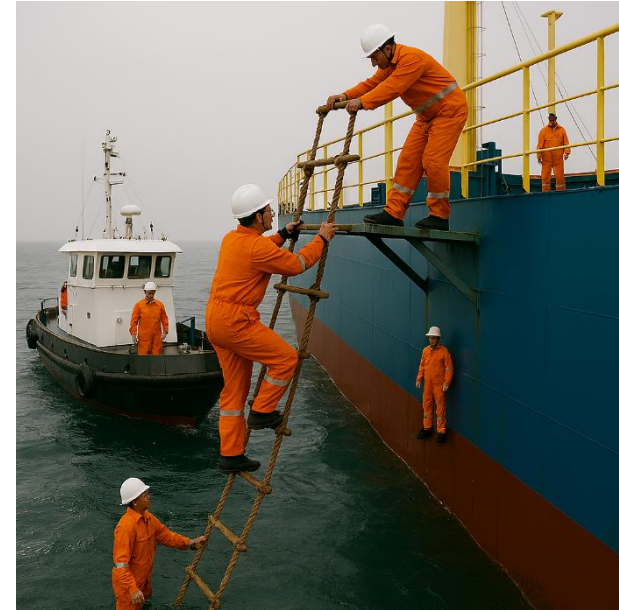
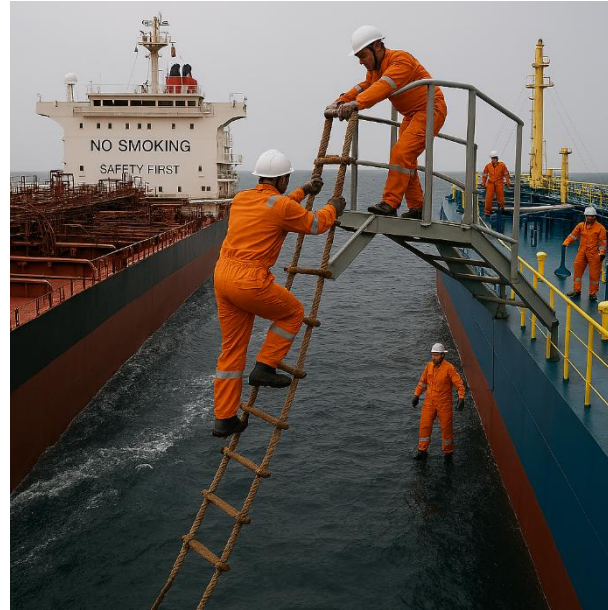




**LEAP JIP**

**LiabE Access for Personnel**

Jule Scharnke, Willemijn Pauw

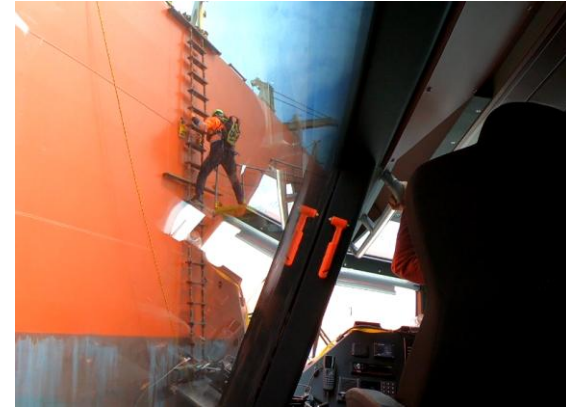


*Ship-to-ship crew transfer images generated by copilot*



## Transfer to fixed wind turbine

- Technicians with varied backgrounds
- CTV and SOV



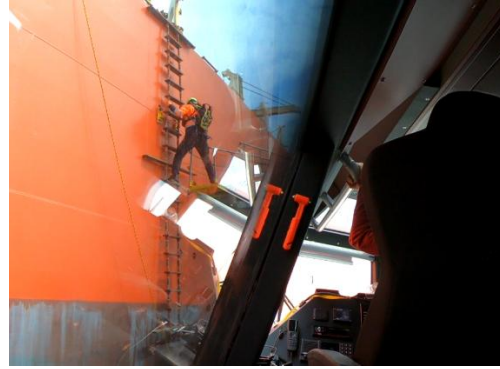
## Pilot boarding

- Experienced pilots
- Well defined procedures

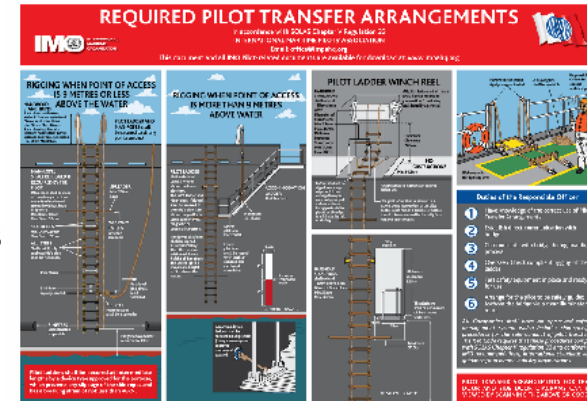
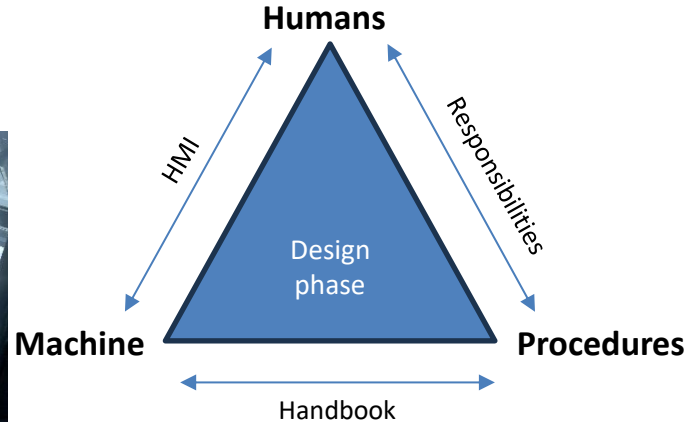


INTERNATIONAL MARITIME  
PILOTS' ASSOCIATION

# Total system approach – pilot transfer



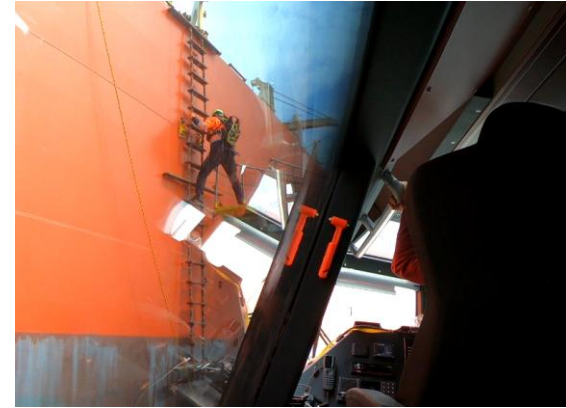
*A change to 1  
is a change to all 3*





## Transfer to fixed wind turbine

- Technicians with varied backgrounds
- CTV and SOV



## Pilot boarding

- Experienced pilots
- Well defined procedures



INTERNATIONAL MARITIME  
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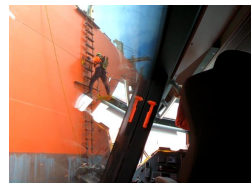


BIG GREY AREA



Transfer to fixed wind turbine

- Technicians with varied backgrounds
- CTV and SOV



Pilot boarding

- Experienced pilots
- Well defined procedures



INTERNATIONAL MARITIME PILOTS' ASSOCIATION

## Various personnel transfers

- Crew, specialists, visitors, ...
- Configurations
  - Vessel to vessel (on DP)
  - CTV to jack-up leg
  - Tender to workboat
  - Ladder, gangway, basket ...
- Procedures?

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

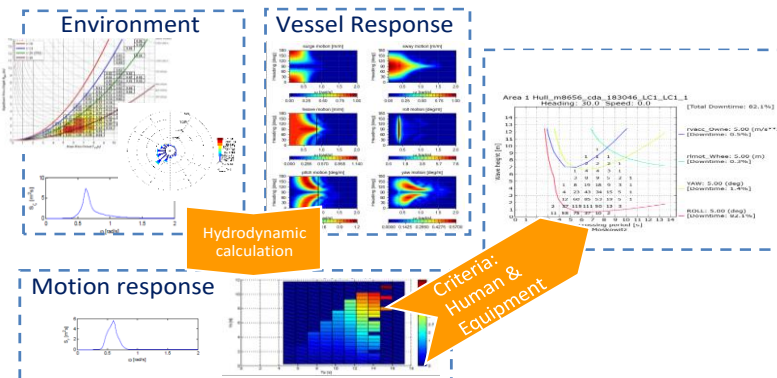
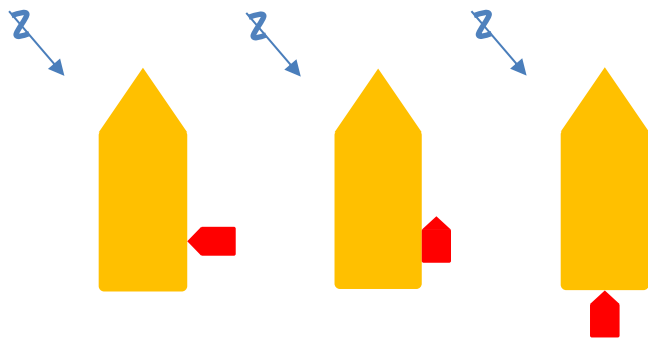
- How many incident are not covered in the grey area? What is the present safety level of the transfers “in the grey area”?
- How may the safety of personal be improved for these transfers?

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?

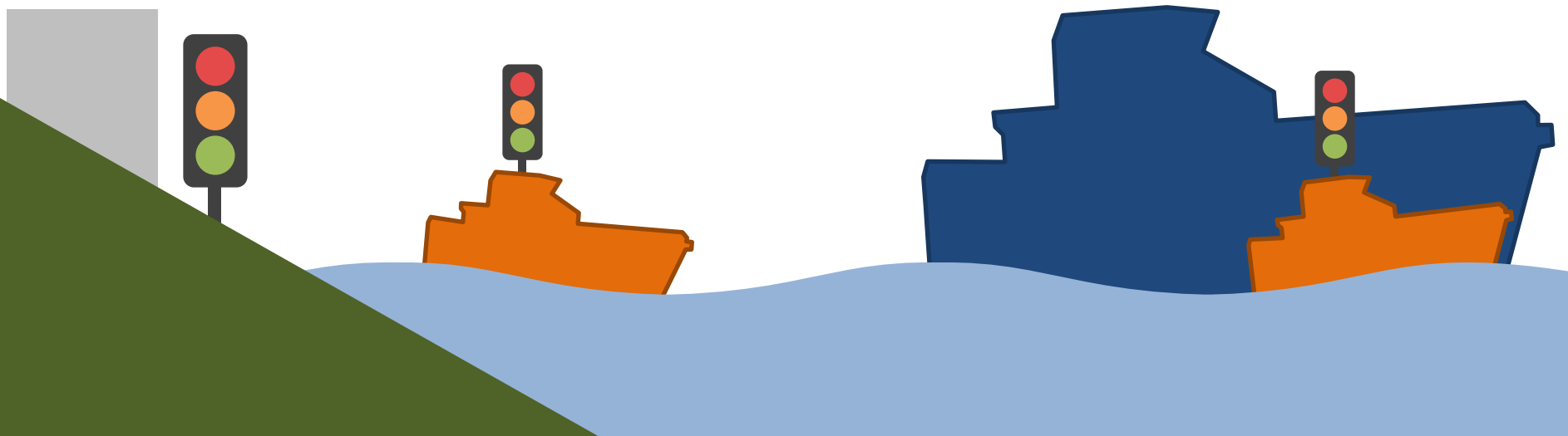




2. **Design of operation – best approach** What operational approach and decision-making protocols result in the most safe and efficient transfer in challenging and dynamic marine environments characterized by varying vessel sizes, diverse loading conditions, changing (non-linear) environmental conditions, 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?

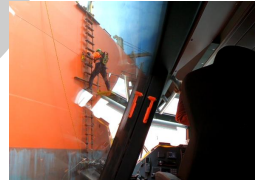
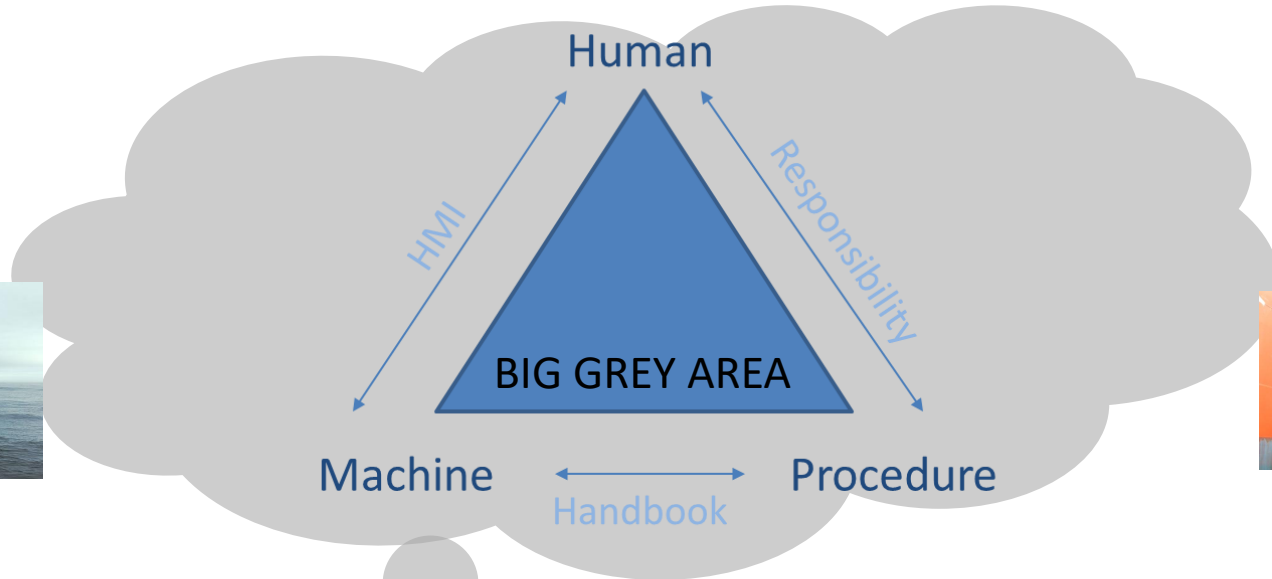


4. **Input for regulatory bodies (IMCA, G+, IMO, other)** - How can the findings of the project be effectively communicated to relevant regulatory bodies (IMCA, G+, IMO, and others) to be implemented in updated industry standards?



Sources:  
G+ Global Offshore Wind Health & Safety Organisation  
[ICS-shipping.org](https://www.ics-shipping.org)

## Improved total system approach for selected crew transfer use case



*A change on one, is a change on all three*

- Participate in the project steering group (live meeting every 6 months)
- Participate in evaluation workshop
- Provide financial contribution

	#	annual contribution	total in kEUR
Ship operator, class society, technology provider, insurance, ...	7	20	420
Small Medium Enterprise (SME)	6	15	270
MARIN	1	20	60
PPS (TBD)	1		245
		total budget:	995

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