

Dynamic Positioning

Keeping Maritime
Operations Safe

HIGH RISK | HIGH PRECISION | HIGH SKILL | HIGH SAFETY



Dynamic Positioning (DP) uses a complex integrated system of computers, weather sensors, navigation positioning systems, propellers and thrusters. This is high-precision technology used in high-risk situations, and it requires specialist training and skills.

Before DP certification was introduced, there were 76 DP incidents in just 10 years, between 1972 and 1982.

Concerned that lives and property were at risk, The Nautical Institute worked closely with industry leaders to develop a training and certification scheme for the sector. Since 1985, when the scheme was first introduced, safety standards have significantly risen. Over the last 10 years, IMO's GISIS database records just two DP incidents.

Since 2010 this IMO-compliant scheme has become the industry standard. It is reviewed and updated every six months by an industry panel to keep pace with fast-changing technology and industry needs. Lessons are not just identified, but learned and shared across the entire sector, with training requirements updated to match the high safety industry standards.

The hard evidence is in the safety data. Since 2014 there have been no incidents reported in GISIS caused by DP Operator error.

This is industry-led safety in action.

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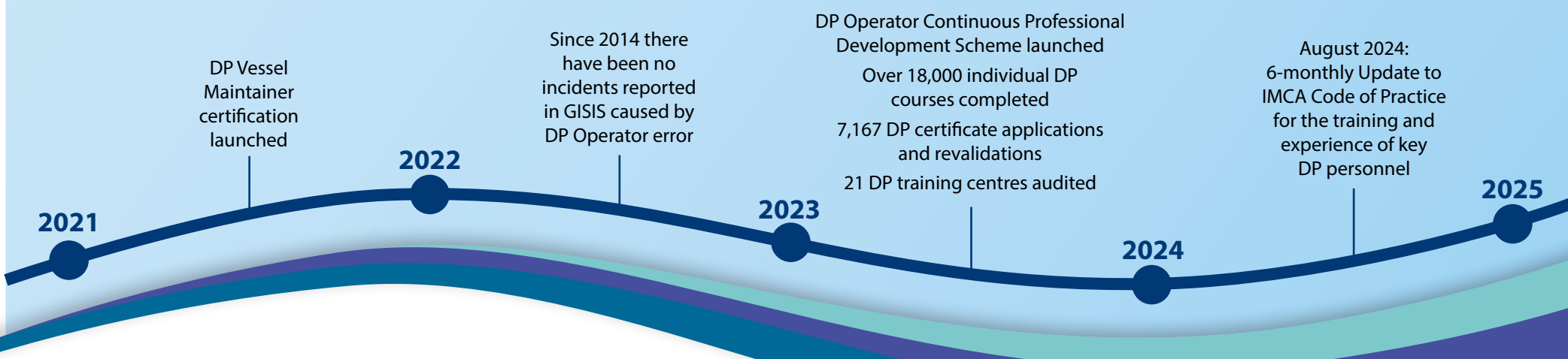
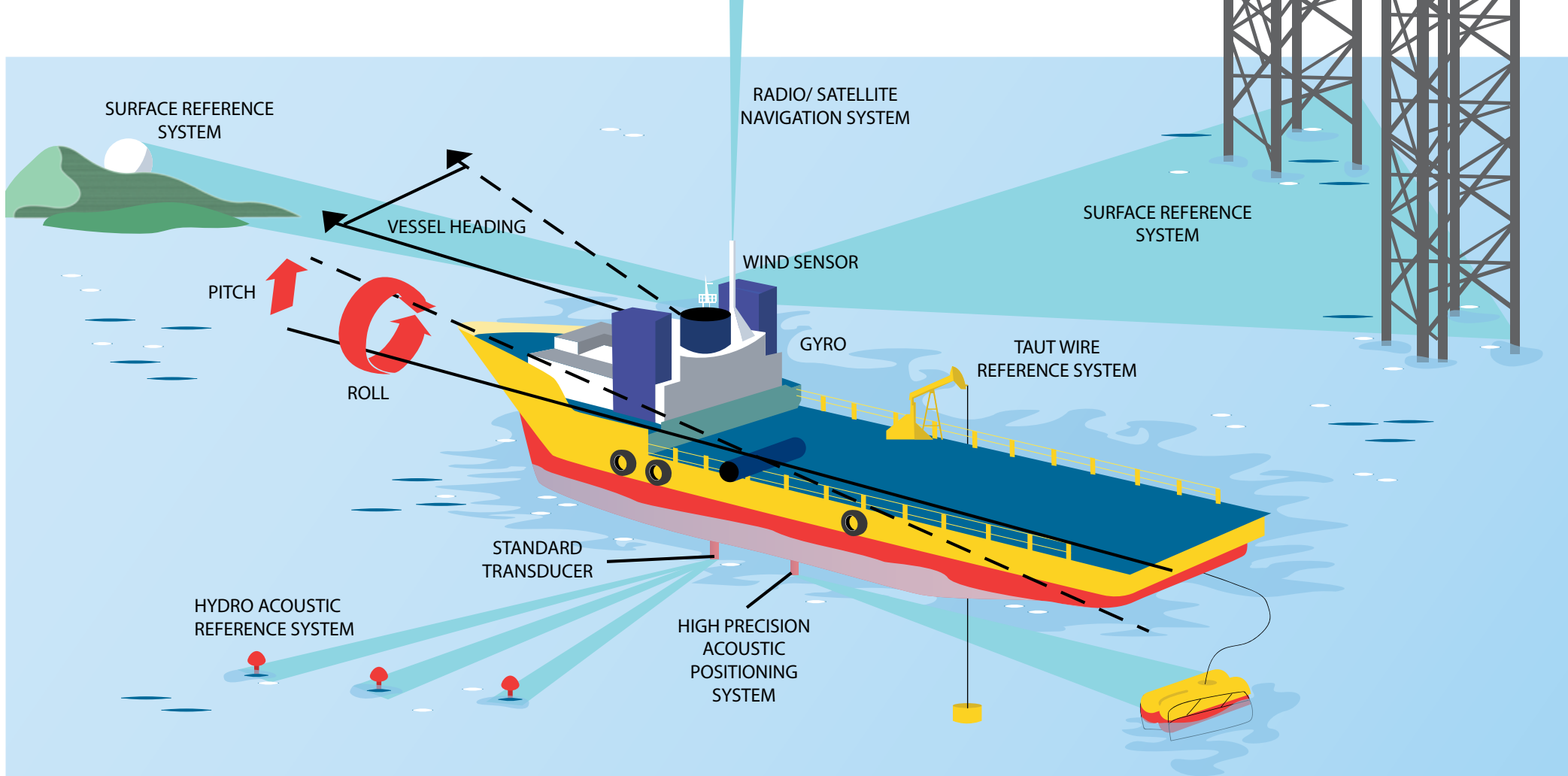


Dynamic Positioning is used by vessels that need to remain stationary in a very specific location without the use of anchors. It is used in high-risk situations which require accuracy within metres, including

- Offshore support vessels working close to green energy infrastructure
- Diving platforms providing life support for undersea workers
- Platform supply and maintenance for the oil and gas industry
- Salvage operations handling hazardous recovery
- Warships engaged in mine clearance
- Cruise and research ships in environmentally sensitive areas
- Ships that need to keep exceptionally accurate tracks: cable and oil pipe layers

The safety of our energy and communications infrastructure, our environment, and the people working in the sector depend on well-trained Dynamic Positioning Operators who can respond to any situation.

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DP and the IMO

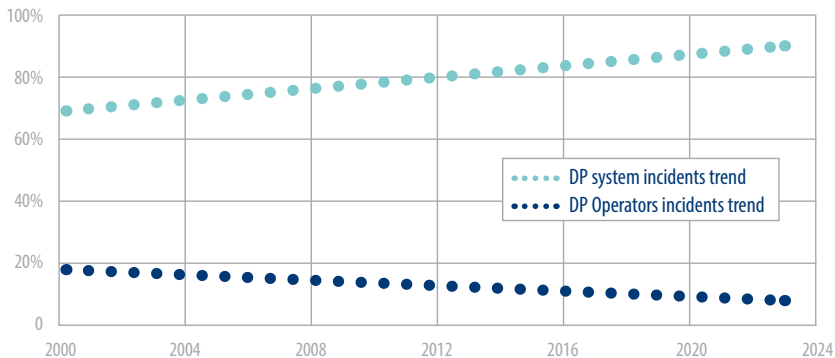
The IMO currently issues the industry-led standards, administered by IMCA and The Nautical Institute, as an MSC Circular. In 2010, the IMO formally recommended such training through STCW.

Other DP training schemes managed by OSV DPA and DNV further expand the training and certification options for DP operators.

In practice, DP ship owners and operators invariably require DP operators certified to their own industry-led standards to ensure their exacting needs are met.

- Continuous learning
- Consistent standards
- Rapid implementation of emerging best practice
- Embracing of new technology
- Competent and certified DP operators, now and in the future

Percentage of DP Incidents – Initial cause (2000-2023)
(DP systems vs DP Operators)



Source: IMCA Database. Excludes incidents initiated by weather and external sources

