

SUB-COMMITTEE ON SHIP DESIGN AND
CONSTRUCTION
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Agenda item 7

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**MANDATORY INSTRUMENT AND/OR PROVISIONS ADDRESSING SAFETY STANDARDS
FOR THE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD
VESSELS ENGAGED ON INTERNATIONAL VOYAGES**

Report of the Working Group (part 1)

General

1 The Working Group on Carriage of more than 12 Industrial Personnel (IP) on board Vessels engaged on International Voyages, chaired by Ms. T. Stemre (Norway), met from 22 to 24 January 2018.

2 The Group was attended by delegations from the following Member States:

ARGENTINA	LUXEMBOURG
AUSTRALIA	MALAYSIA
BAHAMAS	MALTA
BELGIUM	MARSHALL ISLANDS
BRAZIL	NETHERLANDS
CANADA	NORWAY
CHILE	PANAMA
CHINA	PERU
CYPRUS	PHILIPPINES
DENMARK	REPUBLIC OF KOREA
FINLAND	RUSSIAN FEDERATION
FRANCE	SINGAPORE
GERMANY	SPAIN
INDIA	SWEDEN
INDONESIA	UNITED KINGDOM
ITALY	UNITED STATES
JAPAN	VANUATU
LIBERIA	

observers from the following intergovernmental organization:

EUROPEAN COMMISSION (EC)

and observers from the following non-governmental organizations in consultative status:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS (IADC)
COMMUNITY OF EUROPEAN SHIPYARDS' ASSOCIATIONS (CESA)
INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

Terms of reference

3 Taking into account the documents submitted to this session and the comments made and decisions taken in plenary, the Working Group was instructed to:

- .1 further develop the draft new SOLAS chapter [XV];
- .2 further develop the draft new code;
- .3 consider whether it is necessary to re-establish a correspondence group and, if so, prepare terms of reference for consideration by the Sub-Committee; and
- .4 submit a written report (part 1) by Thursday, 25 January 2018, continue working through the week and submit part 2 of the report to SDC 6, as soon as possible after the current session, so that it can be taken into account by the Correspondence Group on Carriage of more than 12 Industrial Personnel on board Vessels engaged on International Voyages, if re-established.

Principles to be considered in the development of the draft new SOLAS chapter [XV] and the draft new code

4 Having recalled comments made and decisions taken in plenary, and before progressing with the work on the draft new SOLAS chapter [XV] and the draft new code, the Group agreed on the following principles that should be taken into account during the development of the aforementioned instruments:

- .1 the draft new code is an add-on to SOLAS provisions;
- .2 the draft new code applies to cargo ships of 500 gross tonnage and above;
- .3 the definition of the term "international voyage" should not be modified (i.e. definition in SOLAS regulation 1/2(d));
- .4 non-mandatory instruments should not be referenced in the aforementioned instruments, the relevant parts of the text should be reproduced instead; and
- .5 with regard to training criteria for industrial personnel, the STCW Convention should not be referenced in the draft new code, relevant parts of the text should be reproduced in the code.

5 In the context of the above, the application of the draft new code to ships below 500 gross tonnage carrying more than 12 industrial personnel and ships not engaged on international voyages on a voluntary basis should be considered either in the resolution adopting the IP Code or in a separate resolution.

6 The Group noted the statement of the delegation of the Marshall Islands and the observers from the ICS and IMCA that the delegation and the observers do not agree with the principle that the new SOLAS chapter [XV] and the draft new code should only be applicable to cargo ships. It is the understanding of the aforementioned delegation and observers that the agreement was that the SOLAS provisions applicable to cargo ships were to be used as a basis for developing the requirements of the draft new code. Further consideration should be given to ships complying with other SOLAS equivalent standards, which is within the scope of this output.

7 Having agreed to the principles to be considered during the development of the draft new SOLAS chapter [XV] and the draft new code (see paragraphs 4 and 5 above), the Group noted the concerns of some participants with regard to the carriage of special personnel on board ships to which the draft new code apply (SDC 5/7/2 (France)), and agreed that when the content of the draft new code has matured, it could be considered if ships complying with the code can carry both industrial personnel and special personnel. In this connection, the draft new code could have requirements based upon the total number of persons on board without specifying those persons. This would allow for the carriage of special personnel without the need for future amendments to the code.

8 The Group also noted the statement of the delegations of the Marshall Islands, United States, Vanuatu and the observers from IACS, ICS and ITF expressing concern about the lack of consideration by the Group of the different categories of persons that might be carried on ships subject to the draft new code and how those persons might be aggregated to minimize any unintended consequences to IMO instruments or any consequential amendments being required thereto. In that connection, there had been considerable support in the Group for the fact that the aggregate number of other persons should be limited to 12. Regrettably, the Group could not properly discuss this matter as it was advised that such a discussion would be outside the scope of the work item and terms of reference. A matrix had been developed by the Correspondence Group which was intended to assist the Group in considering how the draft new code will interact with other IMO instruments. The aforementioned delegations and observers had expected that the contents of the matrix would be used to support the work towards a common understanding regarding the number of persons that may be carried on board and the relationship of the draft new code with other IMO instruments.

Draft new SOLAS chapter [XV]

9 As instructed by the Sub-Committee, the Group considered the draft new SOLAS chapter [XV] on the basis of the report of the Correspondence Group (SDC 5/7, annex 2), taking into account documents SDC 5/7/4 (IACS), SDC 5/7/5 (Vanuatu, ICS) and took action as indicated hereunder.

Title

10 Having considered the title of the draft new SOLAS chapter [XV], the Group agreed that the words "more than 12" and "on international voyages" were superfluous as these words are clearly outlined in the draft text. Additionally, unless expressly provided otherwise, SOLAS applies to ships engaged on international voyages (regulation I/1(a)). In this context, and taking into account that the title should be concise, the Group agreed to the following title:

"Safety measures for ships carrying industrial personnel"

Application

11 Having considered the scope of application of the draft new SOLAS chapter [XV], the Group agreed that regulation [XV]/3.1 (SDC 5/7, annex 2) should not be restricted to cargo ships of 500 gross tonnage and above, in order to allow the carriage of industrial personnel on ships regardless of size. However, the standards are being developed for ships of 500 gross tonnage and above. Taking into account that the application for ships below 500 gross tonnage is under the responsibility of national Administrations, the Group prepared a draft text to be further considered by a correspondence group, if re-established.

12 Subsequently, the Group noted that partial grandfathering could be necessary. The extent of the grandfathering in relation to operational requirements and equipment versus construction and design requirements will be further considered in the development of the draft new code.

13 In light of the above, the Group also noted the concerns by some participants that the grandfather clause, as drafted, will not encompass all ships currently carrying industrial personnel if the authorization to carry industrial personnel has been given under a different regime than that anticipated in the *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages* (resolution MSC.418(97)).

14 The Group discussed the need to include provisions regarding the application of other chapters of SOLAS to ships carrying more than 12 industrial personnel engaged on international voyages and agreed to the draft new regulation 4 (Application of other chapters), as set out in annex 1.

15 In light of the above decision, the Group noted the statement from the delegations of Germany, the United Kingdom and the United States and the observer from IACS that they still have concerns whether the solution as provided in draft chapter [XV] is actually resolving the issue of how SOLAS chapters I to IV have to be applied. In the view of the delegations and the observer, a possible solution would be to consider the requirements of SOLAS chapter [XV] and the draft new code as equivalent to chapters I to IV and regulations V/18, 19 and 20.

16 The Group also noted the statement from the delegation of Vanuatu and the observers from ICS and IMCA that further consideration should be given with regard to existing ships that have not carried industrial personnel prior to the entry into force of the draft new code but that decided to do so at a later stage, and how such a change of use might be regulated. In the view of the delegation and the observers, there is a grey area on how the latter change of use may be regulated, given the fact that no physical modification may be required.

17 The Group briefly discussed a proposal to have a separate definition of "port" in the new chapter to accommodate the application of the draft new code to ships operating between offshore structures and port (i.e. not on international voyages), however it was not supported as it would change the definition of international voyages and hence was outside the scope of the work.

18 The Group noted the statement of the delegation of the Bahamas reiterating its concerns with regard to the global, uniform and mandatory application of the new chapter of SOLAS, given the current definition of "international voyage" in SOLAS chapter I, and not sharing the view of the Group stated in paragraph 4.3 of this report.

Draft new SOLAS chapter [XV]

19 Having noted that the draft new chapter will need to be further considered in conjunction with the development of the draft new code, and following an in-depth discussion, the Group further developed the draft new SOLAS chapter [XV], as set out in annex 1.

Draft new code

20 The Group considered the draft new code, based on the report of the Correspondence Group (SDC 5/7, annex 3), taking into account the relevant information contained in documents submitted to this session of the Sub-Committee under this output, and took action as indicated hereunder.

Format and content

21 Having considered the format and content of the draft new code, the Group noted the views of some participants that the code should have a single goal instead of a goal for each chapter, along with functional requirements for each chapter. However, in order to facilitate the development of functional requirements for each chapter, the majority of the Group were of the opinion that goals for each chapter were needed.

22 Following discussion, the Group agreed that the draft new code should have a goal and functional requirements for each chapter; however, this decision could be reconsidered at a later stage of the development of the draft new code, if necessary.

Certificates

23 The Group considered the need for a separate certificate, in addition to the Safety Certificate for Cargo Ships, for ships carrying industrial personnel and agreed to have a separate certificate for compliance with the draft new code.

Draft new code

24 Following an in-depth discussion of all related matters, the Group further developed the draft new code, as set out in annex 2.

Establishment of a correspondence group

25 Taking into account the progress made at this session, the Group recommended that the Correspondence Group be re-established, under the coordination of Norway*, to progress the work on this issue and that the Group be instructed, taking into account the relevant information contained in documents submitted to SDC 5 under this output and the outcome of the Working Group outlined in parts 1 (SDC 5/WP.[...]) and 2 of the report, to:

- .1 further develop the draft new SOLAS chapter [XV];

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- .2 further develop the draft new code; and
- .3 submit a report to SDC 6.

Action requested of the Sub-Committee

- 26 The Sub-Committee is invited to approve the report in general and, in particular, to:
- .1 endorse the principles that should be taken into account during the development of the draft new SOLAS chapter [XV] and the draft new code (paragraphs 4 and 5);
 - .2 note the progress made on the draft new SOLAS chapter [XV] (paragraph 19 and annex 1);
 - .3 note the progress made on the draft new Code (paragraph 24 and annex 2);
 - .4 consider re-establishing the Correspondence Group with the proposed terms of reference prepared by the Group and take action as appropriate (paragraph 25).

ANNEX 1¹

DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974, AS AMENDED

The following new chapter XV is added after the existing chapter XIV:

"CHAPTER XV SAFETY MEASURES FOR SHIPS CARRYING INDUSTRIAL PERSONNEL

Regulation 1 – Definitions

For the purpose of this chapter:

[1 *Existing ships* means (refer to regulation 3.3)]

1 *Industrial Personnel (IP)* means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels and/or offshore facilities.

2 *IP Code* means the International Code of Safety for Ships carrying Industrial Personnel, as adopted by resolution MSC...., as may be amended, provided that amendments to the IP Code, are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

3 *Offshore industrial activities* means the construction, maintenance, decommissioning, operation or servicing of offshore facilities related, but not limited, to exploration and exploitation of resources by, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

4 *Ship constructed* means a ship the keel of which is laid or which is at a similar stage of construction.

5 *At a similar stage of construction* means the stage at which:

- .1 construction identifiable with a specific ship begins; and
- .2 assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

Regulation 2 – General

[1 For the purpose of this chapter, industrial personnel are not to be treated or considered as passengers.]

[2 Wherever in this chapter, or in the IP Code, the number of industrial personnel appears as a parameter, it shall include the number of passengers carried on board which shall not exceed 12.]

¹ This annex is reproduced in English only.

Regulation 3 – Application

1 Unless expressly provided otherwise, this chapter applies to ships carrying more than 12 industrial personnel.

2 Ships [constructed before [date]] authorized by the Administration to carry industrial personnel in accordance with the recommendations developed by the Organization¹ [shall meet the relevant requirements of the IP Code no later than [date]].

(Note: Application of the various regulations will be stated in the IP Code.)

[3 In case of repairs, alterations and modifications of a major character and outfitting related thereto of [existing ships], it shall be ensured that areas, in which changes have been made, meet the requirements of this chapter for new ships, insofar as the Administration deems reasonable and practicable.]

4 Nothing in this chapter shall prejudice the rights or obligations of States under international law.

Regulation 4 – Application of other chapters

The regulations contained in the other chapters of the present Convention apply to ships described in regulation 3.1, except as modified by this chapter or the IP Code.

Regulation 5 – Requirements

- 1 Ships of 500 gross tonnage and above shall:
- .1 comply with the provisions of the present Convention for cargo ships;
 - .2 meet the requirements of the IP Code;
 - .3 be certified in accordance with chapter[s] I [or X]; and
 - .4 in addition to the requirements of regulation I/8, I/9, and I/10, as applicable, be surveyed and certified, as provided for in the IP Code.

2 Ships to which this chapter applies holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI-1/4. For this purpose, such certificates shall be treated as a certificate issued under regulations I/12 or I/13.

[3 For ships below 500 gross tonnage, the Administration shall determine to what extent the provisions of [this chapter and] the IP Code apply.]

[3 The Administration shall determine which regulations of the IP Code are to be applied to ships of less than 500 gross tonnage to ensure that those ships fulfil the goals and functional requirements for the carriage of industrial personnel.]

¹ Refer to the *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages* (resolution MSC.418(97)).

4 All industrial personnel shall [be at least 16 years of age,] be medically fit, and have received appropriate safety training and ship familiarization, as set out in chapter [...] of the IP Code.

[5 Information verifying that the industrial personnel fulfil the requirements of this chapter and the provisions of the IP Code shall be made available to the master before departure.]

[Regulation 6 – Alternative design and arrangement

1 The goal of this regulation is to provide a methodology for alternative design and arrangements for structure, machinery, and electrical installations, fire safety and life-saving appliances and arrangements.

2 Structural arrangements, machinery and electrical installation, fire safety design and arrangement measures and as well as life-saving appliances and arrangements may deviate from the prescriptive requirements set out in chapters [...] of the IP Code, provided that the alternative design and arrangements meet the intent of the goal and functional requirements concerned and provide an equivalent level of safety to the requirements in those chapters.

3 When alternative designs or arrangements deviate from the prescriptive requirements of chapters [...] of the IP Code, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out based on the guidelines approved by the Organization².

4 Any alternative designs or arrangement deviating from the prescriptive requirements shall be recorded in the [name] Certificate, also defining the technical and operational measures and conditions for the allowed deviation.]

(Note: The need for this is questioned.)

² Refer to the *Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments* (MSC.1/Circ.1455), the *Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III* (MSC.1/Circ.1212) and the *Guidelines on alternative design and arrangements for fire safety* (MSC/Circ.1002), as applicable."

ANNEX 2¹

DRAFT [INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING [MORE THAN 12] INDUSTRIAL PERSONNEL [ON INTERNATIONAL VOYAGES]]

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¹ This annex is reproduced in English only.

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[Chapter 12 – Transport of limited amounts of hazardous and noxious liquid substances in bulk]

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Any additional chapters as needed]

[Preamble

1

Alternative 1

As the offshore and the energy sectors are expanding, new industrial activities have emerged. Furthermore, the areas of such activities are expanding, revealing a need for safe [and appropriate] transportation of industrial personnel to and from various [worksites offshore] [offshore worksites].

Alternative 2

As the offshore energy sector is expanding, new industrial activities have emerged. Furthermore, the increasing number of offshore projects and innovations has created new and growing demand for, revealing a need for safe transportation of industrial personnel to and from various worksites offshore.

Alternative 3

As the offshore and the energy sectors are expanding, new industrial activities have emerged. Furthermore, the areas of such activities are expanding, bringing innovations in the offshore oil and gas industry creating new and increased demand for multipurpose ships which inevitably combine some aspects of transport to and from structures and/or other ships, and accommodation, together with a variety of offshore construction activities.

1 bis The safety standards of the passenger ship rules in the existing IMO instruments do not fully meet the hazards related to maritime operations within the offshore sectors, which differs significantly from the hazards connected with conventional passenger transport between ports.

(Note: New proposal.)

2

Alternative 1

The International Code of Safety for Ships carrying [more than 12] Industrial Personnel [on International Voyages] has been developed to supplement existing IMO instruments in order to meet these needs.

Alternative 2

The MSC, at its ninety-sixth session, recognized the difficulties caused by the lack of a clear definition for industrial personnel and the lack of legally binding international safety standards for the carriage of more than 12 industrial personnel on board in the existing IMO instruments. The International Code of Safety for Ships carrying [more than 12] Industrial Personnel [on International Voyages] has been developed to supplement existing IMO instruments in order to meet these needs.

Alternative 3

Existing IMO instruments can no longer meet the needs of the oil and gas industry which generates a large variety of novel ship types specifically designed for new transport and erection tasks on or beyond the continental shelf. The International Code of Safety for Ships carrying [more than 12] Industrial Personnel [on International Voyages] has been developed to supplement existing IMO instruments in order to meet these needs.

Alternative 4

Add the following text at the end of paragraph 2 and delete paragraph 3:

"It provides a mandatory international standard of safety for ships carrying industrial personnel [on international voyages], which will facilitate their safe transport and result in a level of safety for the ships and their personnel equivalent to that required [for other operations in] [by existing IMO instruments referred to by] the International Convention for the Safety of Life at Sea, 1974."

3

Alternative 1

The Code provides a mandatory international standard of safety for ships carrying industrial personnel [on international voyages], which will facilitate their safe transport and result in a level of safety for the ships and their personnel equivalent to that required for other operations in the International Convention for the Safety of Life at Sea, 1974.

Alternative 2

The above-mentioned safety concerns were recognized by the MSC, at its ninety-sixth session, which unanimously agreed to the development of the Code. The Code provides a mandatory international standard of safety for ships carrying industrial personnel [on international voyages, which will facilitate their safe transport and result in a level of safety for the ships and their personnel.

Alternative 3

The Code, in addition to the requirements in the International Convention for the Safety of Life at Sea, 1974, as amended, provides a mandatory international standard of safety for ships carrying industrial personnel [on international voyages].

(Note: It is also proposed that this paragraph may be deleted following further discussions on paragraph 3.)

4

Alternative 1

Because industrial personnel are required to meet certain criteria related to safety training, ship familiarization and medical fitness, they [are not] [shall not be] considered or treated as passengers [as defined in SOLAS chapter 1].

Alternative 2

Because industrial personnel are required prior boarding the ship to receive appropriate safety training and on board ship specific safety familiarization, to be familiarized with specific procedures and to meet appropriate medical standards, they are not considered or treated as passengers.

(Note: It is proposed that we do not need to justify why IPs are not passengers. It is also proposed to delete this paragraph.)

[5

Alternative 1

The Code has been developed for ships operating on international voyages. However, it is recognized that a large number of transport of industrial personnel will take place within the confines of a particular coastal state. To facilitate international movement and safe operations of ships carrying IP, [the non-mandatory application of the Code should be promoted and recognized.] [Administrations are encouraged to apply the Code to ships operating only on national voyages.]

Alternative 2

The Code has been developed for ships operating on international voyages, as defined in SOLAS I/2(d). However, it is recognized that a large number of transport of industrial personnel will take place within the confines of a particular coastal state. This Code may also be used by Administrations as guidance, if considered applicable, in relation to voyages between a base port and an offshore installation.]

Alternative 3

The Code has been developed for ships operating on international voyages. However, it is recognized that a large number of transport of industrial personnel will take place either within the confines of a particular coastal state or between a base port and an offshore installation outside territorial waters. To facilitate international movement and safe operations of ships carrying IP, the non-mandatory application of the Code should be promoted and recognized for such voyages.

(Note: Deletion is also proposed.)

6 The Code applies to ships of 500 gross tonnage and above. However as industrial personnel shall not be considered or treated as passengers, it is recognized that ships below 500 gross tonnage also may carry an aggregated number of passengers and industrial personnel in excess of 12. In such cases [the Administration should apply the goals and functional requirements of the code] [the goals and functional requirements of the code] should be applied as far as practicable.]

(Note: Deletion is also proposed for various reasons.)

Chapter 1 – General

1.1 Goal

The goal of this Code is to provide for the safe carriage of Industrial Personnel on ships, including their safe transfer by addressing any risks present not adequately mitigated by the [cargo ship] [applicable] safety standards in the International Convention for the Safety of Life at Sea, 1974, as amended.

1.2 Structure of the Code

Where the chapters of the Code consist of overall goal of the chapter, functional requirements to fulfil the goal, and regulations, a ship shall be considered to meet a functional requirement when all the regulations associated with that functional requirement are complied with.

Note: Additional subparagraphs, pending decision on regulation 6 (Alternative Design and Arrangements) of the draft new SOLAS chapter [XV].

1.3 Definitions

1.3.1 *Carriage* means ...

1.3.2 *HSC Code* means the International Code of Safety for High-Speed Craft, 2000, as adopted by the Maritime Safety Committee of the Organization by resolution MSC.97(73), as amended.

1.3.3 *SOLAS* means the International Convention for the Safety of Life at Sea, 1974, as amended.

1.3.4 *Transfer* means ...

Additional definitions if needed.

1.4 Certificate and survey

1.4.1 Every ship to which this Code apply shall have on board a valid IP Certificate.

(Note: Need to find a name for the certificate.)

1.4.2 The IP Certificate shall be issued after an initial or renewal survey to a ship which complies with the [relevant] [applicable] requirements of this Code.

1.4.3 The certificate referred to in this regulation shall be issued either by the Administration or by any person or organization recognized by it in accordance with SOLAS regulation XI-1/1. In any case, the Administration assumes full responsibility for the certificate.

1.4.4 The IP Certificate shall be drawn up in a form corresponding to the model given in [...] to this Code. If the language is not English, French or Spanish, the text shall be translated into one of these languages.

1.4.5 The IP Certificate validity, survey dates and endorsements shall be harmonized with the relevant SOLAS certificates in accordance with the provisions of regulation I/14 of the 1974 SOLAS Convention. [The certificate shall include a supplement recording equipment required by the Code.]

Chapter 2 – Personnel

2.1 Goal

2.2 Functional requirements

2.3 Regulations

All industrial personnel shall:

- .1 prior to boarding the ship, receive appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code. Administrations may accept other industrial training standards² if they consider these appropriate alternatives;
- .2 receive on board ship specific safety familiarization that includes, but is not limited to, the layout of the ship, and handling of the safety equipment, as appropriate. The standard in paragraph 1 of section A-VI/1 of the STCW Code, or equivalent, should be used as the standard;
- .3 be familiarized with specific procedures, e.g. transfer procedures on and off the ship while at sea, as appropriate;
- .4 be accounted for in the ship's life-saving equipment;

² Such as those of the Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organisation (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited).

- .5 be equipped with personal protective clothing and equipment suitable for the safety risks to be encountered both while on board the ship and being transferred at sea; and
- .6 meet appropriate medical standards. The standard in section A-I/9 of the STCW Code, applicable to engineers, or equivalent, may be used as a standard.

Chapter 3 – Structure

(Note: This is an example on how a chapter may look were the requirements are the same regardless of the number of IP carried. It is assumed that the IP Code only have add-on requirements.)

3.1 Goal

The goal of this chapter is to provide for protection against contact damage during transfer of IP to and from the ship to the offshore installation.

3.2 Functional requirements

In order to achieve the goal set out in paragraph 3.1 above, any area of the ship that may be in direct contact with the offshore structure when IP board or leave the offshore structure shall be constructed and designed in a way that enables it to withstand the loads it is subject to and that prevents contact damage.

3.3 Regulations

In order to meet the functional requirement set out in 3.2 above the area that may be in direct contact with the offshore structure when IPs board or leave the offshore structure shall comply with the requirements in SOLAS chapter II-1/3-1 taking into account the additional loads the area may be subject to.

Chapter 4 – Stability and subdivision

(Note: If a cargo ship certification is required as the bottom line, we may not need to address intact stability.)

4.1 Goal

The goal of this chapter is to prevent occurrence of flooding and reduce the risk to life and ship caused by flooding taking into account the number of persons at risk.

4.2 Functional requirements

In order to achieve the goal set out in paragraph 4.1 above ships carrying IP shall be designed with watertight boundaries providing for a survivability standard after damage that takes due account of the number of [IP] [persons] carried on board.

4.3 Regulations

In order to meet the functional requirement set out in 4.2 above the following apply:

- .1 subdivision and damage stability shall in general be in accordance with SOLAS chapter II-1, where the ship is considered a passenger ship and IP are considered passengers, with an R value calculated in accordance with SOLAS regulation II-1/6.2.3 as follows:
 - .1 where the ships is certified to carry more than [...] IP (2008 SPS Code value: 240 persons on board) the R value is assigned as R ;

- .2 where the ship is certified to carry not more than [...] IP (2008 SPS Code value: 60 persons on board), the R value is assigned as $0.8 \cdot R$;
 - .3 where the ship is certified to carry more than [...] IP (but not more than [...]), the R value should be determined by linear interpolation between the R values given in .1 and .2 above;
- .2 For ships to which the HSC Code apply, [in lieu of meeting the requirements in 4.3.1 above], subdivision and damage stability shall in general comply with parts A and B of chapter 2 of the HSC Code with the following alteration:
- .1 where the ship is certified to carry not more than [60] IP, the location of a damage according to regulations 2.6.7 and 2.6.10 of the HSC Code shall be assumed anywhere within the first third of the vessel measured from the forward perpendicular. For the remaining length of the vessel damage should be assumed at any position between two transverse watertight bulkheads.

Chapter 5 – Machinery installations

5.1 Goal

The goal of this chapter is to ensure that machinery installations are capable of delivering the required functionality necessary for safe operation of the ship taking into account the number of persons at risk.

5.2 Functional requirements

In order to achieve the goal set out in paragraph 5.1 above, necessary redundancy or isolation of essential systems shall be provided in order to ensure safe navigation after any incident affecting the machinery installations, taking into account the number of [IP] [persons] carried on board.

5.3 Regulations

In order to meet the functional requirement set out in paragraph 5.2 above the following apply:

5.3.1 *Ships shall comply with the requirements of part C of SOLAS chapter II-1 with the following alteration*

Steering gear installations shall be in accordance with regulation II-1/29 except that:

- .1 where the ship is certified to carry not more than [...] IP (2008 SPS Code value: 240 reasons on board), regulation 29.6.1.1 shall not apply; and
- .2 where the ship is certified to carry more than [...] IP (2008 SPS Code value: 240 person on board), regulation 29.6.1.2 shall not apply.

5.3.2 *[In lieu of meeting the requirements in 5.3.1 above], ships to which the HSC Code apply shall*

- .1 where the ship is certified to carry more than [12], but not more than [60], IP, comply with parts A and C of chapters 9 and 10 in the HSC Code; and
- .2 where the ship is certified to carry more than [60] IP, comply with parts A and B of chapters 9 and 10 of the HSC Code.

Chapter 6 – Electrical installations

6.1 Goal

The goal of this chapter is to ensure that the sources of power are capable of delivering the required functionality necessary for safe operation of the ship taking into account the number of persons at risk.

6.2 Functional requirements

In order to achieve the goal set out in paragraph 6.1 above, sufficient emergency source of power shall be provided in order to ensure functionality of all essential systems after any incident affecting the electrical installation, taking into account the number of [IP] [persons] carried on board.

6.3 Regulations

In order to meet the functional requirement set out in 6.2 above the following apply:

6.3.1 *Ships shall comply with the requirements of part D of SOLAS chapter II-1 with the following alteration*

- .1 where the ship is certified to carry not more than [...] IP (2008 SPS Code value: 60 persons on board), regulation 42 and 42-1 shall not apply, except for ships of more than 50 m in length that shall comply with the requirements of regulation 42.2.6.1; and
- .2 where the ship is certified to carry more than [...] IP (2008 SPS Code value: 240 persons on board), regulation 43 shall not apply.

6.3.2 *[In lieu of meeting the requirements in 6.3.1 above], ships to which the HSC Code apply shall*

- .1 where the ship is certified to carry more than [12], but not more than [60], IP, comply with chapter 11 and parts A and C of chapter 12 in the HSC Code; and
- .2 where the ship is certified to carry more than [60] IP, comply with chapter 11 and parts A and B of chapter 12 of the HSC Code.

Chapter 7 – Periodically unattended machinery spaces

7.1 Goal

The goal of this chapter is to ensure that if and when a machinery space is periodically unattended, this does not impair the safety of the ship.

7.2 Functional requirements

In order to achieve the goal set out in paragraph 7.1 above, additional controls, monitoring and alarms shall be provided taking into account the number of [IP] [persons] carried on board.

7.3 Regulations

In order to meet the functional requirement set out in paragraph 7.2 above, ships shall comply with the following:

- .1 where the ship is certified to carry not more than [...] IP (2008 SPS Code value: 240 persons on board), part E of SOLAS chapter II-1 shall be complied with.
- .2 where the ship is certified to carry more than [...] IP, for the purpose of this regulation, IP shall be considered as passengers and the ship as a passenger ship, and regulation 54 shall be complied with.

Chapter 8 – Fire safety

8.1 Goal

The goal of this chapter is to prevent occurrence of fire and reduce the risk to life and ship caused by fire, taking into account the number of persons at risk.

8.2 Functional requirements

In order to achieve the goal set out in paragraph 8.1 above, thermal and structural boundaries, means to detect, contain and extinguish fire in the space of origin and protection of means of escape and access for fire-fighting that takes due account of the number of [IP] [persons] carried on board shall be provided.

8.3 Regulations

In order to meet the functional requirement set out in paragraph 8.2 above, the following apply:

- .1 Where the ship is certified to carry more than [...] IP (2008 SPS Code value: 240 persons on board), the requirements of SOLAS chapter II-2 for passenger ships carrying more than 36 passengers shall be complied with.
- .2 Where the ship is certified to carry more than [...] (2008 SPS Code value: 60 persons on board), but not more than [...] (2008 SPS Code value: 240 persons on board), IP, the requirements of SOLAS chapter II-2 for passenger ships carrying not more than 36 passengers shall be complied with.

- .3 Where the ship is certified to carry not more than [...] IP (2008 SPS Code value: 60 persons on board), the requirements of SOLAS chapter II-2 for cargo ships shall be complied with.
(Note: If the cargo ship certification is the bottom line, paragraph 8.3.3 may not be necessary.)
- .4 If the ship is intended to transport dangerous goods, regardless of number of IP carried, the requirements of SOLAS regulation II-2/19, shall be complied with.
(Note: The 2008 SPS Code has some text on this that is not suitable for a mandatory code, so it is necessary to consider this in depth.)
- .5 [In lieu of meeting the requirements in paragraphs 8.3.1 to 8.3.4 above], ships to which the HSC Code apply, regardless of number of IP carried, shall:
- .1 comply with parts A and B of the HSC Code;
 - .2 if arranged with cargo spaces, comply with paragraph 7.15 of part C of chapter 7 of the HSC Code; and
 - .3 if intended to transport dangerous goods, comply with part D of chapter 7 of the HSC Code.

Chapter 9 – Life saving appliances

9.1 Goal

The goal of this chapter is [...].

9.2 Functional requirements

In order to achieve the goal set out in paragraph 10.1 above, [...].

9.3 Regulations

In order to meet the functional requirement set out in paragraph 10.2 above, the following apply: [...].

Chapter 10 – Carriage of dangerous goods

10.1 Goal

The goal of this chapter is [...].

10.2 Functional requirements

In order to achieve the goal set out in paragraph 11.1 above, [...].

Chapter 11 – Personnel transfer

11.1 Goal

The goal of this chapter is [...].

11.2 Functional requirements

In order to achieve the goal set out in paragraph 11.1 above, [...].

11.3 Regulations

In order to meet the functional requirement set out in paragraph 11.2 above, the following apply:

(Note: If SOLAS certification is required as the bottom line, there may be no need for any additional chapters concerning radiocommunications, safety of navigation, ISM, ISPS, etc.)

[Chapter 12 – Transport of limited amounts of hazardous and noxious liquid substances in bulk]

(Note: The new code on transport and handling of limited amounts of hazardous and noxious liquid substances in bulk will come into play soon and the LHNS Guidelines exists. It is necessary to decide if it is OK to carry such substances when carrying IP. If not, it is necessary to state so.)

[Chapter 13 – Cargo handling]

(Note: This may be needed if a ship carries cargo and IP.)

Any additional chapters as needed
