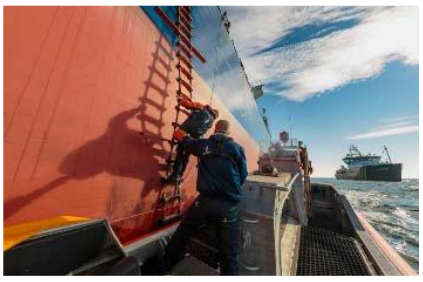
LEAP JIP

LiabIE Access for Personnel

The objective of the LEAP JIP is to assess and reduce risks involved in crew transfers offshore.



Organisation

We aim at starting the JIP early 2026. It will be conducted as a 3-year Joint Industry Project in close cooperation with all participants. All participants will be represented in the JIP Steering Group with meetings every 6 months. Presentations, reports and other relevant info will be posted on the confidential common project platform.

Motivation and background

Offshore wind construction and maintenance

- A wind park owner reports around 66,000 crew transfers per year during the construction phase alone.
- The G+ incident report recorded 29 global incidents in 2024 related to vessel transfers, mostly involving Crew Transfer Vessels (CTVs).
- Both transfer volumes and incident numbers have been rising since 2021, indicating growing safety concerns.

Pilot boarding operations

- In the Netherlands, there are approximately 180,000 pilot transfers annually (Nederlands Loodswezen).
- Globally, pilot boarding leads to 2–3 fatalities per year (International Maritime Pilot Association), despite established procedures.

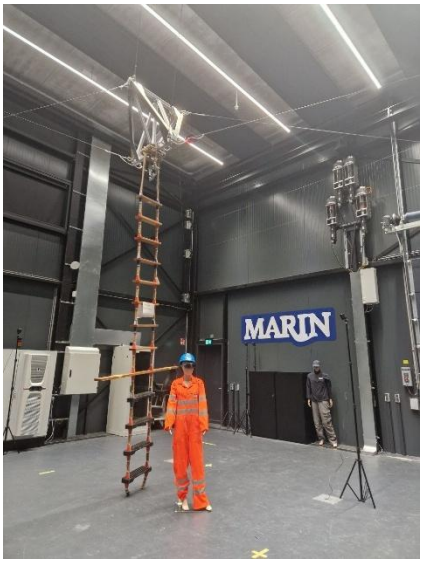
Other types of personnel transfers

- A dredging contractor reports about 200,000 transfers per year, involving personnel with diverse roles.
- Transfers include CTV, SOV, pilot ladder, gangway, and others.
- There is no clear data on incident rates for these types of transfers.

Problem statement

Across the maritime industry, a significant and growing number of personnel transfers take place each year. While some of these transfers—such as wind turbine access and pilot boarding—are governed by established procedures, regulations, and incident reporting frameworks, many offshore transfers fall outside the scope of oversight by regulatory bodies like G+, IMCA, and IMO.

This regulatory gap results in a lack of standardized procedures and systematic monitoring, potentially increasing the risk of incidents. It raises critical questions: How many incidents occur within this 'grey area' and remain unreported or unnoticed? And more importantly, what measures can be taken to improve the safety of personnel involved in these transfers?



Participant contributions
Participants are encouraged to share insight in company policy, training requirements and experience with critical situations and/or incidents during or in preparation of crew transfers.

Potential participants/partners:

- *Wind park developers*
- *Energy companies*
- *Offshore contractors*
- *Workboat companies*
- *Transfer technology developers*
- *Ship owners*
- *(Harbour) authorities*
- *Class societies*
- *Training institutes*

Research questions

Within this project we aim at addressing the following questions:

1. **Subjectivity feeling of safety and transfer limits** - How do subjective perceptions of safety among transferring personnel correlate with objective safety metrics during transfer operations, and what factors influence the gap between perceived and actual transfer limits?
2. **Design of operation – best approach** - What operational approach and decision-making protocols result in the most safe and efficient transfer in challenging and dynamic marine environments characterized by varying vessel sizes, diverse loading conditions, changing (non-linear) environmental conditions, and other operational complexities?
3. **Green/red/orange on 3 timescales** - How can traffic light safety indicator systems be developed across short-term (onboard real-time), medium-term (operational planning), and long-term (project planning or tender phase) timescales to provide consistent and actionable risk communication?
4. **Input for regulatory bodies (IMCA, G+, IMO, other)** - How can the findings of the project be effectively communicated to relevant regulatory bodies (IMCA, G+, IMO, and others) to be implemented in updated industry standards?

Expertise and experience

MARIN is taking the initiative to investigate this together with the industry. MARIN has initiated and participated in several Joint Industry Projects related to offshore maintenance and crew transfer, for example:

SPOWTT JIP: *onshore decision support and on-board advice system.*
O&M and O&M II JIP: *workability for offshore wind maintenance vessels (CTV's and SOV's) during transit and transfer.*
OOAS: *onboard advice for operability and planning.*

Budget and participation fee

For this project a budget of approximately 1MEuro is estimated. We aim at a participant funded project (Joint Industry Project) with an annual participation fee of 15kEuro-20kEuro.

Contact

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