



Excellence in Dynamic Positioning

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Why dynamic positioning?

- Worldwide industry, expanding fleet
- Increasingly complex operational requirements
- Global industry standard for safe handling
- Consistent, reliable training and re-assessment
- Alignment with national schemes, regulations
- Independent verification
- Major supporting revenue for NI activities



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Where we were

First discussed DP vessel handling
in 1980s

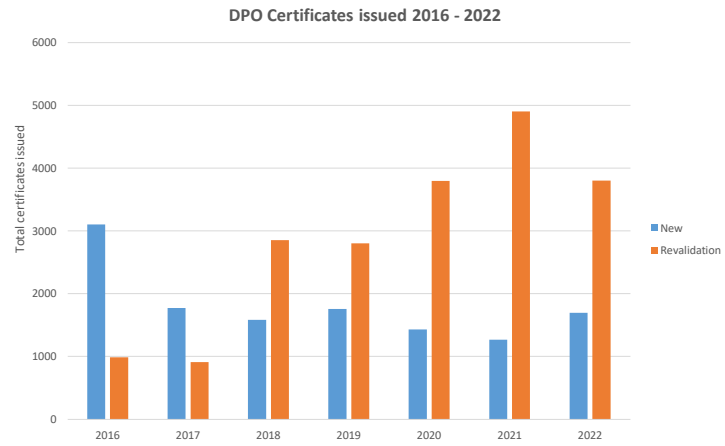
Slow development until early 2010s

Scheme overhaul 2015

First New Scheme revalidations
2020

Covid revalidation freeze

Post-Covid recovery



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Where we are

36,000 Dynamic Positioning Operators (DPOs)
certificated worldwide

97% industry capture – effectively industry standard

Strong working relationship with key bodies (OCIMF,
IMCA)

Interventions at IMO

Dynamic and flexible support during periods of industry
uncertainty



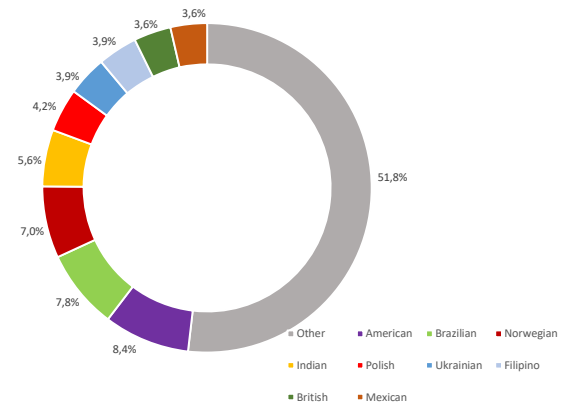
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Global operators

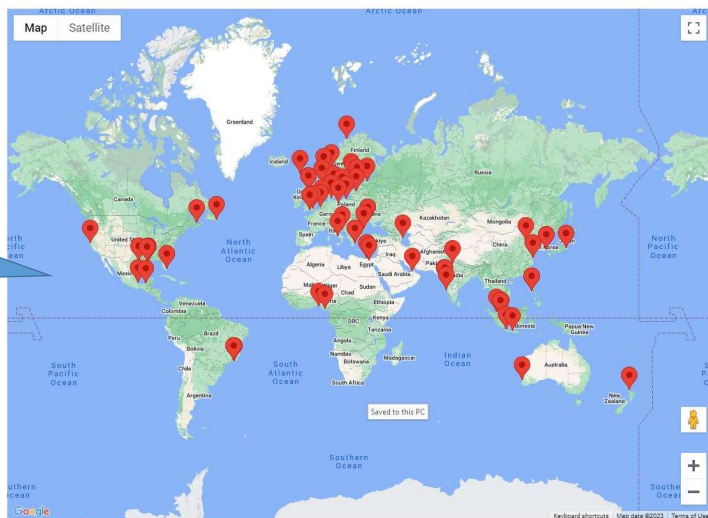
Nationality	Issued (1k+)	Total issued	% share
Other	18704	36078	51.8%
American	3044	36078	8.4%
Brazilian	2818	36078	7.8%
Norwegian	2539	36078	7.0%
Indian	2015	36078	5.6%
Polish	1528	36078	4.2%
Ukrainian	1415	36078	3.9%
Filipino	1408	36078	3.9%
British	1313	36078	3.6%
Mexican	1294	36078	3.6%
Total (minus Other)	17374		48.2%

DPO Certificates issued by % nationality
March 2023 (Σ=36,078)



Accredited training & assessment

80 training centres
Seven continents
Continual assessment & accreditation



Continual review



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Vol.2 – Accreditation

January 2023 – Version 1

Industry engagement

Scheme designed and updated with industry guidance at heart – IMCA M117, OCIMF DP Assurance Framework

Dynamic Positioning Training Executive Group (DPTEG)

IMCA, ISOA, major operators

Regional Training Providers (RTPs)

Reporting to the Board

Global coordination, meetings - and events

Brazil 2022 – Egypt 2023?



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Offshore Scheme – DP Operators

Induction and Simulator courses

120 DP sea time days, 12 task sections

DP Class 1-3; Range of activity types, vessels

Unlimited, Limited, Unclassed – other restrictions

Shuttle Tankers, Self-Elevating Platforms (Jack-Ups)

Four years to complete

Valid CoC, logbook records, competency sign-off - company approval



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Revalidation – DP Operators

150 DP sea time days

Or

Revalidation Course

Other acceptable activities – sea trials, FMEAs, surveys, audits; shoreside education, lecturing

Last five years; competency assessment, company approval

Regular circulars, guidance updates

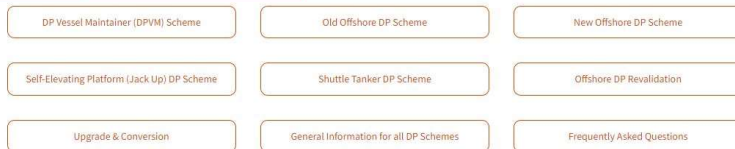
Mandatory CPD requirements 1 January 2024



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On-hand support



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DP Vessel Maintainer (DPVM) Scheme

Launched March 2021

Engineers, ETOs, technical specialists

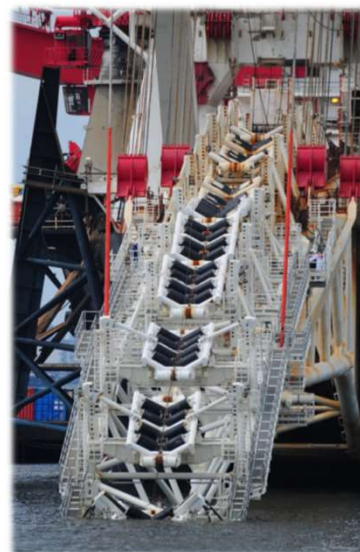
One new entrant and two grandfather routes; two years to complete

26 sea time days – comprehensive tasks

Several training centres offering full courses suite

Core interest from Brazil, India

170 certificates issued



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Complimentary schemes

Ballast Control Operator (BCO)

Launched Oct 2020 - 40 certificates issued

Ice Navigator

Launched July 2017 - 200 certificates issued

DP equipped vessels operating in ice conditions

Autonomous Station-Keeping

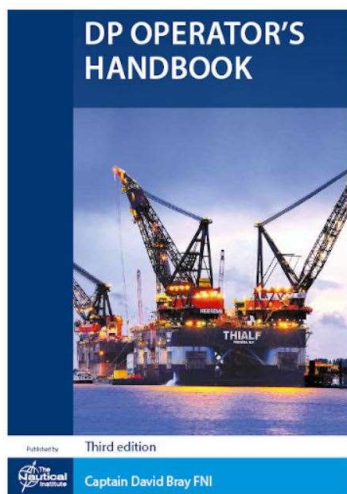
Gangway Operator?



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Global practitioners



Future?

- Offshore renewables boom
- Floating wind
- New cable lays
- Platform decommissioning
- Ocean surveys, specialist operations
- Role of autonomy
- Sea time vs advanced simulation?



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Thank you -
questions?

