reasonably practical". The AMARP Decarbonisation Stand Up presents this approach to our colleagues and can be applied on vessels, installations and terminals/ports. It invites colleagues to start conversations, define opportunities and capture ideas how to practically improve our decarbonisation performance. This should be done in parallel with ''the other team(s)'' involved in the OSV operation of the vessel, encouraging opportunities and ideas to be shared and fostering collaboration between vessel charterers and owners.

5) Safety observation => Decarbonisation observation

The ''Decarbonisation Observation'' is the recommended theme for the next Decarbonisation Stand Up to be developed, as referenced in point 2 above. Thereby the well-known safety observation concept should be tuned to a decarbonisation observation approach. The decarbonisation observation would also complement the AMARP initiative and create a good framework for capturing ideas and opportunities that exist in the OSV sector moving forward.

END

Attachments:
- Decarbonisation Stand Up: AMARP
- AMARP video clip link
- OSV 10 Decarbonisation Principles
- ISOA Competition Law Compliance Policy
- OSV Decarbonisation Forum Code of Practice

Attachments:

Decarbonisation Stand Up: AMARP
The AMARP Decarbonisation Stand Up is attached as separate file to this document:
Guidelines for Behavioural Based Decarbonisation Campaign 1 2024 Ver.1 .1

AMARP video clip link:
The AMARP video clip: https://share.synthesia.io/81083933-e7fa-4b8b-a72e-23869d7b1570
Note: in addition to this version in English, also a version in Arabic and Spanish will be available

OSV 10 Decarbonisation Principles:
The OSV 10 Decarbonisation Principles: https://www.isoaoffshore.org/osv-10-decarbonisation-principles

ISOA Competition Law Compliance Policy:
ISOA Competition Law Compliance Policy: https://www.isoaoffshore.org/competition-law-compliance-policy

OSV Decarbonisation Forum Code of Practice:
OSV Decarbonisation Forum Code of Practice: https://www.isoaoffshore.org/code-of-practice