



RUSSIAN MARITIME REGISTER OF SHIPPING

URGENT RULE CHANGE NOTICE No. 311-05-1999

dated 01.03.2024

Entry-into-force date:

From the date of publication

Re: amendments to the Guidelines on Technical Supervision of Ships in Service, 2024, ND No. 2-030101-009-E (Part III "Survey of Ships in Compliance with International Conventions, Codes, Resolutions and Rules for the Equipment of Sea-Going Ships" and Annex 27 "Goals, Functional Requirements and Regulations for the Safe Carriage of Industrial Personnel").

New requirements have been introduced regarding the safe carriage of industrial personnel in compliance with the International Code of Safety for Ships Carrying Industrial Personnel, coming into force on 1 July 2024.

Instructions on application:

1. Bring the content of the Urgent Rule Change Notice to the attention of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.
2. Apply the provisions of the Notice during survey of ships in service requested for survey from 01.03.2024.

Director General

Sergey A. Kulikov

Person in charge: Dmitry S. Mostovshchikov

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+7 (812) 312-11-00

AMENDMENTS TO THE GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE WITH ANNEXES

REVISION HISTORY

GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE (01.01.2024)

Item	Applied to	Description	Remarks
Part III, para 2.1.6.1.5	Special purpose ships Conditions of application of the 2008 SPS Code	The conditions of application of the 2008 SPS Code have been specified. The provision related to developing standards for the 2008 SPS Code has been deleted as incorrect	Entry-into-force date: 01.03.2024
Part III, para 2.1.6.2.2.1	Cargo ships less than 500 gross tonnage carrying special personnel and special purpose ships constructed before 13 May 2008 Assumptions on the application of the 2008 SPS Code	The conditions of assumption of application of the 2008 SPS Code to ships carrying special personnel have been clarified upon the decision of the Flag State MA	Entry-into-force date: 01.03.2024
Part III, para 2.1.6.2.2.4	Special purpose ships carrying industrial personnel Requirements for the safe carriage and transfer of industrial personnel	The requirements for the safe carriage of industrial personnel have been amended in connection with introduction of new para 2.1.15 related to new SOLAS-74 requirements coming into force on 1 July 2024	Entry-into-force date: 01.03.2024
Part III, para 2.1.6.3.1	Definition "Special personnel"	The definition of special personnel has been specified and supplemented with a reference to new para 2.1.6.11 related to RF MA requirements for ships carrying special personnel	Entry-into-force date: 01.03.2024
Part III, para 2.1.6.7.6	Ships flying the RF flag, that carry special personnel	New para has been introduced containing requirements related to the specifics of issuing ship certificates for the carriage of special personnel to ships flying the RF flag	Entry-into-force from 01.03.2024

Item	Applied to	Description	Remarks
Part III, para 2.1.6.8	Ships carrying special personnel which are not covered by SOLAS-74 Assumptions on the application of the 2008 SPS Code	The conditions of assumption of application of the 2008 SPS Code to ships not covered by SOLAS-74 have been amended. Regulatory basis: Federal Law No. 294-Φ3 of 10 July 2023	Entry-into-force date: 01.03.2024
Part III, para 2.1.6.11	Ships flying the RF flag, that carry special personnel	New para has been introduced containing requirements concerning the issuing of certificates for the carriage of special personnel to ships flying the RF flag in compliance with the Merchant Shipping Code of the Russian Federation, as amended on 1 March 2024. Regulatory basis: Federal Law No. 294-Φ3 of 10 July 2023	Entry-into-force date: 01.03.2024
Part III, para 2.1.15	Ships carrying industrial personnel Requirements for the safe carriage and the certificates to be issued	New para has been introduced containing requirements for the safe carriage of industrial personnel in compliance with the new chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel, coming into force on 1 July 2024. Regulatory basis: IMO resolutions MSC.521(106) and MSC.527(106)	Entry-into-force date: 01.03.2024

ANNEXES TO THE GUIDELINES ON TECHNICAL SUPERVISION OF SHIPS IN SERVICE (01.01.2024)

Item	Applied to	Description	Remarks
Annex 27	Ships carrying industrial personnel Goals, functional requirements and additional regulations to facilitate the safe carriage of industrial personnel	New Annex has been introduced containing requirements for the safe carriage of industrial personnel in compliance with the International Code of Safety for Ships carrying Industrial Personnel, coming into force on 1 July 2024	IMO resolution MSC.527(106)

PART III. SURVEY OF SHIPS IN COMPLIANCE WITH INTERNATIONAL CONVENTIONS, CODES, RESOLUTIONS AND RULES FOR THE EQUIPMENT OF SEA-GOING SHIPS

2 SURVEY OF SHIPS IN ACCORDANCE WITH THE INTERNATIONAL CONVENTIONS, CODES AND RESOLUTIONS OF IMO

2.1 SURVEY OF SHIPS IN ACCORDANCE WITH SOLAS-74 AS AMENDED

Para 2.1.6.1.5 is amended as follows:

"2.1.6.1.5 In developing the safety standards application of the requirements of for this the 2008 SPS Code it has been necessary to consider:

- .1 the number of special personnel being carried; and
- .2 the design and size of the ship in question."

Para 2.1.6.2.2.1 is amended as follows:

"2.1.6.2.2.1 Except as provided in 8.3 of chapter 8 of the Code (refer also to Annex 12 to these Guidelines) applicable to any sail training tall ship for a ship-carrying 60 persons and more, the 2008 SPS Code applies to every special purpose ship of not less than 500 gross tonnage certified on or after 13 May 2008.

In compliance with 1.2.1, Part I chapter 1 of the 2008 SPS Code of IMO resolution MSC.266(84)-RHO as agreed with Flag State MA may allow to apply, as far as reasonable and practicable, the provisions of the 2008 SPS Code to special purpose ships of less than 500 gross tonnage and to special purpose ships constructed before 13 May 2008 and to non-self-propelled ships carrying/having special personnel on board. The requirements of the RS rules for cargo ships of less than 500 gross tonnage, the requirements of the RS rules for berth-connected ships (concerning non-self-propelled ships) and the requirements of the RS rules for passenger ships not engaged on international voyages depending on the number of special personnel shall be taken into account."

Para 2.1.6.2.2.4 is amended as follows:

"2.1.6.2.2.4 Upon the appropriate authorization of the Flag State MA, the industrial personnel may be carried on board the special purpose ships meeting the provisions of the 2008 SPS Code or other equivalent requirements as specified in IMO resolution MSC.418(97). Special purpose ships carrying industrial personnel shall meet the requirements of chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel including the requirements for the surveys and the availability of the appropriate certificate (refer to 2.1.7 of this Section).

Thus, on special purpose ships constructed before 1 July 2024 meeting the requirements of the 2008 SPS Code as amended or the equivalent requirements (e.g. the 1983 SPS Code), subject to appropriate authorization granted by the Flag State MA, the industrial personnel may be carried in compliance with the IMO resolution MSC.418(97) "Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages" till the date of entry into force of chapter XV of SOLAS-74 and the International Code of Safety for Ships Carrying Industrial Personnel (refer to 2.1.15.3.2 and 2.1.15.3.3 of this Section)."

Para 2.1.6.3.1. The last paragraph of the definition "Special personnel" is amended as follows:

"other personnel similar to the above mentioned that, as considered by the Flag State MA, may be referred to this group (for the RF MA refer to 2.1.6.11)."

New paras 2.1.6.7.6 is introduced reading as follows:

"2.1.6.7.6 In 2.1.6.11 additional requirements for issuing ship certificates for the ships flying the RF flag, that carry special personnel, are specified."

Para 2.1.6.8 is amended as follows:

~~"2.1.6.1.8 Noting that the 2008 SPS Code may be readily applied to some ships that carry special personnel on board to which SOLAS-74 as amended does not apply, The Maritime Safety Committee invites In this case, Flag State MA to may apply the standards provisions of the 2008 SPS Code to such ships to the extent deemed reasonable and practicable."~~

New paras 2.1.6.11 — 2.1.6.11.6 are introduced reading as follows:

"2.1.6.11 Carriage of special personnel on ships flying the RF flag.

2.1.6.11.1 General.

These provisions supplement the requirements for the surveys and issuing certificates specified in 2.1.6 and 2.1.15 of this Section, and apply to ships flying the flag of the Russian Federation in compliance with para 2 of article 24, articles 73.1 and 73.2 of the Merchant Shipping Code of the Russian Federation (as amended by the Federal Law No. 294-Φ3 of 1 July 2023 "On Amendments to Certain Legislative Acts of the Russian Federation" entering into force on 1 March 2024).

2.1.6.11.2 Definitions.

For the purpose of these provisions "the special personnel" means the persons on board the ships not being the passengers or the crew members of the ship. Special personnel shall include:

.1 officials in connection with the performance of their official duties within the limits of their official powers in the field of border, customs, sanitary, port, transport and other state control or supervision;

.2 persons engaged in prospecting, exploration and extraction of minerals, maintenance of artificial islands, installations and structures that do not require permanent presence of personnel, construction, track, hydro-technical, underwater technical and other similar works, rescue operations, measures for protection of water bodies, recovery of sunken property, investigation of transport accidents, scientific research, pilotage and icebreaker pilotage;

.3 persons transported to other ships for the purpose of changing crews of these ships or performing work on these ships, as well as persons transported to autonomous ships to perform work on autonomous ships, including maintenance of autonomous ships, and management of autonomous ships.

2.1.6.11.3 Carriage of special personnel specified in 2.1.6.11.2 is permitted on a ship having one of the following certificates:

.1 Special Purpose Ship Safety Certificate (Forms 2.1.27 and 2.1.27.1) in compliance with 2.1.6.9 of this Section — for ships covered by the provisions of the 2008 SPS Code or the 1983 SPS Code or to which the provisions of the IMO resolution MSC.418(97) may apply

and carrying special personnel including industrial personnel (regardless the number), as well as not more than 12 passengers; or

.2 Certificate for the Carriage of Special Personnel (Form 2.1.53-1), confirming the compliance of the ship with the requirements of the Rules for the Classification and Construction of Sea-Going Ships or the Rules for the Classification and Construction of High-Speed Craft for ships carrying personnel and the Rules for the Classification Surveys of Ships in Service — for ships not covered by the provisions of the 2008 SPS Code or the 1983 SPS Code and carrying special personnel (regardless the number) and not more than 12 passengers; or

.3 Passenger Ship Certificate (Form 1.2.9) confirming the compliance of a ship with the requirements of the Rules for the Classification and Construction of Sea-Going Ships or the Rules for the Classification and Construction of High-Speed Craft, Rules for the Classification Surveys of Ships in Service, applicable to the passenger ships — for passenger ships.

2.1.6.11.4 In addition to the Certificate specified in 2.1.6.11.3.1, starting from 1 July 2024 (refer to 2.1.15 of this Section) the ships covered by the provisions of chapter XV of SOLAS-74 and the IP Code and carrying above 12 industrial personnel shall have an Industrial Personnel Safety Certificate with the List of equipment (Form 2.1.53), stipulated by chapter XV of SOLAS- 74 and the IP Code.

2.1.6.11.5 Certificates specified in 2.1.6.11.3.1 — 2.1.6.11.3.3 shall be considered as certificates for the carriage of special personnel as provided by para 2 of article 24 and article 73.2 of the RF MSC (in the version of the Federal Law No. 294-FØ3 of 10 July 2023).

2.1.6.11.6 The scope of surveys for the issuance, verification and renewal of the Special Personnel Carriage Certificate (Form 2.1.53-1) for ships carrying in total above 12 special personnel and passengers shall be established in the extent of the requirements for survey of the special purpose ships in compliance with Section 10 of Part III "Additional Surveys of Ships Depending on Their Purpose and Hull Material" of the Rules for the Classification Surveys of Ships in Service.

Surveys for the issuance, verification or renewal of the above-mentioned Certificate for ships other than passenger ships carrying in total not more than 12 special personnel or passengers shall be carried out in the extent necessary for verification of the availability of sufficient life-saving appliances for all persons on board, including special personnel and passengers, and that the RS Classification Certificate is in force."

New paras 2.1.15 — 2.1.15.5.8 are introduced reading as follows.

"2.1.15 Survey for issuing the Industrial Personnel Safety Certificate.

2.1.15.1 General.

2.1.15.1.1 These provisions apply during the surveys and issuing certificates in compliance with chapter XV of SOLAS-74, as amended, adopted by IMO resolution MSC.521(106) and the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) adopted by IMO resolution MSC.527(106)¹.

2.1.15.1.2 Definitions.

For the purpose of these Guidelines the definitions mentioned below shall apply. As regards the terms given in the IP Code having no definitions, the definitions specified in the IP Code and SOLAS-74 shall apply.

Carriage means transportation, accommodation or both.

Offshore industrial activities mean the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited to,

¹ Amendments adopted by the IMO resolution MSC.521(106) and the IP Code come into force on 1 July 2024.

exploration and exploitation of resources by the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

Industrial personnel (IP) means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

IP area is every area or space where IP are normally intended to stay during voyage or are allowed to access.

Personnel transfer means the full sequence of the operation of transferring personnel and their equipment at sea to or from a ship to which the IP Code applies and from or to another ship or an offshore facility.

2.1.15.1.3 Explanations.

2.1.15.1.4 Where in the IP Code text a reference is made to the requirements applicable to the passenger ships, it is assumed that the at least the appropriate requirements for cargo ships are met on the ship.

2.1.15.1.5 For the purpose of chapter XV of SOLAS-74 the industrial personnel does not refer to passengers.

2.1.15.1.6 Wherever SOLAS-74 Chapter XV or the IP Code specifies the number of industrial personnel as a parameter, it shall be equal to the total number of industrial personnel, special personnel (refer to 2.1.6) and passengers carried on board, not exceeding 12.

2.1.15.1.7 Despite the provisions of 2.1.15.1.4, for high-speed craft covered by chapter X of SOLAS-74, and despite the provisions of chapters 2 – 12 and 18 of the 2000 HSC Code, a ship complying with chapter XV of SOLAS-74 and the IP Code, on the basis of which the appropriate certificates were issued, is in compliance with chapters 2–12 and 18 of the 2000 HSC Code.

2.1.15.3 Application.

2.1.15.3.1 In compliance with regulation XV/3 of chapter XV SOLAS-74, chapter XV and the IP Code apply to cargo ships and high-speed craft of 500 gross tonnage and above (hereinafter, the ships) engaged on international voyages as defined in regulation I/2(d) of SOLAS-74, for which the certificates are issued in compliance with chapters I, VIII or X of SOLAS-74 (as applicable) and carrying above 12 industrial personnel.

2.1.15.3.2 The requirements of chapter XV of SOLAS-74 and the IP Code shall in full apply to new ships constructed on or after 1 July 2024. In respect of the term "constructed" one shall be guided by the provisions given in the following regulations of SOLAS-74:

II-2/1.1.2.1 as complemented by regulation II-2/1.1.3 for cargo ships; and

X/1.4 as complemented by regulation X/1.5 for high-speed cargo craft.

2.1.15.3.3 The requirements of chapter XV of SOLAS-74 and the IP Code cover the existing ships constructed before 1 July 2024 authorized by the Flag MA to carry industrial personnel in compliance with IMO resolution MSC.418(97), i.e. complying with the requirements of the Code of Safety for Special Purpose Ships (SPS Code) according to 2.1.6.2.2.4, as follows:

cargo ships carrying more than 12 industrial personnel shall comply with the provisions of regulations III/1, III/2 (except for 2.1.7), IV/7 and IV/8 of the IP Code (refer to 2, 3, 4.6 and 4.7 of Annex 27) at the first intermediate or renewal survey whichever is earlier after 1 July 2024;

high-speed cargo ships carrying more than 12 industrial personnel shall comply with the provisions of regulations III/1, III/2 (except for 2.1.7), V/7 and V/8 of the IP Code (refer to 2, 3, 5.4 and 5.5 of Annex 27) at the third periodical or renewal survey whichever is earlier after 1 July 2024.

2.1.15.3.4 Subject to appropriate authorization granted by the Flag State MA for the carriage of industrial personnel in compliance with IMO resolution MSC.418(97) "Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages", the existing ships carrying more than 12 industrial personnel shall meet the provisions of the mentioned IMO resolution and

the 2008 SPS Code as amended or the equivalent requirements (e.g. the 1983 SPS Code) — refer to 2.1.6 of this Section prior to the due dates of bringing the ship in compliance with chapter XV of SOLAS-74 and the IP Code taking into consideration 2.1.15.3.3.

2.1.15.3.5 The requirements of chapter XV of SOLAS-74 and the IP Code shall fully apply to ships, regardless the date of construction, never carrying industrial personnel but going to carry more than 12 industrial personnel from 1 July 2024.

2.1.15.3.6 The requirements for cargo ships containing in other chapters of SOLAS-74 apply to ships covered by the provisions of 2.1.15, if not otherwise stated in chapter XV of SOLAS-74.

2.1.15.3.7 Notwithstanding the provisions of 2.1.15.3.6, for high-speed craft covered by the 2000 HSC Code the requirements of the 2000 HSC Code shall apply to cargo ships, if not otherwise stated in chapter XV of SOLAS-74

2.1.15.3.8 Notwithstanding the fact that chapter XV and the IP Code apply to ships of 500 gross tonnage and above, engaged on international voyages, the Flag State MA may consider the applicability of their provisions:

- to ships of less than 500 gross tonnage;
- to ships engaged on voyages only within a particular coastal state;
- to ships engaged on voyages only between the base port and an offshore facility outside the territorial waters;
- to non-self-propelled ships having more than 12 industrial personnel, special personnel and passengers.

2.1.15.3.9 The RHO with the consent from the Flag State MA may permit the application, as far as reasonable and practicable, of the IP Code provisions to cargo ships, including high-speed craft, of 500 gross tonnage and above not engaged on international voyages, to cargo ships, including high-speed craft, of less than 500 gross tonnage and to non-self-propelled ships carrying/having industrial personnel on board. The RS requirements for cargo ships of less than 500 gross tonnage shall be taken into account, for non-self-propelled ships — the RS requirements for berth-connected ships, for passenger ships — the RS requirements for passenger ships not engaged on international voyages, depending on the number of personnel on board.

2.1.15.4 Requirements.

2.1.15.4.1 Ships to which chapter XV of SOLAS-74 applies shall:

- .1 have on board the certificates for a cargo ship or a cargo high-speed craft in compliance with chapter I, VIII or X, as applicable;
- .2 meet the requirements of the IP Code; and
- .3 in addition to the requirements of regulations I/8, I/9 and I/10 or of sections 1.5 — 1.9 of the 2000 HSC Code, as applicable, be surveyed and certified, as provided for in the IP Code.

2.1.15.5 Surveys and issuance of the certificates.

2.1.15.5.1 Every ship carrying industrial personnel shall have a valid Industrial Personnel Safety Certificate with a List of equipment in addition to the certificates specified in 2.1.15.4.1.1.

2.1.15.5.2 For issuing the Industrial Personnel Safety Certificate with a List of equipment, an initial survey and, later, a renewal survey for compliance with the applicable provisions of the IP Code shall be carried out. The Certificate shall be annually verified.

2.1.15.5.3 Survey of ships carrying industrial personnel shall be conducted to the extent necessary for verification of compliance with the IP Code requirements on board the ship (refer also to Annex 27) with due regard to the application provisions of 2.1.1, 2.1.2, 2.1.4 and 2.1.15.3 of this Section.

2.1.15.5.4 In addition to 2.1.15.5.3 the personnel transfer arrangements, where installed, shall be surveyed in compliance with Section 11 of the Rules for the Cargo-Handling Gear of the Sea-Going Ships and 4.1.6 of this Part.

2.1.15.5.5 In case of satisfactory survey results in compliance with 2.1.15.5.2 — 2.1.15.5.4, the Industrial Personnel Safety Certificate with a List of equipment (Form 2.1.53) shall be issued.

2.1.15.5.6 The Industrial Personnel Safety Certificate validity, survey dates and verifications shall be harmonized with the relevant SOLAS-74 certificates in accordance with regulation I/14 or X/3.2 of SOLAS-74, as appropriate.

2.1.15.5.7 When the Industrial Personnel Safety Certificate with a List of equipment (Form 2.1.53) is issued to the ships stated in 2.1.15.3.8, it shall contain indications as to the extent of deviations that may be allowed.

2.1.15.5.8 To ships specified in 2.1.15.3.4, a certificate prescribed by the SPS Code and 2.1.6 shall be issued based on satisfactory survey results, if not otherwise prescribed by the Flag State MA."

ANNEXES TO THE GUIDELINES ON TECHNICAL SUPERVISION FOR SHIPS IN SERVICE

New Annex 27 is introduced reading as follows:

"ANNEX 27

27. GOALS, FUNCTIONAL REQUIREMENTS AND REGULATIONS FOR THE SAFE CARRIAGE OF INDUSTRIAL PERSONNEL ON BOARD THE SHIPS

1 GENERAL

1.1 In addition to provisions of 2.1.15 of Part III "Survey of Ships in Compliance with International Conventions, Codes, Resolutions and Rules for the Equipment of Sea-Going Ships" of the Guidelines, this Annex contains the requirements of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code).

1.2 The IP Code and SPS Code applicability scheme is shown in Fig. 1.2.

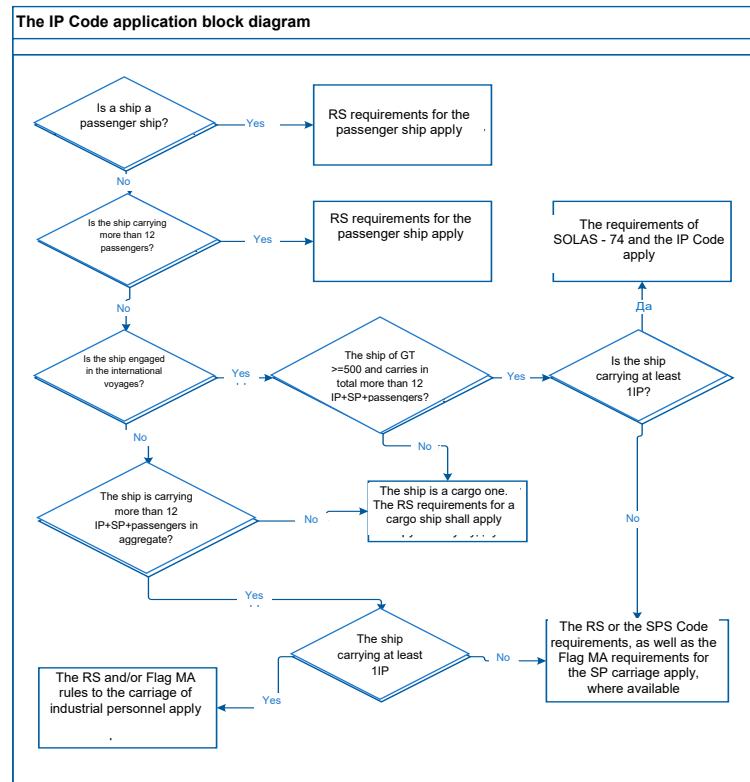


Fig. 1.2 The IP Code and SPS Code applicability scheme

1.3 Differences between the IP Code and the SPS Code are given in Table 1.3.

Table 1.3

Requirements	IP Code	SPS Code
Mandatory application	+	-
Special training requirements (minimum age, qualification, language, fire safety, knowledge)	+	-
Requirements for safe personnel transfer and the appropriate equipment	+	-
Additional requirements for the carriage of dangerous goods	+	-
Additional requirements for high-speed craft	+	-

1.4 Unless expressly provided otherwise in this Annex, a ship carrying industrial personnel covered by chapter XV of SOLAS-74 and the IP Code shall at least meet the requirements of SOLAS-74 applicable to cargo ships or the requirements of the 2000 HSC Code applicable to cargo ships (for the high-speed craft carried not more than 60 persons).

1.5 Ships complying with the provisions listed in 1.4 shall meet the goals and functional requirements of the IP Code given in 1.8 and the provisions of 2 — 5 of this Annex.

1.6 High-speed craft having certificates in compliance with chapter X of SOLAS-74 shall not carry more than 60 persons. The carriage of industrial personnel on high-speed craft is not considered as transit voyage, as specified in 1.9.1.1 of the 2000 HSC Code and a permit to operate is required. Where the term "passenger" is used in the applicable requirements of the 2000 HSC Code, it shall be read to mean "persons on board other than crew".

1.7 The requirements given in Sections 2 — 5 are based on the goals and functional requirements specified in the IP Code. For ships not covered by chapter XV of SOLAS-74 and the IP Code, the requirements given in Sections 2 — 5 may apply, as far as reasonable and practicable, taking into account the RS requirements for cargo ships, including high-speed craft, of less than 500 gross tonnage, non-self-propelled ships, passenger ships not engaged on international voyages, with due regard to the goals and functional requirements of the IP Code given also in 1.8.

1.8 Goals and functional requirements.

1.8.1 Industrial personnel.

1.8.1.1 Goal:

.1 to provide ensure safe operation during the carriage of industrial personnel;

.2 to provide that industrial personnel are medically fit and familiar with the hazards associated with the operational environment including the risks associated with personnel transfer operations.

1.8.1.2 Functional requirements.

Means shall be provided to ensure that the industrial personnel:

.1 are medically fit;

.2 are able to communicate with the ship's crew;

.3 have received appropriate safety training;

.4 have received onboard ship-specific safety familiarization;

.5 have received onboard familiarization with the ship's transfer arrangements and equipment.

1.8.2 Safe transfer of personnel.

1.8.2.1 Goal — to provide for the safety of all persons involved in personnel transfer, including safe and suitable means of transfer and the capability of safely carrying out the operations connected to personnel transfer.

1.8.2.2 Functional requirements.

1.8.2.2.1 Means shall be provided to avoid injuries during personnel transfer.

1.8.2.2.2 Arrangements for personnel transfer shall be:

.1 designed, constructed and maintained to withstand the loads they are subjected to;

.2 designed and engineered to fail to a safe condition in the event of a loss or reduction in their associated functionality;

.3 capable of safely returning persons in transfer to a safe location after loss of power.

1.8.2.2.3 Means for position keeping shall be provided and arranged in a manner that prevents accidents during transfer of personnel and is suitable for the mode of operation and interactions with other ships or offshore facilities.

1.8.2.2.4 Means shall be provided to ensure that the information on the number of industrial personnel on board and their identity is kept updated to assist in ensuring that the actual number of persons on board is known at all times.

1.8.3 Subdivision and stability.

1.8.3.1 Goal — to provide for adequate stability of the ship, in both the intact and damaged conditions, taking into account the total number of persons on board.

1.8.3.2 Functional requirements: the ship shall be designed with weathertight and watertight boundaries providing for an adequate stability standard, in both the intact and damaged conditions, taking into account the total number of persons on board.

1.8.4 Machinery installations.

1.8.4.1 Goal — to provide for machinery installations capable of delivering the required functionality to ensure safe navigation and safe carriage of persons on board both during normal operation and in any emergency situation, taking into account the total number of persons on board.

1.8.4.2 Functional requirements:

.1 where the capacity needed to ensure the required functionality of any machinery system is dependent on the number of persons on board (e.g. bilge pumping systems), necessary additional capacity shall be provided;

.2 steering gear systems shall be capable of maintaining steerage after any incident affecting machinery installations; and

.3 essential systems shall have the necessary redundancy or isolation, or a combination thereof, in order to ensure the capability of safely accommodating persons on board after any incident affecting machinery installations, taking into account the number of persons on board.

1.8.5 Electrical installations.

1.8.5.1 Goal — to provide for:

.1 emergency sources of power capable of delivering the required functionality of essential systems in emergency situations, taking into account the total number of persons on board;

.2 protection of all persons on board from electrical hazards.

1.8.5.2 Functional requirements:

.1 emergency power supply to essential systems shall have the necessary redundancy or isolation, or a combination thereof, to ensure the capability of safely accommodating persons on board after damage, taking into account the number of persons on board and the time for orderly evacuation;

.2 precautions against shock, fire and other hazards of electrical origin shall be provided.

1.8.6 Periodically unattended machinery spaces.

1.8.6.1 Goal — to ensure that, if and when a machinery space is periodically unattended, this does not impair the safety of the ship or the persons on board.

1.8.6.2 Functional requirements:

.1 periodically unattended machinery spaces shall provide safe operations, taking into account the number of persons on board;

.2 a periodically unattended machinery space shall be equipped with additional controls, monitoring and alarm systems to provide safe operation, taking into account the number of persons on board, in order to achieve a safety equivalent to that of a normally attended machinery space.

1.8.7 Fire safety.

1.8.7.1 Goal — to fulfil the fire safety objectives of SOLAS-74 or the basic fire safety principles of the 2000 HSC Code, taking into account the number of personnel on board.

1.8.7.2 Functional requirements.

1.8.7.2.1 Means to fulfil the fire safety functional requirements of SOLAS-74 or the basic fire safety principles of the 2000 HSC Code, account the number of personnel on board, are embodied in the regulations in Parts IV and V of the IP Code.

1.8.8 Life-saving appliances and arrangements.

1.8.8.1 Goal — to provide for appropriate and sufficient means to ensure safe abandonment of the ship and recovery of persons.

1.8.8.2 Functional requirements:

.1 the capacity of the survival craft shall be sufficient to accommodate all persons on board;

.2 appropriate and sufficient personal life-saving appliances shall be available for all persons on board;

.3 sufficient space for assembling and mustering shall be ensured;

.4 onboard communication and alarm systems shall be provided to ensure emergency communication to all persons on board;

.5 means shall be provided to ensure the safe recovery of persons.

1.8.9 Dangerous cargoes.

1.8.9.1 Goal — to provide for the safe carriage of industrial personnel while transporting and handling dangerous goods on ships certified in accordance with this Code, taking into account the total number of persons on board.

1.8.9.2 Functional requirements.

1.8.9.2.1 Any hazard caused by the transportation and handling of dangerous goods shall be taken into account and the risk to all persons on board shall be minimized, having regard to the nature of the dangerous goods.

2 TRAINING OF INDUSTRIAL PERSONNEL (REGULATION III/1 OF THE IP CODE)

2.1 All industrial personnel shall be at least 16 years of age and documentary evidence shall be made available to the master that they are physically and medically fit to fulfil all the requirements in this regulation, based on a standard acceptable to the MA.

2.2 All industrial personnel shall demonstrate adequate knowledge of the working language on board in order to be able to communicate effectively and understand any instructions given by the ship's crew.

2.3 All industrial personnel shall, prior to boarding the ship, receive training or instruction with respect to:

.1 personal survival that includes:

.1.1 knowledge of emergency situations that may occur on board a ship;

.1.2 the use of personal life-saving equipment;

.1.3 safely entering the water from a height, and survival in the water;

.1.4 boarding a survival craft from the ship and water while wearing a lifejacket;

.2 fire safety;

.3 personal safety and social responsibilities that include:

.3.1 understanding the authority of the master or their representative on board;

.3.2 complying with instructions provided by the shipboard personnel;

.3.3 understanding safety information symbols, signs and alarm signals found on board ships.

2.4 Notwithstanding the requirements of 2.3, properly qualified personnel, based on the standards acceptable for Flag State¹ MA, may be considered as complying with the functional requirements of 1.8.1.2.3 of this Annex (III/1.2.3 of the IP Code).

¹ Refer to the training requirements in paragraph 5.5 of the Recommendations for the training and certification of personnel on mobile offshore units (MOUs) (resolution A.1079(28)) or industry training standards, such as those of the Global Wind Organization (GWO), Offshore Petroleum Industry Training Organization (OPITO) or Basic Offshore Safety Induction and Emergency Training Organization (OPITO-accredited).

2.5 No industrial personnel shall be carried on board the ship unless the master has been provided with documentation confirming that such personnel have received the training or instructions required by regulation III/1 of the IP Code.

2.6 All industrial personnel shall, prior to leaving port or immediately after boarding, receive onboard ship-specific safety familiarization that includes: the layout of the ship; the location of personal life-saving appliances, muster and embarkation stations, emergency escape routes and first aid stations, etc.

2.7 All industrial personnel shall, prior to being transferred, receive familiarization in the ship's procedures, arrangements and any additional safety measures or equipment for the transfer of personnel to other ships and/or offshore facilities

3 SAFE PERSONNEL TRANSFER (REGULATION III/2 OF THE IP CODE)

3.1 The appropriate arrangements shall be provided for the transfer of industrial personnel to avoid injury during the transfer of personnel at sea.

3.2 The arrangements for the transfer of industrial personnel shall be designed, manufactured, tested and installed in compliance with the standards acceptable for the Flag State MA, as well as the Rules for the Cargo Handling Gear of Sea-Going Ships (Chapter 5.8 "Cranes Used to Convey Personnel").

Standard EN 13852-1:2013 may be considered acceptable for the Flag State MA.

3.3 The design of the personnel transfer arrangement(s) shall be suitable for the particular ship taking into account structural features.

3.4 Prior to the commencement of personnel transfer operations, an analysis shall be performed in order to evaluate failures in IP transfer arrangements and all its associated systems which might impair the availability of the transfer arrangements and/or endanger the safety of the persons involved.

Note. An appropriate analysis may be FMEA and the relevant reports on the results of the analysis.

The analysis shall:

.1 consider the effects of failure in all the equipment and systems due to single failure, fire in any space or flooding of any watertight compartment that could affect the availability of the transfer arrangements; and

.2 provide solutions to ensure the availability of the IP transfer arrangements and the safety of all persons involved upon such failures identified in 3.4.1;

.3 where a single failure results in failure of more than one component in a system (common cause failure), all the resulting failures shall be considered together. Where the occurrence of a failure leads directly to further failures, all those failures shall be considered together;

.4 means shall be provided and ensured to maintain the position to prevent incidents during personnel transfers and to be consistent with the mode of operation and interaction with other ships or offshore installations; for this purpose the maneuverability of the ship together with the expected need for the ship to keep position over time shall be evaluated, to ensure the correct use of position-keeping equipment;

.5 procedures shall be in place to ensure correct information on the number and identity of personnel on board at all times.

3.5 Maintenance of the personnel transfer arrangements.

3.5.1 Personnel transfer appliances and arrangements shall be kept clean, properly maintained and regularly inspected to ensure that they are safe to use.

3.5.2 Use of the personnel transfer arrangements shall be supervised by a responsible officer and operated by properly trained personnel.

3.5.3 Means of communication shall be provided between the supervising responsible officer and the navigation bridge.

3.5.4 All personnel transfer arrangements shall be permanently marked to enable identification of each appliance for the purposes of survey, inspection and record-keeping. A record of use and maintenance shall be kept on board the ship.

3.5.6 Prior to commencing personnel transfer operations, the personnel transfer arrangements shall be checked to ensure they are functioning properly.

3.5.7 Means shall be provided to ensure safe and unobstructed passage for industrial personnel between the personnel transfer arrangements and where they are being transported or accommodated on board.

3.5.8 Lighting capable of being supplied by the emergency source of power shall be provided to illuminate the personnel transfer arrangements, the water below the transfer arrangements and the passage specified in 3.5.7.

3.5.9 The deck area for personnel transfer shall be designated and free from obstructions.

3.5.10 A job safety analysis shall be carried out when planning, and before executing, personnel transfer at sea. The analysis shall take into account environmental conditions, as well as operational and equipment limitations.

3.5.11 When planning personnel transfer, the Guidance on safety when transferring persons at sea (MSC-MEPC.7/Circ.10), or other relevant guidance acceptable to Flag State MA shall be taken into account.

The latest version of the IMCA recommendations "M202 Guidance on the transfer of personnel to/from offshore vessels and structures" may refer to the recommendations acceptable for Flag State MA."

4 REQUIREMENTS FOR CARGO SHIPS CERTIFIED IN ACCORDANCE WITH CHAPTER I OF SOLAS-74 (PART IV OF THE IP CODE)

4.1 SUBDIVISION AND STABILITY

4.1.1 Where the ship is certified to carry more than 240 persons on board, it shall meet the requirements of regulation II-1/5 of SOLAS-74 as though the ship is a passenger ship and the industrial personnel are counted as passengers. However, regulation II-1/5.5 of SOLAS-74 is not applicable.

4.1.2 Subdivision and damage stability shall be in accordance with chapter II-1 of SOLAS-74, where the ship is considered a passenger ship and industrial personnel are counted as passengers, with the value R as follows

.1 where the ship is certified to carry more than 240 persons, the value R is assigned as R ;

.2 where the ship is certified to carry not more than 60 persons, the value R is assigned as $0,8R$; or

.3 for more than 60 persons, but not more than 240 persons, the value R shall be determined by linear interpolation between the values given in 4.1.2.1 and 4.1.2.2.

4.1.3 For ships carrying industrial personnel to which the requirements of 4.1.2.1 apply, the requirements of regulations II-1/8 and II-1/8-1 of SOLAS-74 as amended and of chapter II-1 Parts B-2, B-3 and B-4 of SOLAS-74 as amended shall be applied as though the ship is a passenger ship and the industrial personnel are passengers. However, regulations II-1/14 and II-1/18 of SOLAS-74 as amended are not applicable.

4.1.4 For ships carrying industrial personnel to which the requirements of 4.1.2.2 or 4.1.2.3 apply, except as provided in 4.1.5, the requirements of chapter II-1, Parts B-2, B-3 and B-4 of SOLAS-74 as amended shall apply as though the ship is a cargo ship and the industrial personnel are crew. However, the requirements of regulations II-1/8 and II-1/8-1 of

SOLAS-74 as amended need not be applied and regulations II-1/14 and II-1/18 of SOLAS-74 as amended are not applicable.

4.1.5 All ships carrying industrial personnel shall comply with regulations II-1/9, II-1/13, II-1/19, II-1/20 and II-1/21 of SOLAS-74 as amended as though the ship is a passenger ship.

4.2 MACHINERY INSTALLATIONS

4.2.1 The ship shall comply with regulation II-1/35-1 of SOLAS-74 as though the ship is a passenger ship.

4.2.2 Where the ship is certified to carry more than 240 persons on board, it shall comply with the requirements of regulation II-1/29 of SOLAS-74 as though the ship is a passenger ship.

4.3 ELECTRICAL INSTALLATIONS

4.3.1 For installations in ships of more than 50 m in length carrying not more than 60 persons on board, the requirements of regulation II-1/42.2.6.1 of SOLAS-74 shall apply in addition to the requirements of regulation II-1/43 of SOLAS-74.

4.3.2 For installations in ships carrying more than 60 persons on board, regulation II-1/42 of SOLAS-74 shall apply.

4.3.3 For installations on ships carrying more than 60 persons on board, regulation II-1/45.12 of SOLAS-74 shall apply.

4.4 PERIODICALLY UNATTENDED MACHINERY SPACES

4.4.1 Ships carrying more than 240 persons on board shall be considered as passenger ships in relation to part E of chapter II-1 of SOLAS-74.

4.5 FIRE SAFETY

4.5.1 Where the ship is certified to carry more than 240 persons, the requirements of chapter II-2 of SOLAS-74 for the passenger ships carrying more than 36 passengers shall apply.

4.5.2 Where the ship is certified to carry more than 60 persons, but not more than 240 persons, the requirements of chapter II-2 of SOLAS-74 for the passenger ships carrying more than 36 passengers shall apply except that regulations II-2/21 and 22 of SOLAS-74 shall not apply.

4.6 LIFE-SAVING APPLIANCES

4.6.1 For ships carrying more than 60 persons on board, the requirements of chapter III of SOLAS-74 for passenger ships engaged on international voyages, which are not short international voyages, shall apply.

4.6.2 Regardless of the number of the persons on board, regulations III/2 and III/19.2.3 of SOLAS-74 are not applicable.

4.6.3 Where the term "passenger" is used in chapter III of SOLAS-74, it shall be read to mean "industrial personnel" as prescribed in regulation XV/2.3 of SOLAS-74.

4.6.4 Notwithstanding the provisions of 4.6.3, the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

4.7 DANGEROUS GOODS

4.7.1 General.

4.7.1.1 Industrial personnel may only bring dangerous goods on board for the purpose of their role off the ship and with the prior consent of the master of the ship. These dangerous goods shall be considered as cargo and shall be transported in accordance with Part A of chapter VII of SOLAS-74.

4.7.2 Carriage of dangerous goods in packaged form.

4.7.2.1 For ships certified to carry more than 240 persons on board, regulation II- 2/19.3.6.2 of SOLAS-74 for passenger ships carrying more than 36 passengers shall apply.

4.7.2.2 For the purpose of the IMDG Code, ships certified to carry more than 240 persons on board shall be considered as passenger ships and those certified to carry 240 or fewer persons on board shall be considered as cargo ships.

4.7.3 Carriage of dangerous goods in solid form in bulk.

4.7.3.1 For ships certified to carry more than 240 persons on board, regulation II-2/19.3.6.2 of SOLAS-74 for passenger ships carrying more than 36 passengers shall apply.

4.7.3.2 For the purpose of the requirements of the IMSBC Code, industrial personnel shall be considered as personnel in the context of personnel protection.

4.7.4 Carriage of dangerous liquid chemicals, liquefied gases and oil.

4.7.4.1 When simultaneously carrying dangerous liquid chemicals and/or liquefied gases as cargo in bulk and industrial personnel, the ship shall either be certified in accordance with the requirements of Parts B or C of chapter VII of SOLAS-74 or meet the Code for the Transport and Handling of Hazardous Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code) (resolution A.1122(30)) and be certified in accordance with it.

In addition:

.1 carriage of toxic products, low-flashpoint products or acids shall not be allowed when the total number of persons on board exceeds 60;

.2 for the purpose of carrying industrial personnel, the areas and spaces on ships where industrial personnel are not permitted to enter shall be clearly marked;

.3 the arrangements for personnel transfer shall be located outside the cargo area;

.4 the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and

.5 embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously.

4.7.4.2 When simultaneously carrying oil as cargo, as defined in Annex I to MARPOL 73/78, and industrial personnel, the additional requirements in 4.7.4.1 shall apply.

4.7.4.3 For the purpose of this requirement:

.1 "low-flashpoint products" mean:

noxious liquid substances with a flashpoint not exceeding 60°C;

oil with a flashpoint not exceeding 60°C; and

liquefied gases which require flammable vapor detection in accordance with chapter 19 of the IGC Code;

.2 "toxic products" mean:

dangerous chemicals to which special requirement 15.12 of the IBC Code applies; and

liquefied gases which require toxic vapor detection in accordance with chapter 19 of the IGC Code; and

"acids" mean dangerous chemicals to which special requirement 15.11 of the IBC Code applies.

4.7.4.4 When carrying liquefied gases in bulk, for the purpose of the requirements of the IGC Code, industrial personnel shall be considered as personnel in the context of training and personnel protection.

5 ADDITIONAL REQUIREMENTS FOR SHIPS CERTIFIED IN ACCORDANCE WITH CHAPTER X OF SOLAS-74 (PART V OF THE IP CODE)

5.1 SUBDIVISION AND STABILITY

5.1.1 Provisions of chapter 2, part B, except 2.13.2 and 2.14, of the HSC Code shall apply in lieu of chapter 2, Part C of the 2000 HSC Code.

5.1.2 When applying the provisions of chapter 2 of the HSC Code, the expression "passenger" shall be read as "persons on board other than crew". In addition, the mass of each such a person shall be assumed to be 90 kg instead of 75 kg.

5.2 MACHINERY INSTALLATIONS

5.2.1 Provisions in chapter 10, part B of the 2000 HSC Code shall apply as applicable to category A passenger craft in lieu of chapter 10, part C of the 2000 HSC Code.

5.3 ELECTRICAL INSTALLATIONS

5.3.1 The requirements of 12.7.10 of the 2000 HSC Code shall apply.

5.4 LIFE-SAVING ARRANGEMENTS AND APPLIANCES

5.4.1 The requirements of 4.2.3 of the 2000 HSC Code shall apply.

5.4.2 The requirements of 8.4.3 of the 2000 HSC Code shall apply — the expression "passenger spaces" shall be read as "industrial personnel area".

5.4.3 The required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

5.5 DANGEROUS GOODS

5.5.1 Industrial personnel may only bring dangerous goods on board for the purpose of their role off the craft and with the prior consent of the master of the craft. These dangerous goods shall be considered as cargo and shall be transported in accordance with chapter 7, Part D of the HSC Code.

5.5.2 During the transportation of dangerous goods the following shall be provided:

.1 for the purpose of carrying industrial personnel, the areas and spaces on craft where industrial personnel are not permitted to enter shall be clearly marked;

.2 the arrangement for personnel transfer shall be located outside the cargo area;

.3 the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and

.4 embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously."