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CONSTRUCTION
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Agenda item 4

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FURTHER DEVELOPMENT OF THE IP CODE AND ASSOCIATED GUIDANCE

Draft Guidance on the IP Code

Submitted by IMCA

SUMMARY

Executive summary: Attached in the annex is a Guidance Document developed by IMCA members to address issues surrounding the implementation of the IP Code and the co-existence of the IP and SPS Codes. The document may assist the Sub-Committee with the anticipated second phase of the work on the IP Code.

Strategic direction, if applicable: 2

Output: 2.4

Action to be taken: Paragraph 7

Related documents: SDC 8/4/1, SDC 8/4/3, SDC 8/4/7 and SDC 8/18

Introduction

1 The Sub-Committee will recall that, at its eighth session, IMCA had submitted documents SDC 8/4/3 and SDC 8/4/7 proposing several amendments to the draft text of the IP Code, in order to clarify its application and facilitate uniform interpretation across Member States. These proposals had emanated from IMCA's consultation with its members who are currently subject to the non-mandatory SPS Code in many territories where this Code has been implemented by Member States and who will be brought within the remit of the new mandatory IP Code.

2 One of the key areas of concern among IMCA members is the perceived ambiguity in the application of the requirements of the IP and SPS Codes and the lack of clarity as to how the two Codes will co-exist.

3 In approving the report of the IP Intersessional Working Group (SDC 8/4/1), the Sub-Committee agreed that Explanatory Notes might be developed after finalization of SOLAS chapter XV and the IP Code, which could clarify the interaction between the two Codes and the different categories of persons on board.

4 The Sub-Committee agreed that a second phase of work may entail the development of Explanatory Notes, which should take effect in conjunction with the entry into force of SOLAS chapter XV and the IP Code and may address the following matters:

- .1 clarifying the interaction between the IP and SPS Codes (see paragraph 4.8.1);
- .2 provisions for passenger ships in IP instruments (see paragraph 4.8.2);
- .3 provisions for sleeping berths on high-speed craft carrying IP (see paragraph 4.8.6); and
- .4 provisions for high-speed craft carrying more than 60 persons (see paragraph 4.8.9).

5 Pending approval by the Committee, the Sub-Committee invited proposals on the second phase of work related to the IP Code to SDC 9.

6 In collaboration with members of its Marine Policy and Regulatory Affairs (MPRA) Committee who have sought clarification on several key issues from their Flag Administrations, IMCA has developed a Guidance Document for members which may be of assistance to the Sub-Committee in developing a Guidance document or Explanatory Notes as part of the second phase of its work on the IP Code.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to note the Guidance document developed by the offshore industry which is attached in the annex and consider using it as a base document for further work by the Sub-Committee in this area.

ANNEX

IMCA's submission on the IP Code Guidance

November 2022



The International Marine Contractors Association (IMCA) is the international trade association representing offshore marine contractors, service companies, energy companies, and the industry's supply chain.

Our mission is to improve performance in the marine contracting industry. For over 25 years IMCA has maintained an important body of knowledge to assist our industry in the form of published documents promoting good practice across a wide range of technical and professional disciplines. Documents have a self-explanatory title and are catalogued using a code containing letters and numbers. The letter indicates the discipline, and the number is sequential within the discipline.

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IMCA's submission on the IP Code Guidance

November 2022

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1 Executive summary

The International Code of Safety for Ships Carrying Industrial Personnel (IP Code) has been developed by IMO as a mandatory code that will enter into force on 1 July 2024. The Code is intended to provide for the safe carriage of Industrial Personnel on ships and their safety during personnel transfer operations between the ship and offshore installations. The IP Code is made mandatory through a new Chapter XV in the SOLAS Convention.

Industrial Personnel are defined as "persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities."

Although it is recognised that industrial personnel are similar to Special Personnel (as regulated by the SPS Code), in that they are on board the ship to carry out what might broadly be described as "industrial activities", rather than actually operating the ship they are on, or being carried as passengers for transport or pleasure. The key difference between Industrial Personnel and Special Personnel is that Special Personnel work on board the ship in connection with the "special purpose" of the ship or because of special work being carried out on board the ship, Industrial Personnel are merely transported by or accommodated on the ship and do not work on board the ship.

The IP Code applies to ships > 500 GT, operating internationally and carrying at least one Industrial Personnel as part of a total of > 12 Industrial Personnel, Special Personnel and passengers.

Existing ships are only eligible for the grandfathering provisions in the IP Code if they have been authorised by their flag administration to carry Industrial Personnel before the entry into force of the IP Code on 1 July 2024. Ships without prior authorisation by the flag administration will have to comply with the entire IP Code before being able to carry > 12 Industrial Personnel after 1 July 2024.

The IP Code is largely based on the 2008 SPS Code, although there are some significant differences:

- Training requirements applicable to Industrial Personnel in the IP Code are more specific than those which apply to SP in the SPS Code (minimum age, fitness, language, training and familiarisation);
- The IP Code contains requirements for the safe transfer of personnel and for transfer of equipment;
- The IP Code contains additional requirements for lifesaving appliances on high-speed craft; and
- The IP Code contains additional requirements related to the carriage of dangerous goods.

1.1 Key issues

- Owners will need to take action to ensure that existing ships will be able to continue to carry Industrial Personnel once the IP Code enters into force.
- Existing SPS Code ships are particularly impacted by the aggregation of Special Personnel and Industrial Personnel in the IP Code. Owners of such ships will need to take action to ensure that such ships will be able to continue to operate.

- The IP Code limits the carriage of dangerous goods while carrying Industrial Personnel on board. This may impact offshore installation or decommissioning work.

2 Introduction

The International Code of Safety for Ships Carrying Industrial Personnel (IP Code) has been developed by IMO as a mandatory code which was adopted by IMO's Maritime Safety Committee in November 2022 and will enter into force on 1 July 2024.

The IP Code is intended to provide for the safe carriage of Industrial Personnel on ships and their safety during personnel transfer operations between the ship and offshore installations (in the wider sense) by addressing any risks not adequately mitigated by the applicable safety standards in the International Convention for the Safety of Life at Sea (SOLAS). The IP Code is made mandatory through a new Chapter XV in the SOLAS Convention.

This Guidance document has been compiled to assist members in interpreting the provisions of the new mandatory code.

Since the IP Code is a new IMO instrument, it applies to new ships after entry into force (1 July 2024). The options for existing ships to become certified under the IP Code and to be allowed to carry Industrial Personnel are limited. Refer to chapter 0 for further details.

2.1 Background

As the maritime offshore and energy sectors are expanding, new offshore industrial activities such as installation of wind farms have emerged and have in turn created a growing demand on the offshore support shipping sector.

There are currently no mandatory international regulations for cargo ships carrying more than 12 personnel who are not engaged on board. At present, such ships would be considered passenger ships under the SOLAS Convention. Flag Administrations have however frequently been accepting the non-mandatory SPS Code for such ships instead of full passenger ship compliance, although the SPS Code is explicitly not intended to enable carrying persons not working on board. Furthermore, the SPS Code is not accepted by all Flag Administrations.

These regulatory gaps have resulted in inconsistent application of requirements by the various Flag Administrations and led to a confusing compliance regime for shipowners and operators.

These developments have led to the recognition in international law of a new category of persons on board, termed "Industrial Personnel". The intention of the IP Code is to fill and clarify the regulatory gap between SOLAS cargo ships and SOLAS passenger ships.

2.2 Definition of Industrial Personnel (IP)

Industrial Personnel are defined as "persons who are transported or accommodated on board for the purpose of offshore industrial activities¹ performed on board other ships and/or offshore facilities."

¹ Offshore industrial activities mean 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.

From this definition, it follows that a key characteristic of Industrial personnel is that they do not work on board the ship they are transported or accommodated on.

2.3 Definition of Special Personnel

In contrast, persons that do work on board the ship and are carried on board the ship in connection with the 'special purpose' of the ship or because of special work carried out aboard the ship, are considered to be "Special Personnel" as defined in the SPS Code.

It is recognized that as part of their work on board the own ship, special personnel may have to transfer to another ship or offshore installation to perform that work (for example for rigging a load to be lifted or acting as banksman for lifting operations), but this does not suddenly make them Industrial Personnel.

2.4 Difference Between Industrial Personnel and Special Personnel

Although it is recognised that Industrial Personnel and Special Personnel are essentially similar, in that they are on board the ship to carry out what might be broadly described as "industrial activities", rather than actually operating the ship they are on, or being carried as passengers for transport or pleasure, the key difference between both categories is that whereas special personnel work on board the ship in connection with the special purpose of the ship or because of special work being carried out on board the ship, Industrial Personnel are merely transported or accommodated and do not work on board the ship. Therefore, SP are expected to be more familiar with the ship and its operations than Industrial Personnel. This is further explained in **Error! Reference source not found.**

A person will be either special personnel or industrial personnel, one cannot be both at the same time. Nor can Special Personnel become Industrial Personnel (or vice versa) whilst on board. The guiding principle is the main work location of the personnel, as this is the fundamental difference between both groups: special personnel mainly work on the ship, and Industrial Personnel mainly work off the ship.

2.5 Industry Need for the IP Code

SOLAS allows a cargo ship to carry up to 12 passengers in addition to the crew. In this respect, a passenger is "every person other than the master and members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship". A ship carrying more than 12 passengers is, by definition, a passenger ship and is subject to enhanced constructional and operational requirements to ensure the safety of the passengers.

IMO member states recognised that there are ships of such a design, and which operate in services and under conditions that make strict compliance with passenger ship requirements inappropriate.

Furthermore, it was recognized that certain key attributes of the Industrial Personnel being transported to offshore facilities are not typical of passengers. They are skilled workers that are working regularly in the marine environment, are certified as medically fit and have received appropriate training in safety procedures and personal survival. Therefore, their transport has a risk profile that is different from regular passengers.

At the same time, IMO member states recognised that the safety standards in the existing IMO instruments do not fully cover specific risks of maritime operations within the offshore sectors, such as personnel transfer operations.

The IP Code has been developed to supplement existing IMO instruments in order to meet the demand from the offshore and energy sectors and overcome these difficulties. It regulates transport and accommodation of personnel on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.

2.6 Goal-Based Standard (GBS) Approach

The development of the IP Code has been carried out using the Goal-Based Standard (GBS) approach promoted by IMO.

According to IMO², GBS are high-level standards and procedures that are to be met through regulations, rules, and standards for ships. GBS are comprised of at least one goal, functional requirement(s) associated with that goal and verification of conformity that rules/regulations meet the functional requirements, including goals.

3 Applicability of the IP Code

SOLAS Chapter XV and the IP Code apply to ships meeting requirements relating to tonnage, relevant voyages and the number of specific persons (IP, SP and passengers) on board as set out below:

- 1) Tonnage > 500 GT,
- 2) Relevant Voyages – the ship should be operating internationally; and
- 3) Number of IP and SP on board – the ship should be carrying at least one IP, within an aggregate total of more than 12 passengers, IP, and SP

Guidance of each of these requirements is provided below.

3.1 Tonnage

The IP Code will apply to ships of 500 GT and above, carrying Industrial Personnel.

However, it is recognized that ships below 500 GT may also carry Industrial Personnel. In such cases IMO encourages Flag Administrations to consider the voluntary application of the IP Code, as far as practicable. Any relaxations shall be indicated on the Industrial Personnel Safety Certificate (IP Code Certificate).

3.2 Relevant Voyages

As all IMO instruments, the IP Code has been developed for ships operating on international voyages³.

However, it is recognized that the transport of a large number 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 water. To facilitate

² IMO Circular MSC.1/Circ.1394/Rev.2 Generic Guidelines for Developing IMO Goal-Based Standards.


³ as defined in SOLAS regulation I/2(d).

international movement and safe operations of ships carrying industrial personnel, Flag Administrations are encouraged to apply the IP Code also to ships operating only on such voyages.

3.3 Categories of Persons that May Be on Board

The IP Code introduces industrial personnel as a new category of persons that may be on board a ship. The key characteristics of each category of persons in respect of work location, familiarity with the ship and knowledge of safety and life-saving procedures can be ranked as:


1) Members of the Crew

 Are the persons carried on board to provide navigation and maintenance of the ship, its machinery, systems, and arrangements essential for propulsion and safe navigation or to provide services for other persons on board.

These are familiar with the ship [ISM Code par. 6] and trained in emergency response and personal survival as required by the STCW Code. Members of the crew form the emergency response organization of the ship.

Members of the crew are certified medically fit as required by the STCW Code and Maritime Labour Convention.


2) Special Personnel (SP)

 These work on board the ship in connection with the special purpose of the ship and have fair knowledge of the ship, having received training in safety procedures, personal survival, and handling of the ship's safety equipment [2008 SPS Code, paragraph 1.3.11].

Special personnel can be included in the emergency response organization of the ship when trained appropriately in accordance with the STCW Code.

Special personnel are certified medically fit.

3) Industrial Personnel (IP)


 Industrial Personnel do not work on board the ship but are expected to have a basic knowledge of the ship through on-board familiarisation [IP Code reg. III/1.5] and have received training in safety procedures, personal survival, and handling of ship's personal lifesaving equipment [IP Code reg. III/1.3]⁴.

Industrial Personnel will not be part of the ship's emergency response organization.

Industrial personnel are certified medically fit.

⁴ Personnel meeting the training requirements in paragraph 5.5 of the *Recommendations for the training and certification of personnel on mobile offshore units* [IMO Resolution A.1079(28)] or industrial 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 (BOSIET), will be considered to meet these requirements.

4) Passengers

 Passengers will have only a limited knowledge of the ship and its safety procedures [SOLAS reg. III/8.4 and reg. III/19.2] and are not otherwise trained in emergency response and personal survival.

There are no requirements for medical fitness of passengers.

Knowledge of the ship, its safety and emergency procedures, personal survival and handling of the ship's lifesaving equipment decreases from 1) to 4). It is highest with members of the crew and lowest (almost none) with passengers. The risk profile of carrying these categories of persons on board therefore increases from 1) to 4): it is lowest with members of the crew and highest with passengers. This is depicted in **Error! Reference source not found.**

| | 1) Members of the crew | 2) Special personnel | 3) Industrial Personnel | 4) Passengers |
|---|------------------------|----------------------|-------------------------|---------------|
| Familiarity with the ship | | | | |
| Trained in emergency response and personal survival | | | | |
| Medical fitness | | | | |
| Risk profile | | | | |

Figure 1: Risk profile of different categories of persons on board

3.4 Passenger Ships

Due to the lower risk profile of industrial personnel compared to passengers, and the more stringent requirements to passenger ships compared to IP Code ships, passenger ships certified under SOLAS with a Passenger Ship Safety Certificate are deemed to be able to transport and/or accommodate industrial personnel. Such ships do not require an IP Code certificate.

Passenger ships do not explicitly require safe transfer equipment, although the provision of safe transfer equipment will be an expectation under the provisions of the ISM Code.

3.5 Offshore Divers

Even though they technically do not work on board the ship, offshore divers remain connected to the ship during the course of their work and are not transferred to another ship or offshore installation. They are carried on board in connection with the special purpose of the ship and are explicitly included in the groups of workers regarded as special personnel⁵.

3.6 Number of IP, SP and Passengers on Board

As per SOLAS Chapter XV [Regulation 3.1], compliance is mandatory for cargo ships and high-speed cargo craft (of 500 gross tonnage and upwards) which carry more than 12 Industrial Personnel. Furthermore, SOLAS Chapter XV, Regulation 2.3 specifies that "wherever in [the] chapter, or in the IP Code, the number of Industrial Personnel appears as a parameter, it shall be the aggregate number of industrial personnel, special personnel and passengers carried on board, where the number of passengers shall not exceed 12."

⁵ 2008 SPS Code, paragraph 3.11.

So, in order to determine whether a ship requires certification under the IP Code / SOLAS Chapter XV, the total of industrial personnel, special personnel and passengers on board shall be considered. When this total is more than 12, there should be at least one Industrial Personnel on board in order for the IP Code to apply. As depicted in Figure 2, the IP Code does not apply to ships that do not carry Industrial Personnel, even when more than 12 Special Personnel are on board. Refer to chapter 0 for further details and examples.

As further explained in 0 and **Error! Reference source not found.**, Industrial Personnel and Special Personnel should not be considered or treated as passengers.

When more than 12 passengers are carried on board, the ship shall be certified as a passenger ship, regardless of the number of IP and SP carried on board in addition to the passengers (refer to **Error! Reference source not found.**).



Figure 2: Number of IP, SP and passengers on board

4 Existing Ships

Since the IP Code is a new IMO instrument, it applies to new ships after entry into force (1 July 2024).

Realistically, however, there are many ships operating today with 'Industrial Personnel' or non-maritime crew on board. As there currently are no mandatory international regulations for such operations, Flag Administrations have applied different compliance schemes.

In the IP Code, it is recognised that there are ships already in operation that transport and/or accommodate industrial personnel. However, such ships are only eligible for an IP Code certificate if they can prove authorisation by the Flag Administration to transport/accommodate industrial personnel under the *Interim Recommendations*⁶.

The Interim Recommendations state that industrial personnel may be carried on board 2008 SPS Code ships, other standards if they meet an equivalent level of safety acceptable to the Flag Administration. To prove authorisation to carry industrial personnel and to become eligible for this grandfathering clause, the shipowner should obtain an 'IP Code Statement of Compliance', a Statement of Compliance with the Interim Recommendations, or another form of formal authorisation to carry industrial personnel from the Flag Administration once the IP Code has been adopted by IMO (November 2022) but before it enters into force on 1 July 2024.

Compliance with the IP Code for existing ships as described above will be indicated on the IP Code certificate. Such ships are required to comply with the requirements on industrial personnel, safe transfer, lifesaving appliances and dangerous goods of the IP Code⁷ by the third annual survey or the first renewal survey (whichever occurs first) after 1 July 2024.

⁶ MSC.418(97) Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages.

⁷ IP Code regulations III/1, III/2, IV/7 and IV/8 (cargo ships) or V/7 and V/8 (high speed craft).

Existing ships, including existing 2008 SPS Code ships, that are not able to prove authorisation to carry industrial personnel issued before the entry into force of the IP Code, are not eligible for grandfathering after entry into force of the IP Code. Such ships will have to comply with the entire IP Code (and be certified accordingly) before carrying industrial personnel on board.



Figure 3: Time frame of IP Code entry into force

4.1 2008 SPS Code Ships

Existing 2008 SPS Code ships are eligible for an IP Code certificate if they can prove authorisation to carry industrial personnel under the Interim Recommendations as described above. The shipowner should obtain a form of formal authorisation to carry industrial personnel from the Flag Administration once the IP Code has been adopted by IMO (November 2022) but before it enters into force on 1 July 2024.

Existing 2008 SPS Code ships that are not able to prove authorisation to carry Industrial Personnel issued before the entry into force of the IP Code, are not eligible for grandfathering after entry into force of the IP Code. Such ships will have to comply with the entire IP Code (and be certified accordingly) before carrying Industrial Personnel on board.

4.2 1983 SPS Code Ships

SOLAS Chapter XV and the Interim Recommendations only consider carriage of Industrial Personnel on existing ships certificated under the 2008 SPS Code.

However, the Interim Recommendations do allow flag administrations to permit the continued carriage of industrial personnel on existing ships already carrying more than 12 Industrial Personnel in accordance with other standards meeting an equivalent level of safety acceptable to the flag administration. In other words, a decision from the Flag Administration is needed on a case- by-case basis or as a general policy decision to determine if 1983 SPS Code ships are eligible for an IP Code Certificate under the grandfathering provisions.

When ships certificated under the 1983 SPS Code are not eligible for grandfathering, such ships will have to comply and with the entire IP Code (and be certified accordingly) before carrying industrial personnel after the entry into force date of the IP Code.

4.3 Cargo Ships

As further explained in Chapter 0, cargo ships may carry up to 12 Industrial Personnel or passengers without additional requirements. When more than 12 Industrial Personnel are carried, the ship will have to comply with the entire IP Code (and be certified accordingly) before carrying Industrial Personnel on board.

4.4 New Ships

Newbuilding projects for which the carriage of more than 12 Industrial Personnel is relevant should plan for compliance with the new IP Code and take its requirements in account into the design of the ship.

All ships to which the IP Code applies will have to comply with the entire IP Code (and be certified accordingly) before carrying Industrial Personnel on board after the entry into force date of the Code.

5 Relationship Between IP Code and SPS Code

IMO agreed at the start of the development of the IP Code that the IP Code should ensure, as a minimum, the same safety level as the SPS Code. Consequently, the IP Code is largely based on the 2008 SPS Code. There are some significant differences though:

- Training requirements applicable to Industrial Personnel in the IP Code are more specific than those applicable to Special Personnel in the SPS Code (minimum age, fitness, language, training and familiarisation);
- The IP Code contains requirements for safe transfer of personnel and for transfer arrangements (see chapter 0);
- The IP Code contains additional requirements for lifesaving appliances on high-speed craft (see chapter 0);
- The IP Code contains additional requirements related to the carriage of dangerous goods (see 0).

Like the SPS Code, the IP Code is based on the requirements for cargo ship in SOLAS and adding some of the (more stringent) requirements for passenger ships based on the higher risk profile as explained in **Error! Reference source not found.** This relation between the various sets of requirements from cargo ship to passenger ship is visualised in Figure 4.

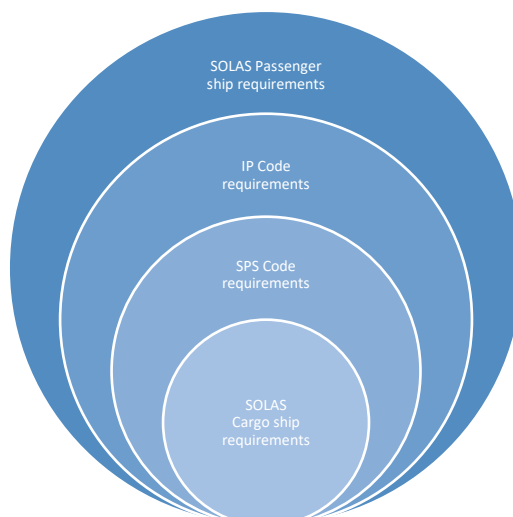


Figure 4: Increasing requirements

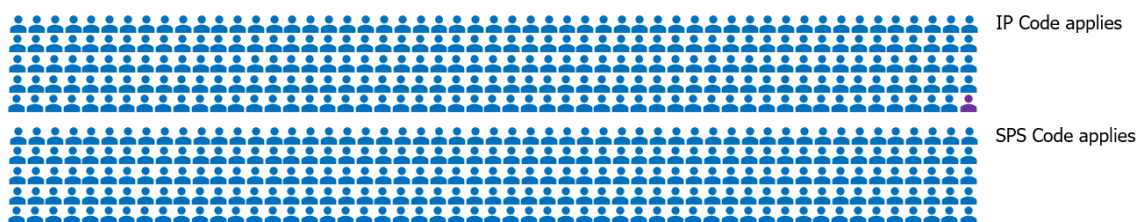
Refer to 0 and **Error! Reference source not found.** for a description of the differences between industrial personnel and special personnel and to 0 for the application requirements regarding the number of persons on board.

The IP Code will apply to any combination of Industrial Personnel, Special Personnel, or passengers greater than 12, as illustrated in the examples below:

- 1) If a vessel were to carry 2 passengers, 50 Special Personnel and 1 Industrial Personnel, a total exceeding 12, the IP Code rather than the SPS Code will apply;



- 2) The IP Code rather than the SPS Code will apply to a vessel carrying more than 240 Special Personnel and only 1 Industrial Personnel;



- 3) A cargo ship or an offshore supply vessel may carry up to 12 Industrial Personnel without any additional requirements, but an SPS vessel (which meets the higher safety standard of the SPS Code) cannot do so.



Apart from being non-mandatory, the SPS Code explicitly restricts SPS vessels from being used for transportation or accommodation of persons not working on board. The flowchart in Figure 5 summarizes when which requirements apply.

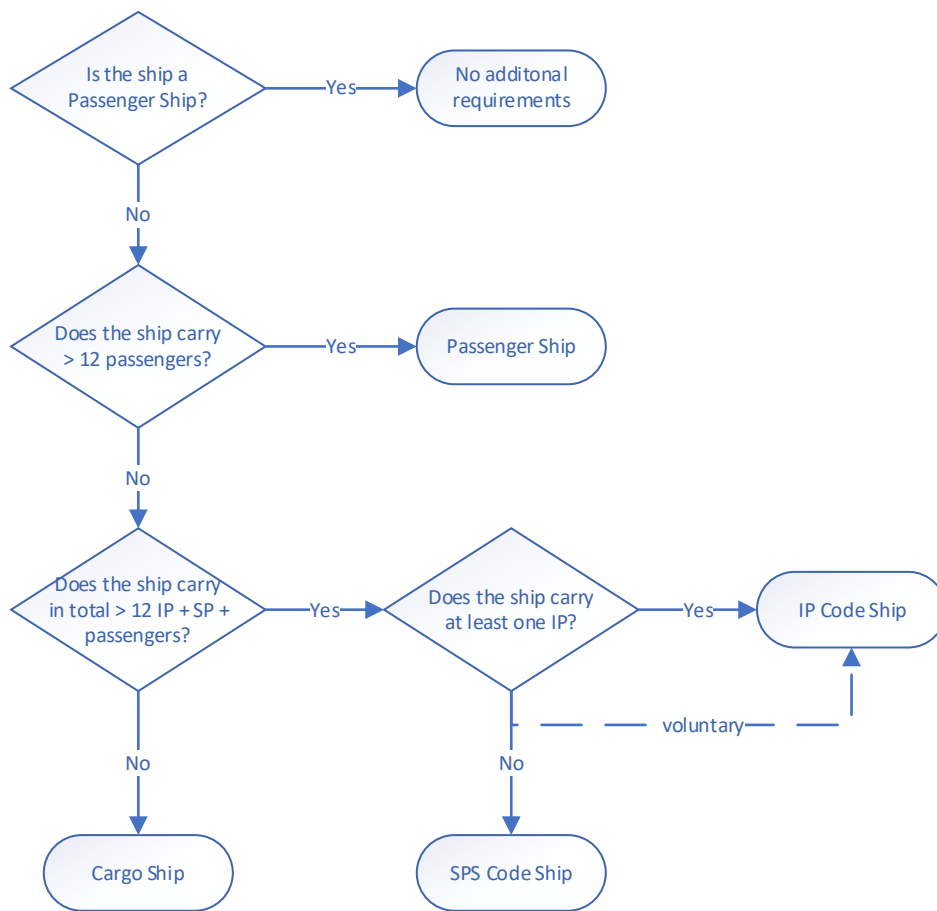


Figure 5: Flowchart of requirements

5.1 Technical Requirements

The technical requirements of the new IP Code are essentially the same as in the 2008 SPS Code.

Whenever in the IP Code a reference is made to the passenger ship requirements, the corresponding cargo ship requirements are deemed to be complied with. This means no separate exemption certificate is required (contrary to what is the case for the SPS Code).

5.1.1 Requirements for Safe Return To Port for IP Code Ships

With respect to the application of the Safe Return To Port (SRTP) requirements of SOLAS regulations II-2/21 and II-2/22 to IP Code ships, IMO agreed that SRTP only applies to ships carrying more than 240 persons. This is in line with a similar interpretation in the SPS Code⁸.

⁸ MSC.1/Circ.1422 Unified Interpretations of the Code of Safety for Special Purpose Ships, 2008 (2008 SPS Code).

5.2 Compliance With the SPS Code by IP Code Ships

IMO agreed that there was no intention to require ships to be certificated to both the IP Code and the SPS Code, as it had been agreed from the start that the IP Code should ensure, as a minimum, the same safety level as the SPS Code. Consequently, ships carrying an IP Code certificate are deemed to comply with the requirements of the SPS Code. Such ships are not required to carry a SPS Code certificate in addition to the IP Code certificate.

Members are recommended however, to maintain both SPS Code certification and IP Code certification for applicable vessels in order to legitimize the carriage of special personnel on board and the application of the related operational provisions of the SPS Code.

5.3 Carriage of Dangerous Goods

The IP Code limits the carriage of dangerous goods as cargo while carrying Industrial Personnel. When simultaneously carrying dangerous liquid chemicals and/or liquefied gases as cargo in bulk and Industrial Personnel, the ship shall be certified in accordance with SOLAS Chapter VII Part B or C or the OSV Chemical Code. Bulk carriage of toxic products, low-flashpoint products or acids are not allowed when the total number of persons on board exceeds 60.

In addition, dangerous goods brought on board by Industrial Personnel in relation to their work off the ship are considered cargo and shall be transported in accordance with the IMDG Code. For IP Code ships certified to carry more than 240 persons, the requirements for passenger ships in the IMDG Code apply.

For ships carrying both Industrial Personnel and Special Personnel, reference is made to chapter 7 of the SPS Code in relation to dangerous goods carried on board the ship in connection with the special purpose of the ship or because of special work carried out on board the ship. Although such dangerous goods are considered ship's stores, the provisions of chapter 7 of the SPS Code shall be taken into account.

6 Personnel Transfer Appliances

The IP Code requires personnel transfer appliances to be inspected regularly and to be included in the survey requirements.

6.1 Failure of the Transfer Arrangement

If failure of the personnel transfer arrangement or the position keeping arrangement results in the functional requirements of Part II.2.2.2⁹ and Part II.2.2.3¹⁰ of the IP Code no longer being complied with, the ship is not permitted to perform transfers with the transfer arrangement until the failure has been rectified. Such limitation should be recorded on the ship's IP Certificate.

⁹ Part II 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; and
- .3 capable of safely returning person in transfer to the safe location after loss of power.

¹⁰ Part II 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.

Failure of the transfer arrangement is not considered to make the ship unseaworthy or as a reason (for Port States or Flag Administrations) to delay a ship in port, if action has been taken by the Master to take the inoperative personnel transfer appliance into account in planning and executing a safe voyage.

7 High-Speed Craft (HSC)

Transport and accommodation of Industrial Personnel on high-speed craft (certificated under SOLAS Chapter X / HSC Code) is limited to a maximum of 60 persons on board. Sleeping berths for Industrial Personnel are not permitted on board HSC.

HSC carrying Industrial Personnel shall comply with the requirements for cargo craft in the 2000 HSC Code and the additional requirements in Part V of the IP Code.

The carriage of IP on high-speed craft is not considered as a transit voyage and a permit to operate is required.

Dangerous goods brought on board by Industrial Personnel in relation to their work are considered as cargo and should be transported in accordance with part D of the 2000 HSC Code, chapter 7.

8 References

Code of Safety for Special Purpose Ships, 2008 (SPS Code)

IMO Resolution MSC.418(97) Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel on Board Vessels Engaged on International Voyages

IMO Document MSC 106/3/1 Adoption of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code)

IMO Circular Letter No.4560 Amendments to the International Convention for the Safety of Life at Sea (SOLAS)

IMO Circular MSC-MEPC.7/Circ. 10 Guidance on Safety when Transferring Persons at Sea

IMCA M202 Guidance on the transfer of personnel to/from offshore vessels and structures

Appendix 1 – Structure of the Code

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The below sets out the structure of the IP Code:

Preamble

Part I – GENERAL

- 1 Goal
- 2 Definitions
- 3 Certificate and survey

Part II – GOALS AND FUNCTIONAL REQUIREMENTS

- 1 Industrial Personnel
- 2 Safe transfer of personnel
- 3 Subdivision and stability
- 4 Machinery installations
- 5 Electrical installations
- 6 Periodically unattended machinery spaces
- 7 Fire safety
- 8 Life-saving appliances and arrangements
- 9 Dangerous goods

Part III – REGULATIONS

- Regulation 1 Industrial Personnel
- Regulation 2 Safe Transfer

Part IV – ADDITIONAL REGULATIONS FOR SHIPS CERTIFIED IN ACCORDANCE WITH SOLAS CHAPTER I

- Regulation 1 General
- Regulation 2 Subdivision and stability
- Regulation 3 Machinery installations
- Regulation 4 Electrical installations
- Regulation 5 Periodically unattended machinery spaces
- Regulation 6 Fire safety

Regulation 7 Life-saving appliances and arrangements

Regulation 8 Dangerous goods

Part V – ADDITIONAL REGULATIONS FOR CRAFT CERTIFIED IN ACCORDANCE WITH SOLAS CHAPTER X

Regulation 1 General

Regulation 2 Subdivision and stability

Regulation 3 Machinery installations

Regulation 4 Electrical installations

Regulation 5 Periodically unattended machinery spaces

Regulation 6 Fire safety

Regulation 7 Life-saving appliances and arrangements

Regulation 8 Dangerous goods

Appendix

Model Industrial Personnel Safety Certificate

Record of Equipment for the Industrial Personnel Safety Certificate (Form IP)
