



THE ROYAL
INSTITUTION
OF NAVAL
ARCHITECTS

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COUNCIL 2021

MINUTES OF MEETING 13TH APRIL 2021

Sec/Council 13 April 21

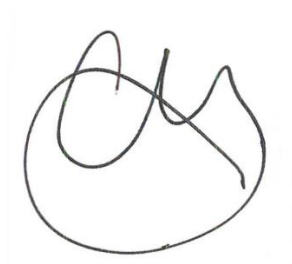
10th May 2021

Dear Council members,

COUNCIL MEETING – 13th April 2021

The draft minutes of the Council meeting held on 13th April 2021 are enclosed.

Yours sincerely



Chris Boyd

Chief Executive

Enclosure:

Minutes of Council meeting held on 13th April 2021.

Revision 0 - Changes to Minutes:

N/A

1. ENCLOSURE TO COUNCIL 13TH APRIL 2021

Minutes of Council meeting held on 13th April 2021.

M d'Amico	F Spencer
R Birmingham	A Bunney
C Savage	E Pang
D Monioudis	D Viner
T Allan	M. H. Ghaemi
L Santini	P Crossland
G MacDonald	A Bain
R Cripps	I K A P Utama
J Frier	A Dev
D Aldwinckle	T Strang
J Kee Paik	D Molyneux
P Wilson	C De Marco
R Perez Fernandez	K Hutchinson
T Boardley	D Molyneux
G Chopra	H Theunissen
R Blazejczyk	C Boyd (Chief Executive (CE))
B Lau	Giuseppe Gigantesco (Dir, Prof. Affairs)
P French	Dmitriy Ponkratov (Dir. Technical)
A Sabahani	Sally Charity (Executive Officer)
R Gehling	
D Konoovessis	

Table 1 Council attendee list

1.1 Declaration of Interests

1.1.1 No pecuniary or conflicts of interest with the matters to be discussed were declared.

1.2 Minutes of the meeting held on 19th January 2021.

1.2.1 The Minutes of the meeting held on 19th January 2021 were approved.

1.3 Actions arising from previous meetings.

1.3.1 Action 01/21 CE to continue investigating sponsorship for a Maritime Environment Award. ONGOING

1.3.2 Action 02/21 CEO to propose the council composition transition strategy. ONGOING

1.3.3 Action 03/21 CEO to discuss with WG Chair a focus group regarding the geographical representation following the review of the WG report on the Role & Responsibilities of the Naval Architect by council. ONGOING

1.3.4 Action 04/21 Standing Committee workshop to be arranged by the CEO for the chairpersons to discuss collaboration and communication strategy and easier ways to work together etc. ONGOING

Action 05/21 CEO to submit to the Privy Council the changes to the Charter and Objects including the amendment proposed by council with regards to *Annex B Review of the objects of the Royal Institution of Naval Architects* to remove the terminology maritime engineer, as follows:

Advises and assists in the education and professional development of ~~maritime engineers, that is those~~ involved in the design, construction, maintenance and operation of marine vessels and structures. CLOSED

1.3.5 Action 06/21 Post council meeting it has been brought to the CEO attention that the Disciplinary Committee chairperson previously resigned, and a new chairperson is required to be nominated. CLOSED

1.3.6 Action 07/21 CEO to look at the feasibility of charging for YouTube as raised by David Aldwinckle. Please note that we await the recommendations from Digital First the consultants appointed by the board to review RINA digital architecture. ONGOING

2. 2021 ELECTIONS TO COUNCIL

- 2.1.1 The CE shared enclosure 3 and details of the current composition of the RINA Council and where there are vacancies.
- 2.1.2 Members of Council are reminded that following the change to the By Laws in 2019, members are nominated from, and elected by members in each region. The number of seats on Council allocated to each region is in proportion to the number of Corporate and Non-Corporate members in the region. We are still in the transition stage of phasing out the over subscription of Corporate members located in the UK, but following the AGM on the 29 April, we will be much closer to achieving our target composition of Council.
- 2.1.3 The 2020-21 Council election process closed at the end of February and we received the following nominations:
- Engr. Ologe, Ochuko Solomon AMRINA Europe Region
 - Professor Pentti Kujala FRINA Europe Region
 - Mr. Shawn De Villiers AMRINA ME & Africa Region
 - Mr. Ryan A. Miller AMRINA UK Region
 - Mr. James Black FRINA Pacific Region
 - Mr. Ashok Kumar AMRINA Asia Region
 - Mr. Yashwant R. Kamath AMRINA Asia Region
- 2.1.4 The number of vacancies being equal or less than the number of nominations in all regions, all members nominated will therefore be deemed to have been elected unopposed as members of council, on completion of the 2021 AGM.
- 2.1.5 Please note that some members of the Council will find that their circumstances change during their 3-year term in office, which can disrupt the balance of the Council's composition i.e., a Council Member may move to a different region, or go from being a non-corporate member to a corporate member. The latter is not uncommon and can leave their region with an excess of corporate members and a shortfall of non-corporate members.

Region	Corporate Members	Corporate Vacancies	Non-Corporate Members	Non-Corporate Vacancies	Total
UK	17	0	1	3	18
Europe	4	0	2	0	6
ME + Africa	2	0	1	0	3
Asia	7	0	2	0	9
Pacific	2	1	0	1	2
Americas	2	0	0	1	2
Total	34	1	6	5	40

Table 2 Post-AGM 2021 Council composition

Region	Corporate Members	Non-Corporate Members	Total
UK	13	4	17
Europe	5	2	7
ME + Africa	1	1	2
Asia	6	2	8
Pacific	3	1	4
Americas	1	1	2
Total	29	11	40

Table 3 Target Composition of Council

Notes: The Council also comprises of:

- 10 ex officio members
- 2 Divisional Presidents
- 8 Committee Chairs

2.1.6 Members eligible for re-election on 29 April:

- UK REGION
 - Corporate Members
 - T Allan
 - D N Monioudis
- EUROPE REGION
 - Non-Corporate Members
 - M H Ghaemi
- ASIA REGION
 - Corporate Members
 - B Y W Lau
 - A Dev

2.1.7 Resignations from Council

- H Karanassos

- Y Sarac-Williams

- 2.1.8 The CE informed Council that Frank Spencer will continue as Chairman of the Disciplinary Committee.
- 2.1.9 It was noted that David Aldwinckle expressed concern that no communication had been received regarding the Treasurer position, who is evidently serving another term, despite having already completed 2 consecutive terms in office. The CE explained that during the transition period including new CEO and COVID pandemic that the position of the treasurer would offer continuity during the transition period, but comment regarding communication was recorded.
- 2.1.10 It was noted in the minutes that Rob Gehling supported the Treasurer re-election for the sake of continuity.
- 2.1.11 It was suggested by Richard Birmingham that the Council should be more actively engaged in the process of nominating new Council members.

3. RINA BRANDING REFRESHMENT – MARKETING AND CEO VISION

3.1.1 The CE presented Enclosure 4 to council regarding RINA brand refreshment, focusing on marketing and vision. The RINA brand is globally recognised, and the CE suggested that our marketability looks and feels tired, and we must recognise that in today's consumption of data, RINA must stand out and create consumer preference for our service behind the brand.

3.1.2 The CE remonstrated that the Institution communicates via numerous products such as apps, social media, website, publications, events etc., and many members struggle with locating information. This inconsistency leads to disparity in the way others perceive RINA, and inconsistency in an uncoordinated approach, and the CE stated that over the last 6 months he has had a chance to review the Institution marketing and brand awareness and the pandemic has magnified areas that require attention.

3.1.3 Furthermore, the CE made a statement through the enclosure that 'without question our position in today's maritime society and beyond is as relevant as when the Institution was established and what we produce is phenomenal, but the Institution marketing campaign and market perception is out of date'.

3.1.4 The RINA Crest awarded by the college of arms is something the CE is very proud to represent, and this kudos is significant. The CE asked the question 'what can we do to refresh our brand and marketability?'

The executive has created a brand book from the approved colours taken from the coat of arms see figure 1. This establishes standardisation of branding material and colour palettes. Secondly, we have used the regal colours to embellish a modern look that maintains our tradition, but creates vibrancy, a striking look that subliminally sinks into the subconscious, delivering purpose and quality.

3.1.5 The CE stated that now is a fantastic time to start a fresh marketing campaign and our strategy is measured by setting Key Performance Indicators (KPI's) so that we integrate activities and identify key target areas. This is not unusual as many other organisations and companies rebrand and align their vision with the modern customer demand, sometimes radically, but we already have our value proposition in the RINA logo and by using the working logo in a new marketing strategy and the college of arms logo for ceremonial duties it really allows RINA to use our tools effectively, and we must attract new members.

3.1.6 The CE recognised that various areas of our traditional business model have suffered during the pandemic and our events have taken a financial nosedive as we relied, like many others, on the contributions from live attendees. The CE stated that refreshing the Institution's advertising and marketing strategy will create an energy in the market that will increase revenue and market share, and our relationship with Corporate Partners, maritime organisations, and collaborative partners.

- 3.1.7 The CE concluded that we have started the Institution digital journey so let us combine this with a marketing campaign, expand our organisation's estimated worth and give the competition something to talk about.



Figure 1 RINA working logo for brand refreshment.



Figure 2 RINA brand book - college of arms colours & The Naval Architect April 2021 issue

- 3.1.8 Peter French asked whether the brand book is available for review. The CE is developing the brand procedure to improve standardisation and quality control, and this will be available shortly and will be issued for review.

4. BOARD – MINUTES OF MEETING

- 4.1.1 The CE presented the Board minutes from the meeting held on the 20th of January 2021 for information.

5. CHAIRMAN'S REPORT

- 5.1.1 The Chairman Mr. Maurizio d'Amico welcomed everyone to the second Council meeting of 2021.
- 5.1.2 The Chairman described how COVID changed the way we work, and that digital transformation has accelerated communication and learning. The Institution has been busy since the last meeting and whilst the digital study gathered momentum, and a lot of interest, there has been a review of the executive, market drivers and the competitive landscape to access gaps and any areas of risk against future working requirements.
- 5.1.3 Since the last meeting, a full agenda of online meetings and presentations has taken place, and the Chairman thanked all Divisions/Section/Branch chairperson, treasurers and secretaries for their hard work maintaining a full program of events which have been well supported by members.
- 5.1.4 As a result, we can now reach out to more members and non-members and we encourage everyone to promote RINA wherever possible.
- 5.1.5 The Standing Committees have continued to meet online. The Chairman looked forward to receiving their reports during this Council meeting and thanked everyone for their continued support and commitment.
- 5.1.6 The following items of interest to the Council attention:
- **Digital Study** – Digital First completed their study and the final report has been issued to the Board with recommendations.
 - **Task Force Group** set up in the Secretariat focusing on:
 - **Branding and new look** – Welcome to RINA video underway to communicate with students, young members, members and get people excited about our industry and what RINA provides.
 - **New logo** taken from the college of arms approved colours and a brand book for standardisation and branding control across RINA. Ceremonial coat of arms is our kudos, and the new working logo is designed to refresh the brand and offer a new look and feel for a new marketing campaign.
 - **Student Champions** – a program introducing RINA student reps at universities has been set up and run by the Technical Director. This enables RINA to have a direct relationship with student members located at University and designed for onboarding student members and their transition to Associate Members.

- **Encourage youth development** – various programs to encourage young people to consider a career in naval architecture and maritime engineering.
- **Publications** – mind map within the secretariat to align standard operating procedures, strategy, and business intelligence:
 - 50th Edition of the Naval Architect – new look to engage with the reader, advertiser and provide aesthetic appeal. Working with DNV we developed the front cover and engage with the client.
 - Ship & Boat et al to follow.
- **IJME** – the organisation structure now has five Associate Editors supporting the Editor-in-Chief and with the open access option. The journal has had a makeover and the University Buckingham Press now publishes the journal on behalf of the Institution. We anticipate increased subscriptions and readership.
- **Business Culture & Intelligence**
 - Events – Covid has had a major impact on the events programme and income has been dramatically reduced. Members and non-members are not paying £300 for online events, and the secretariat has invoked step change. Working closely with the Standing Committees to identify 5 key events for 2022 and build a seminar attracting keynote speakers, break out groups and discussion with post event activity. The Technical Director is currently working on this initiative. An example is below:
 - New event - **Cyber Command** – the CEO premier invite has gone out to leaders of industry, inviting them to a cyber workshop and discuss training and industry requirements. We have developed a robust programme including five training and learning modules, accompanied with CPD and certification:
 - **MARITIME CYBER RISK MANAGEMENT** *providing a structured framework to provide owners, captains, management companies and crew assurance that cyber risks are appropriately managed and that there is both resource and process in place to detect and respond to potential cyber breaches.*
 - **IMO CYBER RESOLUTION MSC.428(98),**
A FRAMEWORK FOR CERTIFICATION (Why?) *Defines a formal program for vessels, fleets and third parties to*

achieve and maintain formal compliance to the IMO 2021 cyber regulations. Understand the contents and relevance of the IMO legislation change and how it applies to maritime security. Learn the fundamental tenets of security compliance and governance in preparation for a risk management strategy. Identify the specific frameworks and controls that are essential to the adoption of a suitable security posture.

- **TECHNICAL CYBER CONTROLS FOR MARITIME NETWORKS**, Motivation (Why?) *Technical IT and security controls vary greatly in the level of protection they provide. This module demonstrates an example of a secure fabric of security controls designed specifically to protect the complex, critical environments onboard. This course also demonstrates an attackers view of attempting to subvert security controls in both low-end security controls and advanced levels of protection that are more robust against attack.*
- **CYBER SECURITY TESTING, ASSESSMENT AND THIRD-PARTY REVIEW** *This module demonstrates how Maritime IT & OT systems can be regularly tested to ensure they are free from serious vulnerabilities. Active penetration testing and passive vulnerability assessments highlight any security weaknesses in the design or operation of a vessels systems and highlight the impact of a potential breach.*
- **GLOBAL RISK MANAGEMENT & CYBER INSURANCE**, *many organisations are unsure how to effectively protect themselves when travelling or when away from their home base, cyber threats differ in impact and likelihood depending on what location the vessel, owner or crew are located in. The range of options to respond and recover also differs widely across borders.*
- **Standing Committees** – The secretariat is providing administrative and technical support to align strategy, actions, cross committee working group, and integrate 12 months look ahead with events, publications, IJME, communication strategy etc. The cross-committee chair workshop is scheduled to take place in May.
- **Business Management system** – this has been recognised and work is underway to update the quality assurance system and align with the digital roadmap.

- **HSE** – updated HSE governance, policy, and procedures in line with UK HSE legislation and moved to a cloud portal for staff, along with the HR function.
- The **secretariat organisation** has been restructured into 5 verticals:
 - Professional Affairs (membership, accreditation)
 - Technical (publications, events)
 - HSSEQ (administration and IOSH approved staff member),
 - Finance
 - Development – CEO covering this vertical now including business culture and intelligence, digital roadmap, and program management etc.
- **Corporate Partners** – the brochures have had a makeover and we are reaching out to our Corporate Partners.
- **The role of the Naval Architect** – following the Working Group report the secretariat has considered how we develop a strategy to discuss Naval Architecture, raise our profile and tackle the recommendations from the report. This work is ongoing and will be integrated within the full strategy.
- We are also asking '**what is a naval architect?**'; looking at the current and future role and how do we raise our profile and attract younger persons to consider a maritime career?

So, what motivates generation Z? and how do we communicate our message?

Through RINA initiatives we are addressing all these areas for sustainable growth and it is encouraging to see the Institution partners collaborating in many of these areas.

- 5.1.7 The Chairman described how we continue with our focus on **sustainability** and how shipping plays a major role in areas such as decarbonisation and net-zero, alternate fuels, life cycle analysis, EEDI/EEXI, safety and manoeuvrability, environmental impact etc.

- 5.1.8 Leadership is paramount and the Chairman stated that we must be vigilant and address areas where the Institution needs to react and provide a welcoming and outward looking face to everyone whilst addressing the future challenges for the sector. It is business as usual and hopefully, the encouraging performance for the first part of the year will continue. Professional Affairs is currently exceeding budget, and the lower costs partly reflect the difficulty in spending restricted funds. Sadly, the events activity has been drastically reduced and the assumption made in the original budget that live events and courses would continue to be staged is no longer a reality, as you can appreciate events such as ICCAS Japan representing 82% of the total income has impacted on actuals vs. budget.
- 5.1.9 The concluding comments from the Chairman focused on the Institution's optimism and there is a lot to be optimistic about. We embrace the challenges ahead.

6. COMMITTEE CHAIRPERSONS REPORT

6.1 Maritime Environment Committee

6.1.1 The MEC has met once since the last Council meeting on 22 March. Once again, the meeting was virtual and despite a few minor technical challenges in getting set up it went well. In fact, the virtual platform is proving to be very good for these types of meetings and has meant that on average more members are able to attend from across the whole RINA membership.

6.2 At this meeting, a full review of all the outstanding actions was carried out which allowed for most to be closed and a number were consolidated. This included updating the earlier guidance with some illustrations. We were also very pleased to have the new RINA Chief Exec attending his first MEC, and this was very helpful. As well as getting on with the normal business of the committee the opportunity was taken to discuss several broader issues related to how the MEC could support the strategic objectives of RINA, how the committee structure in RINA could be more effective, links to other organisations, digital strategy etc. There was an extensive discussion around the next steps for the MEC, as having developed a clear policy towards the environment for the Institution, and worked on the development of initial guidance for Naval Architects, what are the next key areas for the MEC to investigate? This continues to be a question for many members and while decarbonisation remains the most pressing environmental (and sustainability) area that is taking up everyone's time, the link to the specific actions for the MEC is not immediately clear. It was agreed that the next meeting would take an in depth look at the TORs for the committee with a view to exploring this further.

6.3 Members of the MEC continue to assist the IMO Committee of preparation for IMO meetings in particular MEPC, where the use of new carbon reduction metrics will be discussed. The challenges with several the new proposals around carbon intensity indicators and the possible perverse incentives was also discussed within the committee.

6.4 Continuing the discussion from our last meeting we noted that there was an environmental conference being planned by RINA. The group was very much in favour of having an Environmental workshop and it was agreed that this would be further discussed by the CE to see whether this could be handled in addition to or replacement of the proposed existing event.

6.5 IMO Committee

6.5.1 The IMO committee last met on the 25 January 2021. IMO Committee meetings are now fully virtual, using the RINA Zoom platform, and this also facilitates increased participation by Committee members.

6.5.2 The Committee is 30 strong and in 2020 contributed around 120 days to IMO meetings, industry meetings, correspondence groups and preparing submissions.

- 6.5.3 We regret to inform the Council of the passing of our esteemed colleague and friend Peter Contraros in February. An annual award (the Petros Contraros Award) to recognise excellence in a paper on a structural topic has been funded by the family.
- 6.5.4 Prioritisation of urgent agenda items meant that the number of IMO meetings was reduced and SSE and SDC did not meet this year, however 1 member attended PPR 8 to keep up with the bio-fouling discussion for which RINA will organise a workshop later this year as part of our obligation as a strategic partner of the IMO UNDP Glo-Fouling project.
- 6.5.5 As part of our preparation for ISWG-GHG 8 and MEPC 76 in May and June respectively, we have submitted or co-sponsored several papers (1 or more are not yet finalised):
- ISWG-GHG 8/2 submitted by BIMCO and RINA to propose a new methodology for estimating the reference speed used in the EEXI calculation based on in-service ship performance data. This was developed with some IACS members and ship performance monitoring specialists, as well as with Prof. Dominic Hudson of Southampton University.
 - MEPC 76/7/16 submitted by the Nautical Institute and RINA commenting on the shaft and engine power limitation guidelines issued as part of the EEXI framework and proposing some refinements to ensure that full power is readily available in the event of emergencies, and other refinements to reflect operational practice.
 - MEPC 76/7/28 submitted by RINA only (we approached ITTC but did not manage to agree on co-sponsorship) on use of CFD/Numerical methods for deriving the reference speed v_{ref} for EEXI. It has emerged that IACS are submitting a similar paper which agrees with our submission, but time constraints did not permit coordination.
 - MEPC 76/7/31 and INF.30 submitted by RINA and the Union of Comoros reporting on the outcome of the Wind Assistance Ship Propulsion JIP led by MARIN and ABS to suggest changes to the current regulatory framework for validating and recognising the contribution of wind propulsion technologies.
 - MEPC 76/7/X to be submitted by RINA and the Union of Comoros commenting on MEPC 76/6/2 which proposes revisions to the calculation methodology for wind propulsion technologies in MEPC.1 Circ. 815.
- 6.5.6 Committee members continued to participate in several correspondence groups, being particularly active in life-saving appliances, lifting appliances, biofouling, EEDI and GHG matters. Correspondence groups have now taken on a greater amount of work to progress agendas inter-sessionally. The Committee was very active on the Carbon Intensity correspondence group that over 3 months and 4 rounds, produced 7 calculation guidelines that will underpin the IMO Short Term measures EEXI and CII. As I was co-opted to be one of the joint coordinators of that group, Dr. Kirsi Tikka kindly volunteered to coordinate RINA responses.

6.5.7 The Committee continues to engage widely with flag states and NGOs at the IMO. One of the strategic partnerships that is being formed is with the Nautical Institute and we jointly held a Webinar on Limiting Ship's Power in early March which had almost 400 attendees and a lively Q&A session which continued offline. At least 2 members of the IMO Committee are also Fellows of the Nautical Institute and they are greatly valued for their extensive practical experience.

6.5.8 Together with the Chief Executive, we are exploring whether there could be a strategic partnership with the Maersk McKinney Møller Centre for Zero Carbon Shipping.

6.6 Maritime Safety Committee

6.6.1 In 2020 the Maritime Safety Committee met 3 times (19/06, 16/09, 10/12) to discuss any aspect of the safety management for a vessel or a marine system including design, construction, operation, and maintenance through to disposal.

6.6.2 All meetings took place online and this experience has persuaded us of the importance of RINA's digital ways of working.

6.6.3 The committee is supportive of the digital study to engage with branches and all regions of RINA, as well as to create archives and ways to build information and knowledge.

6.6.4 The Chairman contributed to the corresponding group on the roles and capabilities of naval architects and is supportive of the findings that modern naval architecture includes a summative synthesis and systems element, reflecting the multi-disciplinary nature of the maritime sector and safety especially. The Chairman retains a vision to:

- collate and "curate" significant historic accidents and lessons, as the IChemE, CIEHF and other institutes as part of all naval architects IPD and CPD.
- to finalise the discussions of structuring issues within the committee for reviewing and categorising recent accidents for lessons, discussion and based on GBR, FSA and national approaches.
- to work through a protocol for engagement with members, effectively glean opinions and expertise.
- to structure findings, recommendations and raise issues with the profession and through to the IM committee, workshops, social media, or papers.

6.6.5 The committee is conscious of the need to explore online version of the successful relaunch of its training day and is keen to engage members through a safety conference, possibly jointly with the environment and technical committee in safety matters. The safety award has been judged, but there is consensus that the criteria and PR need to be revisited as applications have sifted in recent years.

- 6.6.6 A sub-group (Sarah Watts, Paul Coley, David Aldwinckle, and others) has discussed container ship safety issues has listened to concerns in Britannia and Standard P&I clubs, seen increased loss of containers, and attended two webinars. Issues on ship design, stowage, strength and securing, as well as fire, and inspection risks led to proposals for a workshop to consider the huge size of modern vessels being agreed for April 2021. After the Ever-Green incident within the Suez Canal, this may prove of broader interest.
- 6.6.7 The committee recognises many ship types have grown to very large and ultra sizes, whilst not all rules and regulations have kept pace, whilst at the other end small and micro autonomous vessels are starting to enter the oceans, as is the drive to zero carbon and the safety hazards that can emerge when any novel or unproven technologies become more common in the maritime environment.
- 6.6.8 We seek new members, new ideas and challenge as always in the year to come. We note the sad passing of Petros Contraros and the legacy in his will for future student's award.
- 6.7 **Maritime Innovation Committee**
- 6.7.1 The Committee has had one meeting since the last Council Meeting.
- 6.7.2 As previously outlined the Committee was aiming to produce a few short technical notes on some of the key disruptive technologies that had been previously identified by the Committee. These notes would then been made available to the wider RINA membership for information, and they would also form the basis of a workshop/seminar.
- 6.7.3 Unfortunately, due to individual's work commitments only three papers have been produced and these are highlighted in the list below. It is anticipated that the remaining papers will be available by the next meeting.
- 6.7.4 It was agreed that the Committee should focus on a couple of topics and it was agreed that these would probably include Cyber, digitalisation and Green shipping.
- 6.7.5 At the meeting it was agreed that it would be beneficial for all the Technical Committees to have a combined meeting to discuss topics of mutual and common interest.
- 6.7.6 Discussions are currently taking place with the CE regarding a note for publication in RINA Affairs about the work of the Committee.
- 6.8 **Professional Affairs Committee**
- 6.8.1 The most recent PAC meeting was held on 9th February 2021 and the next meeting is scheduled for June 2021.
- 6.8.2 Accreditation

- 6.8.3 The first remote accreditation was undertaken in February for Singapore Institute of Technology BEng (Hons) courses. The accreditation was successful, but the process of a remote accreditation was very demanding for both RINA and SIT. The Zoom accreditation was supplemented by a visit to SIT by a RINA member (who was not part of the accreditation team) based in Singapore.
- 6.8.4 The University of Strathclyde has requested reaccreditation of their courses as part of the 5-year rolling programme. This is planned as a remote accreditation in June.
- 6.8.5 We are in discussion with Universiti Teknologi Malaysia about accrediting their Bachelor in Naval Architecture and Offshore Engineering Program. This is in the early stages of discussion at present.
- 6.8.6 PAC Training
- 6.8.7 The PAC Training Plan is nearing completion. We have already started using it to capture the training of PAC members and to guide our further training requirements.
- 6.8.8 The Engineering Council licence review will take place on 1st June 2021. The EngC have sent a long list of the documents they require for the review. There is a substantial amount of work to be done in preparation for that meeting on 1st June.
- 6.8.9 Initial Professional Development (IPD)/Graduate Training Schemes and LATW Schemes & Graduate/Higher Degree Apprenticeships. There has not been any major activity in these areas since the last meeting.
- 6.8.10 Continuing Professional Development (CPD)
- 6.8.11 The PAC has assessed a course on Democratizing Digitalization in Shipping & Unlocking the Benefits of Maritime Big Data offered by Syndeseas Integrated Solutions Ltd to confirm it meets RINA's requirements for CPD.
- 6.8.12 The PAC's review of members' CPD is continuing. The Membership Committee has provided 2 members to work with the PAC in undertaking CPD reviews which is appreciated and is a good example of the cooperation between standing committees. Sadly, the PAC member who was leading the CPD working group has been diagnosed with cancer, so we are working to allocate another member to that role.
- 6.8.13 ED&I
- 6.8.14 The latest ED&I working group meeting was held on 8th April 2021. The results of the RINA membership ED&I survey have been collected and they are being analysed by the ED&I committee. The results will be provided to Council prior to the next meeting.

6.9 **Publications Committee**

- 6.9.1 Paul Crossland stood in for the Chair and updated Council on the recent medal awards and the appointment of the IJME Associate Editors.

6.9.2 **Membership Committee**

- 6.9.3 The Membership Committee have had two meetings since the last Council Meeting, 28th Jan 2021, and 25th Mar 2021., and eighty applications were considered which resulted in 40 Members and 20 Fellows, it should be noted that some of these will be transferring membership and will not be new to RINA. These numbers are relatively consistent to previous years back to 2017.

- 6.9.4 The Committee sent a letter of thanks to Jerry Stansfield who has been an active member of the committee since 2004 as well as undertaking more than 300 PRIs.

- 6.9.5 The Membership Committee will be part of the Engineering Council Licence Review taking place in June, and the membership committee Deputy Chair has been providing some support to the PAC in their work on the RINA Training Plan. We have also been involved in the discussions on the digital strategy which we hope will provide a more efficient process for the Committee and applicants, as well as making us more attractive to potential younger members. We have provided two members of the committee to support the PAC in the work being undertaken to capture and review CPD. Overall, these activities have been a very positive example of how increased benefit can be gained from collaboration between the committees which has been supported and encouraged by the CEO.

6.10 **Disciplinary Committee**

- 6.10.1 The CE reported that there were no allegations of professional misconduct currently under investigation.

7. ANY OTHER BUSINESS

- 7.1.1 The CE reported that due to COVID restrictions the Annual Dinner had to be postponed, until 2022.
- 7.1.2 The Joint Branch annual grant process has been updated by the executive whereby all RINA grants will be allocated directly. The Branch Committees will be notified by the executive.
- 7.2 **Date of Next Meeting**
- 7.2.1 The next meeting will be held at 11:00 BST on Tuesday 20th July 2021.

8. ACTION ARISING OR OUTSTANDING FROM THE MEETING.

- 8.1.1 Action 01/21 CE to continue investigating sponsorship for a Maritime Environment Award.
- 8.1.2 Action 02/21 CEO to propose the council composition transition strategy.
- 8.1.3 Action 03/21 CEO to discuss with WG Chair a focus group regarding the geographical representation following the review of the WG report on the Role & Responsibilities of the Naval Architect by council.
- 8.1.4 Action 04/21 Standing Committee workshop to be arranged by the CEO for the chairpersons to discuss collaboration and communication strategy and easier ways to work together etc.
- 8.1.5 Action 07/21 CEO to look at the feasibility of charging for YouTube as raised by David Aldwinckle. Please note that we await the recommendations from Digital First the consultants appointed by the board to review RINA digital architecture.
- 8.1.6 Action 08/21 CEO to issue branding procedure once complete.
- 8.1.7 Action 09/21 RINA Governance Document should be adjusted in tandem with the recent By-Law changes as these two documents complement each other. Whilst the updating of the Governance Document is the responsibility of the Board, it nevertheless affects in a big way Council's activity. Certainly, Council has not viewed this document recently, hence David Aldwinckle intervention for RINA to review it.

RINA is registered as a Charity, therefore places responsibilities upon the Standing Committees in supporting Society and the Public, e.g. The IMO Committee's input into IMO. So, Council must ensure the Governance Document is comprehensive and up to date in addressing Council's technical and professional needs as well.