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106th session
Agenda item 3

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CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

Report of the Drafting Group

Introduction

1 The Drafting Group on Amendments to Mandatory Instruments, chaired by Mr. M. Tsuchiya (Liberia), met from 2 to 8 November 2022.

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

ANGOLA
ARGENTINA
BAHAMAS
CHINA
DEMOCRATIC REPUBLIC OF THE CONGO
DENMARK
FINLAND
FRANCE
GERMANY
GHANA
GREECE
INDIA
INDONESIA
JAPAN
KENYA
LIBERIA
MALAYSIA
MALTA
MARSHALL ISLANDS
MEXICO
MOROCCO
NEW ZEALAND
NIGERIA
NORWAY
PANAMA
PERU
PHILIPPINES
POLAND
QATAR
REPUBLIC OF KOREA
RUSSIAN FEDERATION
SAUDI ARABIA
SPAIN
SUDAN
THAILAND
TÜRKİYE
UNITED ARAB EMIRATES
UNITED KINGDOM
UNITED STATES

a representative from the following Associate Member of IMO:

HONG KONG, CHINA

an observer from the following intergovernmental organization:

INTERNATIONAL MOBILE SATELLITE ORGANIZATION (IMSO)

* Reissued on 10 November 2022 to update the list of participating delegations.

and observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ORGANIZATION FOR STANDARDIZATION (ISO)
BIMCO
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
INTERNATIONAL MARINE CONTRACTORS ASSOCIATION (IMCA)
INTERNATIONAL BUNKER INDUSTRY ASSOCIATION (IBIA)
INTERNATIONAL TRANSPORT WORKERS' FEDERATION (ITF)

Terms of reference

3 The Drafting Group was instructed, taking into account comments made and decisions taken in plenary, to:

.1 finalize the draft amendments to SOLAS chapter II-2, and the associated draft MSC resolution, based on annex 1 to document MSC 106/WP.5, taking into account document MSC 106/3/6 and the decision taken in plenary concerning the new consequential amendments to address the scope of application in SOLAS regulation II-2/1.2;

.2 finalize the draft new SOLAS chapter XV, and the associated draft MSC resolution, based on annex 2 to document MSC 106/WP.5;

.3 finalize the draft amendments to the appendix to the annex to the 1978 SOLAS Protocol, and the draft associated MSC resolution, based on annex 8 to document MSC 106/WP.5;

.4 finalize the draft amendments to the IGC and IGF Codes, and the draft associated MSC resolutions, based on annexes 3 and 4 to document MSC 106/WP.5, respectively, taking into account document MSC 106/3/5;

.5 finalize the draft amendments to the 2011 ESP Code, and the draft associated MSC resolution, based on annex 5 to document MSC 106/WP.5;

.6 finalize the draft amendments to the IBC Code, and the draft associated MSC resolution, based on annex 6 to document MSC 106/WP.5;

.7 finalize the draft IP Code, and the draft associated MSC resolution, based on annex 7 to document MSC 106/WP.5, taking into account document MSC 106/3/4; and

.8 prepare the final text of the revision of MSC.1/Circ.1500/Rev.1, taking into account document MSC 106/3/3, paragraph 12.2, to be disseminated as MSC.1/Circ.1500/Rev.2 with an effective date of 1 July 2023;

with a view to adoption or approval, as appropriate; and

.9 assess the implications for capacity-building and technical cooperation and assistance of the amendments to the mandatory instruments submitted for adoption at this session, against the procedures and criteria for identification of capacity-building implications set out in annex 2 to the Committees' Guidelines (MSC-MEPC.1/Circ.5/Rev.3), and advise the Committee as appropriate.

Amendments to the 1974 SOLAS Convention

Amendments to chapter II-2

4 As instructed by the Committee, the Group considered the draft amendments to chapter II-2 of the 1974 SOLAS Convention, concerning reporting of confirmed cases where oil fuel suppliers had failed to meet the flashpoint requirements (MSC 106/WP.5, annex 1), taking into account document MSC 106/3/6 (Japan) and the decision taken in plenary concerning the new consequential amendments to address the scope of application in SOLAS regulation II-2/1.2.

5 The Group modified the draft text of SOLAS regulation II-2/4.2.1.7 to align the wording with the term "confirmed case (flashpoint)", as defined in draft regulation II-2/3.59.

6 In addition, the Group prepared new consequential draft amendments to existing SOLAS regulation II-2/1.2.5 to enable application of draft regulations II-2/4.2.1.6 to 4.2.1.8 to all ships, including those constructed before 1 July 2012.

7 The final text of the draft amendments to SOLAS chapter II-2, together with the associated draft MSC resolution, is set out in annex 1.

Draft new chapter XV

8 The Group considered the draft new SOLAS chapter XV on "Safety measures for ships carrying industrial personnel".

9 Recalling the comments made in plenary, the Group prepared a new paragraph clarifying the intended meaning of the terms "constructed on or after" and "similar stage of construction" in the context of new draft SOLAS chapter XV. After thorough consideration on whether to insert the new paragraph under regulation XV/1 (Definitions) or regulation XV/3 (Application), the Group agreed to insert the new paragraph in regulation XV/3 in recognition of the example set in SOLAS regulation II-2/1.

10 Subsequently, the Group finalized the text of the draft new chapter XV, together with the associated draft MSC resolution, as set out in annex 2.

Amendments to the 1978 SOLAS Protocol

11 Having considered the draft amendments to the appendix to the annex to the 1978 SOLAS Protocol, concerning the Form of Safety Equipment Certificate for Cargo Ships, the Group prepared the final text of the draft amendments, together with the associated draft MSC resolution, as set out in annex 3.

Amendments to the IGC, IGF, 2011 ESP and IBC Codes, mandatory under the 1974 SOLAS Convention

Amendments to the IGC and IGF Codes

12 The Group considered and finalized the draft amendments to chapter 6 (Materials of construction and quality control) of the IGC Code and chapter 7 (Materials of general pipe design) of part A-1 (Specific requirements for ships using natural gas as fuel) of the IGF Code, concerning the application of high manganese austenitic steel for cryogenic service, taking into account document MSC 106/3/5 (Japan).

13 Final text of the draft amendments to the IGC and IGF Codes, together with the associated draft MSC resolutions, are set out in annexes 4 and 5, respectively.

Amendments to the 2011 ESP Code

14 The Group considered and subsequently finalized the draft amendments to the 2011 ESP Code, together with the associated draft MSC resolution, as set out in annex 6.

Amendments to the IBC Code

15 The Group considered the draft amendments to chapter 2 (Ship survival capability and location of cargo tanks) of the IBC Code, concerning watertight doors, and prepared the final text of the draft amendments, together with the associated draft MSC resolution, as set out in annex 7.

Draft new IP Code

16 The Group considered the draft new IP Code, to be made mandatory in conjunction with the adoption of draft new SOLAS chapter XV, taking into account document MSC 106/3/4 (China).

17 During consideration of part IV of the Code, the Group attempted to harmonize the expressions "ships carrying more than" and "the ship is certified to carry more than" into a single expression. However, the Group refrained from making this change due to potential implications it might have on the intended purpose of each provision containing these expressions. Noting the ongoing work under output 2.4 (i.e. Further development of the IP Code and associated guidance), the Group agreed to invite the Committee to note this matter and instruct the SDC Sub-Committee to take it into account when undertaking further development of the IP Code and associated guidance.

18 Having deleted items 12, 12.1 and 12.2 from part 2 (details of life-saving appliances) of the draft form IP, as instructed by the Committee, the Group also applied editorial improvements and corrections, as appropriate, to different parts of the draft Code (e.g. paragraphs I/2.3, II/3.2, II/9.2, V/2, V/3, V/4 and form IP).

19 In particular, the Group aligned the definition of "HSC Code" in paragraph I/2.3 with the definition provided in draft SOLAS regulation XV/1.4 and subsequently made consequential changes in the Code. Notwithstanding this, the draft form IP was updated to specifically refer to the "2000 HSC Code" given its standalone use on board ships/craft.

20 Subsequently, the Group prepared the final text of the draft new IP Code, together with the associated draft MSC resolution, as set out in annex 8.

Revision of MSC.1/Circ.1500/Rev.1

21 As instructed by the Committee, the Group undertook the revision of MSC.1/Circ.1500/Rev.1, taking into account the proposal laid out in paragraph 12.2 of document MSC 106/3/3 (Norway et al.).

22 The Group prepared draft modifications to MSC.1/Circ.1500/Rev.1, as set out in annex 9, to be disseminated as MSC.1/Circ.1500/Rev.2, for approval by the Committee, noting that the cover page of the circular would be updated by the Secretariat after MSC 106, before dissemination of the revised circular.

Assessment of capacity-building and technical cooperation and assistance implications for the draft amendments to mandatory instruments

23 As instructed, the Group undertook the assessment of capacity-building implications and technical cooperation and assistance needs related to the draft amendments to mandatory instruments submitted for adoption at this session, against the procedures and criteria set out in annex 2 to MSC-MEPC.1/Circ.5/Rev.3, in particular the checklist in appendix 1 of the procedures.

24 In undertaking this task, the Group noted the following views:

.1 the necessary substantive knowledge and technical expertise to assess capacity-building implications does not rest in the composition of the Group and may be better dealt with by the experts involved in the development of such amendments;

.2 varying interpretations of the questions in the checklist, such as whether there is a need for new legislation as a result of amendments to mandatory instruments, led to largely inconclusive results regarding potential capacity-building and other implications;

.3 some participants were reluctant to provide comments as they were not in a position to advise on the implementation policy/scheme of their national legislation; and

.4 for the reasons given above, it was challenging to complete the checklist used to facilitate the Group's assessment.

25 Notwithstanding the above, having worked in good faith to complete the assessment of capacity-building implications, the Group concluded that there may be capacity-building implications and a need for technical cooperation or assistance in relation to the new SOLAS chapter XV and the related new IP Code. These may include training of officers in flag administrations to understand the technical requirements, e.g. personnel transfer arrangements needed on ships/craft carrying industrial personnel.

26 In regard to the above, the Group agreed to invite the Committee to note the outcome of the Group's assessment and consider informing the Technical Cooperation Committee accordingly whilst encouraging Member States in need of capacity-building in relation to the aforementioned amendments to contact the Organization.

27 The Group could not identify capacity-building implications for the rest of the amendments to the instruments submitted for adoption.

28 The Group agreed to invite the Committee to note the views expressed in paragraph 24 above and consider inviting interested parties to propose an alternative mechanism at a future meeting concerning the assessment of capacity-building implications.

Minor editorial corrections

29 The Group invited the Committee to authorize the Secretariat, when preparing the authentic text of the amendments, to effect any editorial corrections that may be identified, as appropriate, and to bring to the attention of the Committee any errors or omissions which would require action by the Contracting Governments to the 1974 SOLAS Convention and the Parties to the 1978 SOLAS Protocol, as appropriate.

Action requested of the Committee

30 The Committee is invited to approve the report in general and, in particular, to:

.1 adopt the draft MSC resolution on amendments to the 1974 SOLAS Convention with respect to chapter II-2 (paragraphs 4 to 7, and annex 1);

.2 adopt the draft MSC resolution on amendments to the 1974 SOLAS Convention with respect to new chapter XV (paragraphs 8 to 10 and annex 2);

.3 adopt the draft MSC resolution on amendments to the 1978 SOLAS Protocol (paragraph 11 and annex 3);

.4 adopt the draft MSC resolution on amendments to the IGC Code (paragraphs 12 and 13, and annex 4);

.5 adopt the draft MSC resolution on amendments to the IGF Code (paragraphs 12 and 13, and annex 5);

.6 adopt the draft MSC resolution on amendments to the 2011 ESP Code (paragraph 14, and annex 6);

.7 adopt the draft MSC resolution on amendments to the IBC Code (paragraph 15 and annex 7);

.8 adopt the draft MSC resolution on new IP Code (paragraphs 16 to 20, and annex 8);

.9 note the considerations of the Group concerning expressions "ships carrying more than" and "the ship is certified to carry more than" used in part IV of the draft IP Code and decide, as appropriate (paragraph 17);

.10 approve the draft modifications to MSC.1/Circ.1500/Rev.1, to be disseminated as MSC.1/Circ.1500/Rev.2, and request the Secretariat to update the cover page of the circular before dissemination (paragraphs 21 and 22, and annex 9);

.11 agree to the Group's assessment that there may be capacity-building implications and a need for technical cooperation or assistance in relation to new SOLAS chapter XV and the related new IP Code (paragraph 25);

.12 in relation to the above, consider advising the Technical Cooperation Committee accordingly; and encourage Member States in need of capacity-building in relation to the aforementioned amendments to contact the Organization (paragraph 26);

.13 note that the Group could not identify definitive capacity-building implications or a need for technical cooperation and assistance at this stage for the rest of the amendments to the instruments submitted for adoption (paragraph 27);

.14 note the views expressed by the Group concerning the assessment of capacity-building implications and technical cooperation and assistance needs related to the draft amendments to mandatory instruments and consider inviting interested parties to propose an alternative mechanism at a future meeting (paragraph 28); and

.15 authorize the Secretariat to effect any minor editorial corrections that may be identified (paragraph 29).

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ANNEX 1*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

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

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 106th session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on [1 July 2025], unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on [1 January 2026] upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* Amendments to SOLAS chapter II-2 approved by MSC 105 as well as the additional modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

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

CHAPTER II-2
Construction – Fire protection, fire detection and fire extinction

Part A
General

Regulation 1
Application

1 Existing paragraph 2.5 is amended as follows:

"2.5 Ships constructed before 1 July 2012 shall also comply with regulation 10.10.1.2, as adopted by resolution MSC.338(91) and regulations 4.2.1.6 to 4.2.1.8, as amended by resolution MSC.[…](106)."

Regulation 3
Definitions

2 The following new paragraphs are added after existing paragraph 58, together with the associated footnotes:

"59 *Confirmed case (flashpoint)*~~: A confirmed case~~ is when a representative sample analysed in accordance with standards acceptable to the Organization* by an accredited laboratory** reports the flashpoint as measured to be below 60°C.

* ISO 2719:2016- Determination of flash point - Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels).

** The laboratory is to be accredited to ISO/IEC 17025:2017 or an equivalent standard for the performance of the given flash point test ISO 2719:2016.

60 *Representative sample* is a product specimen having its physical and chemical characteristics identical to the average characteristics of the total volume being sampled.

61 *Oil fuel* is defined in regulation 1 of Annex 1 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto."

Part B
Prevention of fire and explosion

Regulation 4
Probability of ignition

3 At the end of paragraph 2.1.4, the word "and" is deleted and at the end of paragraph 2.1.5, "." is replaced by ";".

4 The following new sub-paragraphs are added after existing paragraph 2.1.5, together with the associated footnotes:

".6 ships carrying oil fuel shall prior to bunkering be provided with a declaration signed and certified by the oil fuel ~~oil~~ supplier's representative, that the oil fuel to be supplied is in conformity with ~~regulation SOLAS II-2/~~paragraph ~~4.~~2.1 of this regulation, and the test method used for determining the flashpoint. A bunker delivery note for the oil fuel delivered to the ship shall contain either the flashpoint specified in accordance with standards acceptable to the Organization,* or a statement that the flashpoint has been measured at or above 70ºC;**

* ISO 2719:2016, Determination of flash point – Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels).

** This information may be included in the bunker delivery note according to MARPOL Annex VI/18.

.7 ~~the~~ Contracting Governments undertake to ensure that appropriate authorities designated by them inform the Organization, for transmission to Contracting Governments and Member States ~~of the Organization~~ thereof, of all confirmed cases (flashpoint) where oil fuel suppliers have failed to meet the requirements specified in paragraph ~~SOLAS regulation II-2/4.~~2.1 of this regulation; and

.8 ~~the~~ Contracting Governments undertake to ensure that appropriate authorities designated by them take action, as appropriate, against oil fuel suppliers that have been found to deliver oil fuel that does not comply with paragraph ~~SOLAS regulation II-2/4.~~2.1 of this regulation."

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ANNEX 2*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

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

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"), concerning the amendment procedure applicable to the annex to the Convention, other than to the provisions of chapter I,

HAVING CONSIDERED, at its 106th session, amendments to the Convention proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the Convention~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on ~~[~~1 January 2024~~]~~, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on ~~[~~1 July 2024~~]~~ upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS ~~ALSO~~ the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* Amendments to SOLAS approved by MSC 105 in relation to new chapter XV as well as the additional modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

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

CHAPTER XV
Safety measures for ships carrying industrial personnel

The following new chapter XV (Safety measures for ships carrying industrial personnel) is added after the existing chapter XIV (Safety measures for ships operating in polar waters):

"CHAPTER XV
Safety measures for ships carrying industrial personnel

Regulation 1
Definitions

For the purpose of this chapter:

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 ships 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* 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.

4 *HSC Code* means the International Code of Safety for High-Speed Craft, 2000, adopted by the Maritime Safety Committee of the Organization by resolution MSC.97(73), as may be amended by the Organization, provided that such amendments 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.

Regulation 2
General

1 Wherever in the IP Code a reference is made to the passenger ship requirements, the corresponding cargo ship requirements are deemed to be complied with.

2 For the purpose of this chapter, industrial personnel shall not be treated or considered as passengers.

3 Wherever in this 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[1] and passengers carried on board, where the number of passengers shall not exceed 12.

4 Notwithstanding the provisions of regulation 2.1 above, for high-speed craft to which chapter X applies and notwithstanding the provisions of chapters 2 to 12 and 18 of the HSC Code, a ship certified in accordance with the requirements of this chapter and the IP Code shall be deemed to have complied with the requirements of chapters 2 to 12 and 18 of the HSC Code.

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[1] Refer to the Code of Safety for Special Purpose Ships, 2008.

Regulation 3
Application

1 Unless expressly provided otherwise, this chapter applies to cargo ships and high-speed cargo craft, of 500 gross tonnage and upwards, constructed on or after ~~[date of entry into force]~~1 July 2024 which carry more than 12 industrial personnel.

2 Cargo ships constructed before ~~[date of entry into force]~~1 July 2024, authorized by the Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization, shall comply with ~~requirements~~ regulations III/1, III/2 (except for paragraph 2.1.7), IV/7 and IV/8 of the IP Code by the first intermediate or renewal survey, whichever occurs first, after ~~[date of entry into force]~~1 July 2024.

3 High-speed cargo craft constructed before ~~[date of entry into force]~~1 July 2024, authorized by the Administration to carry more than 12 industrial personnel in accordance with the recommendations developed by the Organization,[2] shall comply with the ~~requirements~~ regulations III/1, III/2 (except for paragraph 2.1.7), V/7 and V/8 of the IP Code by the third periodical or first renewal survey, whichever occurs first, after ~~[date of entry into force]~~1 July 2024.

4 Cargo ships and high-speed cargo craft, irrespective of date of construction, which prior to the ~~[date of entry into force]~~1 July 2024 have not been authorized by the Administration to carry more than 12 industrial personnel based on the recommendations developed by the Organization,[2] shall comply and be certified in accordance with this chapter and the IP Code prior to the carriage of more than 12 industrial personnel on board.

5 For the purpose of this chapter, the expression *constructed* refers to the description given in regulation:

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

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

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[2] 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)).

Regulation 4
Application of other chapters

1 The regulations for cargo ships contained in the other chapters of the present Convention apply to ships described in regulation 3.1 above, except as modified by this chapter.

2 Notwithstanding the provisions of regulation 4.1 above, for high-speed craft to which the HSC Code apply, the regulations for cargo craft in that Code apply except as modified by this chapter.

Regulation 5
Requirements

1 Ships and high-speed craft to which this chapter applies shall:

.1 be certified as a cargo ship or high-speed cargo craft in accordance with either chapter I or chapter VIII or chapter 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 to 1.9 of the HSC Code, as applicable, be surveyed and certified, as provided for in the IP Code.

2 Ships and high-speed craft to which this chapter applies, holding a certificate issued pursuant to the provisions of ~~paragraph~~ regulation 5.1 above, shall be subject to the control established in regulation~~s~~ I/19 or ~~in~~ XI-1/4, and in ~~section~~ 1.10 of the HSC Code, as applicable. For this purpose, such certificates shall be treated as a certificate issued under regulation~~s~~ I/12 or I/13."

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ANNEX 3*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

AMENDMENTS TO THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO article VIII(b) of the International Convention for the Safety of Life at Sea ~~(SOLAS)~~, 1974 ("the Convention") and article II of the Protocol of 1978 relating to the Convention ("the 1978 SOLAS Protocol") concerning the procedure for amending the 1978 SOLAS Protocol,

HAVING CONSIDERED, at its ~~[~~106th~~]~~ session, amendments to the 1978 SOLAS Protocol proposed and circulated in accordance with article VIII(b)(i) of the Convention and article II of the 1978 SOLAS Protocol,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention and article II of the 1978 SOLAS Protocol, amendments to the appendix to the annex to the 1978 SOLAS Protocol~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention and article II of the 1978 SOLAS Protocol, that the said amendments shall be deemed to have been accepted on ~~[~~1 July 2025~~]~~, unless, prior to that date, more than one third of the Parties to the 1978 SOLAS Protocol or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified the Secretary-General of their objections to the amendments;

3 INVITES the Parties concerned to note that, in accordance with article VIII(b)(vii)(2) of the Convention and article II of the 1978 SOLAS Protocol, the amendments shall enter into force on ~~[~~1 January 2026~~]~~ upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention and article II of the 1978 SOLAS Protocol, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to the 1978 SOLAS Protocol;

5 ALSO REQUESTS ~~ALSO~~ the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Parties to the 1978 SOLAS Protocol.

* Amendments to the 1978 SOLAS Protocol approved by MSC 105 are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

DRAFT AMENDMENTS TO THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

ANNEX

MODIFICATIONS AND ADDITIONS TO THE ANNEX TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

APPENDIX

The existing form of the Cargo Ship Safety Equipment Certificate is replaced by the following:

"FORM OF SAFETY EQUIPMENT CERTIFICATE FOR CARGO SHIPS

CARGO SHIP SAFETY EQUIPMENT CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for Cargo Ship Safety (Form E)

(Official seal) (State)

Issued under the provisions of the
INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE
AT SEA, 1974, as modified by the Protocol of 1978 relating thereto

under the authority of the Government of

_____
(*name of the State*)

by _____
(*person or organization authorized*)

Particulars of ship[1]

Name of ship.....

Distinctive number or letters.....

Port of registry .....

Gross tonnage.....

Deadweight of ship (metric tons)[2] .....

Length of ship (regulation III/3.12).....

IMO number[3].....

Type of ship[4]

Bulk carrier
Oil tanker
Chemical tanker
Gas carrier
Cargo ship other than any of the above

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced .....

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1 Alternatively, the particulars of the ship may be placed horizontally in boxes.

2 For oil tankers, chemical tankers and gas carriers only.

3 In accordance with the *IMO Ship Identification Number Scheme*, adopted by the Organization by resolution ~~A.600(15)~~A.1117(30).

4 Delete as appropriate.

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with the requirements of regulation I/8 of the Convention, as modified by the 1978 Protocol.

2 That the survey showed that:

2.1 the ship complied with the requirements of the Convention as regards fire safety systems and appliances and fire control plans;

2.2 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with the requirements of the Convention;

2.3 the ship was provided with a line-throwing appliance ~~and radio installations used in life-saving appliances~~ in accordance with the requirements of the Convention;

2.4 the ship complied with the requirements of the Convention as regards shipborne navigational equipment, means of embarkation for pilots and nautical publications;

2.5 the ship was provided with lights, shapes and means of making sound signals and distress signals in accordance with the requirements of the Convention and the International Regulations for Preventing Collisions at Sea in force;

2.6 in all other respects the ship complied with the relevant requirements of the Convention;

2.7 the ship was/was not[4] subjected to an alternative design and arrangements in pursuance of regulation(s) II-2/17 / III/38[4] of the Convention;

2.8 a document of approval of alternative design and arrangements for fire protection/life-saving appliances and arrangements[4] is/is not[4] appended to this Certificate.

3 That the ship operates in accordance with regulation III/26.1.1.1[5] within the limits of the trade area ……

4 That in implementing regulation I/6(b) the Government has instituted:

- mandatory annual surveys;
- unscheduled inspections.

5 That an Exemption Certificate has/has not[4] been issued.

---

4 Delete as appropriate.

5 Refer to the 1983 amendments to SOLAS (MSC.6(48)), applicable to ships constructed on or after 1 July 1986, but before 1 July 1998 in the case of self-righting partially enclosed lifeboat(s) on board.

This certificate is valid until …….

Completion date of the survey on which this certificate is based: …….. *(dd/mm/yyyy)*

Issued at …….....
(Place of issue of certificate)

……..... …….....
(Date of issue) (Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

INTERMEDIATE SURVEY

(for tankers of 10 years of age and over)

This is to certify that at an intermediate survey required by regulation I/8 of the Convention, as modified by the 1978 Protocol, this ship was found to comply with relevant provisions of the Convention.

Signed: ……..
(Signature of authorized official)

Place: …….

Date: ……..

(Seal or stamp of the authority, as appropriate)

MANDATORY ANNUAL SURVEYS OR UNSCHEDULED INSPECTIONS

This is to certify that the ship has been surveyed in accordance with regulation I/6(b) of the Convention, as modified by the 1978 Protocol and the relevant recommendations of the Organization.[6]

mandatory annual survey[4 7] Signed: ……..……..…….

unscheduled inspection[4] Place: ……..……..

Date: ……..……..…...

(Seal or stamp of the authority as appropriate)

***

Under the provisions of regulation I/14 of the Convention, as modified by the 1978 Protocol, the validity of this Certificate is extended until …….....

Signed: …….....

Place: ……..…

Date: …….…

(Seal or stamp of the authority as appropriate)"

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4 Delete as appropriate.

6 Reference is made to the *Guidelines on surveys required by the 1978 SOLAS Protocol, the International Bulk Chemical Code and the International Gas Carrier Code*, adopted by the Organization by resolution A.560(14), as amended by resolution MSC.84(70), and applicable parts of the *Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2011*, as may be amended, adopted by the Organization by resolution A.1053(27).

7 An intermediate survey, but not an unscheduled inspection, may take the place of a mandatory annual survey.

***

ANNEX 4*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC Code)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.5(48), by which it adopted the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk ("the IGC Code"), which has become mandatory under chapter VII of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation VII/11.1 of the Convention concerning the procedure for amending the IGC Code,

HAVING CONSIDERED, at its ~~105th~~ 106th session, amendments to the IGC Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IGC Code~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on ~~[~~1 July 2025~~]~~, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on ~~[~~1 January 2026~~]~~ upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* Amendments to the IGC Code approved by MSC 105 as well as the additional modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING LIQUEFIED GASES IN BULK (IGC Code)

CHAPTER 6
MATERIALS OF CONSTRUCTION AND QUALITY CONTROL

6.4 Requirements for metallic materials

6.4.1 General requirements for metallic materials

Table 6.3 is replaced in its entirety, as follows:

"**Table 6.3**

PLATES, SECTIONS AND FORGINGS See note 1 FOR CARGO TANKS, SECONDARY BARRIERS AND PROCESS PRESSURE VESSELS FOR DESIGN TEMPERATURES BELOW -55°C AND DOWN TO -165°C See note 2 Maximum thickness 25 mm See notes 3 and 4		
Minimum design temperature (°C)	Chemical composition See note 5 and heat treatment	Impact test temperature (°C)
-60	1.5% nickel steel – normalized or normalized and tempered or quenched and tempered or TMCP See note 6	-65
-65	2.25% nickel steel – normalized or normalized and tempered or quenched and tempered or TMCP See notes 6 and 7	-70
-90	3.5% nickel steel – normalized or normalized and tempered or quenched and tempered or TMCP. See notes 6 and 7	-95
-105	5% nickel steel – normalized or normalized and tempered or quenched and tempered See notes 6, 7 and 8	-110
-165	9% nickel steel – double normalized and tempered or quenched and tempered See note 6	-196
-165	Austenitic steels, such as types 304, 304L, 316, 316L, 321 and 347 solution treated See note 9	-196
-165	High manganese austenitic steel – hot rolling and controlled cooling See notes 10 and 11	-196
-165	Aluminium alloys~~;~~, such as type 5083 annealed	Not required
-165	Austenitic Fe-Ni alloy (36% nickel). Heat treatment as agreed	Not required
TENSILE AND TOUGHNESS (IMPACT) TEST REQUIREMENTS		
Sampling frequency		
◆ Plates	Each "piece" to be tested	
◆ Sections and forgings	Each "batch" to be tested	
Toughness (Charpy V-notch test)		
◆ Plates	Transverse test pieces. Minimum average energy value (KV) 27J	
◆ Sections and forgings	Longitudinal test pieces. Minimum average energy (KV) 41J	

Notes

1 The impact test required for forgings used in critical applications shall be subject to special consideration by the Administration.

2 The requirements for design temperatures below -165°C shall be specially agreed with the Administration.

3 For materials 1.5% Ni, 2.25% Ni, 3.5% Ni and 5% Ni, with thicknesses greater than 25 mm, the impact tests shall be conducted as follows:

Material thickness (mm)	Test temperature (°C)
25 < t ≤ 30	10°C below design temperature
30 < t ≤ 35	15°C below design temperature
35 < t ≤ 40	20°C below design temperature

The energy value shall be in accordance with the table for the applicable type of test specimen. For material thickness of more than 40 mm, the Charpy V-notch values shall be specially considered.

4 For 9% Ni steels, austenitic stainless steels, high manganese austenitic steels and aluminium alloys, thickness greater than 25 mm may be used.

5 The chemical composition limits shall be in accordance with recognized standards.

6 TMCP nickel steels will be subject to acceptance by the Administration.

7 A lower minimum design temperature for quenched and tempered steels may be specially agreed with the Administration.

8 A specially heat-treated 5% nickel steel, for example triple heat-treated 5% nickel steel, may be used down to -165°C, provided that the impact tests are carried out at -196°C.

9 The impact test may be omitted, subject to agreement with the Administration.

10 The use of the material shall be subject to the required conditions specified by the Administration based on ~~in~~ the Guidelines developed by the Organization. *

11 The impact test may not be omitted for high manganese austenitic steel.

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* Refer to the *Revised ~~G~~guidelines on the application of high manganese austenitic steel for cryogenic service* (MSC.1/Circ.1599/Rev.~~1~~2).

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ANNEX 5*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution MSC.391(95), by which it adopted the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code), which has become mandatory under chapters II-1 and II-2 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation II-1/2.29 of the Convention concerning the procedure for amending the IGF Code,

HAVING CONSIDERED, at its ~~ninety-eighth session~~106th session, amendments to the IGF Code proposed and circulated in accordance with article VIII(b)(i) of the Convention:

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the ~~2000 HSC~~ IGF Code~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on ~~[~~1 July 2025~~]~~, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on ~~[~~1 January 2026~~]~~ upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS ~~ALSO~~ the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* Amendments to the IGF Code approved by MSC 105 as well as the additional modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE OF SAFETY FOR SHIPS USING GASES OR OTHER LOW-FLASHPOINT FUELS (IGF CODE)

PART A-1
SPECIFIC REQUIREMENTS FOR SHIPS USING NATURAL GAS AS FUEL

7 – Material and general pipe design

7.4 Regulations for materials

7.4.1 Metallic materials

Table 7.3 is replaced in its entirety, as follows:

"**Table 7.3**

PLATES, SECTIONS AND FORGINGS see note 1 **FOR FUEL TANKS, SECONDARY BARRIERS AND PROCESS PRESSURE VESSELS FOR DESIGN TEMPERATURES BELOW MINUS 55°C AND DOWN TO MINUS 165°C** see note 2 **Maximum thickness 25 mm** see notes 3, 4		
Minimum design temp. (°C)	Chemical composition see note 5 and heat treatment	Impact test temp. (°C)
-60	1.5% nickel steel – normalized or normalized and tempered or quenched and tempered or TMCP see note 6	-65
-65	2.25% nickel steel – normalized or normalized and tempered or quenched and tempered or TMCP sees notes 6, and 7	-70
-90	3.5% nickel steel – normalized or normalized and tempered or quenched and tempered or TMCP see notes 6, and 7	-95
-105	5% nickel steel – normalized or normalized and tempered or quenched and tempered see notes 6, 7 and 8	-110
-165	9% nickel steel – double normalized and tempered or quenched and tempered see note 6	-196
-165	Austenitic steels, such as types 304, 304L, 316, 316L, 321 and 347 solution treated see note 9	-196
-165	High manganese austenitic steel – hot rolling and controlled cooling See see notes 10 and 11	-196
-165	Aluminium alloys, such as type 5083 annealed	Not required
-165	Austenitic Fe-Ni alloy (36% nickel). Heat treatment as agreed	Not required
TENSILE AND TOUGHNESS (IMPACT) TEST REGULATIONS		
Sampling frequency		
◆ Plates	Each "piece" to be tested	
◆ Sections and forgings	Each "batch" to be tested	
Toughness (Charpy V-notch test)		
◆ Plates	Transverse test pieces. Minimum average energy value (KV) 27J	
◆ Sections and forgings	Longitudinal test pieces. Minimum average energy (KV) 41J	

Notes

1. The impact test required for forgings used in critical applications shall be subject to special consideration by the Administration.

2. The regulations for design temperatures below -165°C shall be specially agreed with the Administration.

3. For materials 1.5% Ni, 2.25% Ni, 3.5% Ni and 5% Ni, with thicknesses greater than 25 mm, the impact tests shall be conducted as follows:

Material thickness (mm)	Test temperature (°C)
25 < t ≤ 30	10°C below design temperature
30 < t ≤ 35	15°C below design temperature
35 < t ≤ 40	20°C below design temperature

   The energy value shall be in accordance with the table for the applicable type of test specimen. For material thickness of more than 40 mm, the Charpy V-notch values shall be specially considered.

4. For 9% Ni steels, austenitic stainless steels, high manganese austenitic steels and aluminium alloys, thickness greater than 25 mm may be used.

5. The chemical composition limits shall be in accordance with recognized standards.

6. Thermo-mechanical controlled processing (TMCP) nickel steels will be subject to acceptance by the Administration.

7. A lower minimum design temperature for quenched and tempered steels may be specially agreed with the Administration.

8. A specially heat-treated 5% nickel steel, for example triple heat-treated 5% nickel steel, may be used down to -165°C, provided that the impact tests are carried out at -196°C.

9. The impact test may be omitted subject to agreement with the Administration.

10. The use of the material shall be subject to the required conditions specified by the Administration based on ~~in~~ the Guidelines developed by the Organization. *

11. The impact test may not be omitted for high manganese austenitic steel.

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* Refer to the *Revised ~~G~~guidelines on the application of high manganese austenitic steel for cryogenic service* (MSC.1/Circ.1599/Rev.~~1~~2).

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ANNEX 6*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

NOTING resolution A.1049(27), by which the Assembly adopted the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 ("the 2011 ESP Code"), which has become mandatory under chapter XI-1 of the International Convention for the Safety of Life at Sea, 1974 ("the Convention"),

NOTING ALSO article VIII(b) and regulation XI-1/2 of the Convention concerning the procedure for amending the 2011 ESP Code,

HAVING CONSIDERED, at its ~~[~~106th session~~]~~, amendments to the 2011 ESP Code, proposed and circulated in accordance with article VIII(b)(i) of the Convention:

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the 2011 ESP Code~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on ~~[~~1 January 2024~~]~~, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on ~~[~~1 July 2024~~]~~ upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS ~~ALSO~~ the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* Amendments to the 2011 ESP Code approved by MSC 105 as well as the additional modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF BULK CARRIERS AND OIL TANKERS, 2011 (2011 ESP CODE)

ANNEX A

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING THE SURVEYS OF BULK CARRIERS

Part A

Code on the enhanced programme of inspections during surveys of bulk carriers having single-side skin construction

2 Renewal survey

2.3 Space protection

1 The existing text of paragraph 2.3.1 is replaced by the following:

"2.3.1 Where provided, the condition of the corrosion prevention system of ballast tanks shall be examined. For ballast tanks, excluding double-bottom tanks, where a hard protective coating is found ~~in POOR~~ to be in less than GOOD condition as defined in 1.2.11, and it is not renewed, or where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in question shall be examined at annual intervals. Thickness measurements shall be carried out as deemed necessary by the surveyor. When such breakdown of hard protective coating is found in water ballast double-bottom tanks and it is not renewed, where a soft or semi-hard coating has been applied or where a hard protective coating has not been applied from the time of construction, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurement shall be carried out."

4 Intermediate survey

4.2 Bulk carriers 5 to 10 years of age

2 The existing text of paragraphs 4.2.1.2 and 4.2.1.3 is replaced by the following:

"4.2.1.2 Where ~~POOR~~ a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in water ballast tanks, or where hard protective coating was not applied from the time of construction, the examination shall be extended to other ballast tanks of the same type.

4.2.1.3 In ballast tanks other than double-bottom tanks, where a hard protective coating is found ~~in POOR~~ to be in less than GOOD condition and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question shall be examined and thickness measurements carried out as considered necessary at annual intervals. When such breakdown of hard protective coating is found in ballast double-bottom tanks, where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurements shall be carried out."

ANNEX 7

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

3 The existing part 8 (Memoranda) is replaced by the following:

"Part 8 – Memoranda
- Acceptable defects
- Any points of attention for future surveys, e.g. for suspect areas
- Examination of ballast tanks at annual surveys ~~Extended annual/intermediate survey~~ due to coating breakdown"

Tank/hold corrosion prevention system

4 The existing text of the paragraph after note no. 3 is replaced by the following:

"For ballast tanks, if ~~If~~ coating condition ~~POOR~~ less than GOOD is given, ~~extended annual surveys~~ tanks shall be ~~introduced~~ examined at annual surveys. This shall be noted in part 8 of the Contents of condition evaluation report (executive hull summary report)."

ANNEX 9

GUIDELINES FOR TECHNICAL ASSESSMENT IN CONJUNCTION WITH THE PLANNING OF ENHANCED SURVEYS FOR SINGLE-SIDE SKIN BULK CARRIERS – RENEWAL SURVEY HULL

References

5 The existing reference no. 3 (IACS) is replaced by the following:

"3 IACS ~~Bulk Carriers~~ Recommendation 76, Guidelines for Surveys, Assessment and Repair of Hull Structure – Bulk Carriers, 2007".

Part B

Code on the enhanced programme of inspections during surveys of bulk carriers having double-side skin construction

2 Renewal survey

2.3 Space protection

6 The existing text of paragraph 2.3.1 is replaced by the following:

"2.3.1 Where provided, the condition of the corrosion prevention system of ballast tanks shall be examined. For ballast tanks, excluding double-bottom tanks, where a hard protective coating is found ~~in POOR~~ to be in less than GOOD condition as defined in 1.2.11, and it is not renewed, or where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the tanks in question shall be examined at annual intervals. Thickness measurements shall be carried out as deemed necessary by the surveyor. When such breakdown of hard protective coating is found in water ballast double-bottom tanks

and it is not renewed, where a soft or semi-hard coating has been applied or where a hard protective coating has not been applied from the time of construction, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurement shall be carried out."

7 A new paragraph 2.3.4 is added after existing paragraph 2.3.3, as follows:

"2.3.4 For double-side skin void spaces bounding cargo holds for bulk carriers exceeding 20 years of age and of 150 m in length and upwards, where provided, the condition of the corrosion prevention system of void spaces shall be examined. Where a hard protective coating is found to be in POOR condition as defined in 1.2.11, and it is not renewed, or where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied from the time of construction, the void spaces in question shall be examined at annual intervals. Thickness measurements shall be carried out as deemed necessary by the surveyor."

3 Annual survey

8 A new paragraph 3.7 is added after existing paragraph 3.6.2, as follows:

"**3.7 Examination of double-side skin void spaces for bulk carriers exceeding 20 years of age and of 150 m in length and upwards**

Examination of double-side skin void spaces, for bulk carriers exceeding 20 years of age and of 150 m in length and upwards, shall be carried out when required as a consequence of the results of the renewal survey and intermediate survey. When considered necessary by the Administration, or when extensive corrosion exists, thickness measurements shall be carried out. If the results of these thickness measurements indicate that substantial corrosion is found, the extent of thickness measurements shall be increased in accordance with annex 10. These extended thickness measurements shall be carried out before the survey is credited as completed. Suspect areas identified at previous surveys shall be examined. Areas of substantial corrosion identified at previous surveys shall have thickness measurements taken. For bulk carriers built under the IACS Common Structural Rules, the annual thickness gauging may be omitted where a protective coating has been applied in accordance with the coating manufacturer's requirements and is maintained in good condition."

4 Intermediate survey

4.2 Double-side bulk carriers 5 to 10 years of age

4.2.1 **Ballast tanks**

9 The existing text of paragraphs 4.2.1.2 and 4.2.1.3 are replaced by the following:

"4.2.1.2 Where ~~POOR~~ a hard coating is found to be in less than GOOD condition, corrosion or other defects are found in water ballast tanks or where hard protective coating was not applied from the time of construction, the examination shall be extended to other ballast tanks of the same type.

4.2.1.3 In ballast tanks other than double-bottom tanks, where a hard protective coating is found ~~in POOR~~ to be in less than GOOD condition and it is not renewed, or where soft or semi-hard coating has been applied, or where a hard protective coating was not applied from the time of construction, the tanks in question shall be examined

and thickness measurements carried out as considered necessary at annual intervals. When such breakdown of hard protective coating is found in ballast double-bottom tanks, where a soft or semi-hard coating has been applied, or where a hard protective coating has not been applied, the tanks in question may be examined at annual intervals. When considered necessary by the surveyor, or where extensive corrosion exists, thickness measurements shall be carried out."

ANNEX 7

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

10 The existing parts 5 (Tank/hold corrosion prevention system) and 8 (Memoranda) are replaced by the following:

"Part 5 – Tank/hold/double-side skin void space corrosion prevention system	- Separate form indicating: - location of coating - condition of coating (if applicable)
Part 8 – Memoranda	- Acceptable defects - Any points of attention for future surveys, e.g. for suspect areas - Examination of ballast tanks and double-side skin void spaces at annual surveys ~~Extended annual/intermediate survey~~ due to coating breakdown"

Tank/hold corrosion prevention system

11 The existing chapeau of "Tank/hold corrosion prevention system", including the table and the text underneath, is replaced by the following:

"Tank/hold/double-side skin void space corrosion prevention system

Tank/hold/void Nos.[1]	**Tank/hold/void corrosion prevention system[2]**	**Coating condition[3]**	**Remarks**

Notes:

1 All ballast tanks, ~~and~~ cargo holds and double-side skin void spaces shall be listed.
2 C = Coating
NP = No protection
3 Coating condition according to the following standard:

GOOD condition with only minor spot rusting.

FAIR condition with local breakdown of coating at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for POOR condition.

POOR condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

For ballast tanks, if ~~If~~ coating condition ~~POOR~~ less than GOOD is given, ~~extended annual surveys~~ tanks shall be ~~introduced~~ examined at annual surveys. This shall be noted in part 8 of the Contents of condition evaluation report (executive hull summary report).

For double-side skin void spaces on bulk carriers exceeding 20 years of age and of 150 m in length and upwards, if coating condition POOR is given, those void~~s~~ spaces shall be examined at annual surveys. This shall be noted in part 8 of the Contents of condition evaluation report (executive hull summary report)."

ANNEX 9

GUIDELINES FOR TECHNICAL ASSESSMENT IN CONJUNCTION WITH PLANNING FOR ENHANCED SURVEYS OF DOUBLE-SIDE SKIN BULK CARRIERS – RENEWAL SURVEY HULL

References

12 The existing references are replaced by the following:

"1 ~~IACS, Unified Requirement Z10.5, Hull Surveys of Double Skin Bulk Carriers~~

~~2~~ IACS, ~~Bulk Carriers~~ Recommendation 76: Guidelines for Surveys, Assessment and Repair of Hull Structure – Bulk Carriers, 2007

~~3~~2 TSCF, Guidelines for the Inspection and Maintenance of Double Hull Tanker Structures, 1995

~~4~~3 TSCF, Guidelines Manual for Tanker Structures, 1997"

ANNEX B

CODE ON THE ENHANCED PROGRAMME OF INSPECTIONS DURING SURVEYS OF OIL CARRIERS

Part A

Code on the enhanced programme of inspections during surveys of double-hull oil tankers

1.2 Definitions

13 The existing text of paragraph 1.2.1 is replaced by the following:

"1.2.1 *Double-hull oil tanker* is a ship which is constructed primarily for the carriage of oil in bulk, ~~which~~ has cargo tanks forming an integral part of the ship's hull and is protected by a double-hull which extends for the entire length of the cargo area, consisting of double sides and double-bottom spaces for the carriage of water ballast or void spaces."

2.6 Extent of tank pressure testing

14 The existing text of paragraph 2.6.1 is replaced by the following:

"2.6.1 The minimum requirements for ballast tank pressure testing at the renewal survey are given in 2.6.3 and in annex 3.

The minimum requirements for cargo tank testing at the renewal survey are given in 2.6.4 and annex 3.

Cargo tank testing carried out by the ~~vessel's~~ ship's crew under the direction of the master may be accepted by the surveyor, provided the following conditions are complied with:

.1 a tank testing procedure, specifying fill heights, tanks being filled and bulkheads being tested, has been submitted by the owner and reviewed by the Administration prior to the testing being carried out;

.2 the tank testing is carried out prior to overall survey or close-up survey;

.3 the tank testing is carried out within the special survey window and not more than three months prior to the date on which the overall or close-up survey is completed;

~~.2~~.4 the tank testing has been satisfactorily carried out and there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;

~~.3 the tank testing has been satisfactorily carried out within special survey window not more than 3 months prior to the date of the survey on which the overall or close up survey is completed;~~

~~.4~~.5 the satisfactory results of the testing are recorded in the vessel's logbook; and

~~.5~~.6 the internal and external condition of the tanks and associated structure are found satisfactory by the surveyor at the time of the overall and close-up survey."

ANNEX 10

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

15 The existing part 9 (Memoranda) is replaced by the following:

"Part 9 – Memoranda
- Acceptable defects
- Any points of attention for future surveys, e.g. for suspect areas
- Examination of ballast tanks at annual surveys ~~Extended annual/intermediate survey~~ due to coating breakdown"

Tank corrosion prevention system

16 The existing text of the paragraph after note 3 is replaced by the following:

"For ballast tanks, if ~~If~~ coating condition less than GOOD is given, ~~extended annual surveys~~ tanks shall be introduced examined at annual surveys. This shall be noted in part 9 of the Contents of condition evaluation report (executive hull summary report)."

ANNEX 12

GUIDELINES FOR TECHNICAL ASSESSMENT IN CONJUNCTION WITH THE PLANNING OF ENHANCED SURVEYS FOR OIL TANKERS

References

17 The existing references are replaced by the following:

"1 IACS, Recommendation 96: Double Hull Oil Tankers – Guidelines for Surveys, Assessment and Repair of Hull Structures, 2019.

~~1~~2 TSCF, Guidelines for the Inspection and Maintenance of Double Hull Tanker Structures, 1995.

~~2~~3 TSCF, Guidelines Manual for Tanker Structures, 1997."

Part B

Code on the enhanced programme of inspections during surveys of oil tankers other than double-hull oil tankers

1.2 Definitions

18 The existing text of paragraph 1.2.1 is replaced by the following:

"1.2.1 *Oil tanker* is a ship which is constructed primarily to carry oil in bulk in cargo tanks forming an integral part of the ship's hull, ~~which~~ ~~and~~ including~~es~~ ship types such as combination carriers (ore/oil ships, etc.) but excluding~~es~~ ships carrying oil in independent tanks which are not part of the ship's hull, such as~~, for instance,~~ asphalt carriers."

2.6 Extent of tank pressure testing

19 The existing text of paragraph 2.6.1 is replaced by the following:

"2.6.1 The minimum requirements for ballast tank pressure testing at the renewal survey are given in 2.6.3 and in annex 3.

The minimum requirements for cargo tank testing at the renewal survey are given in 2.6.4 and annex 3.

Cargo tank testing carried out by the ~~vessel's~~ ship's crew under the direction of the master may be accepted by the surveyor, provided the following conditions are complied with:

.1 a tank testing procedure, specifying fill heights, tanks being filled and bulkheads being tested, has been submitted by the owner and reviewed by the Administration prior to the testing being carried out;

.2 the tank testing is carried out prior to overall survey or close-up survey;

.3 the tank testing is carried out within the special survey window and not more than three months prior to the date on which the overall or close-up survey is completed;

~~.2~~.4 the tank testing has been satisfactorily carried out and there is no record of leakage, distortion or substantial corrosion that would affect the structural integrity of the tank;

~~.3 the tank testing has been satisfactorily carried out within special survey window not more than 3 months prior to the date of the survey on which the overall or close up survey is completed;~~

~~.4~~.5 the satisfactory results of the testing are recorded in the vessel's logbook; and

~~.5~~.6 the internal and external condition of the tanks and associated structure are found satisfactory by the surveyor at the time of the overall and close-up survey."

ANNEX 9

CONDITION EVALUATION REPORT (EXECUTIVE HULL SUYMMARY REPORT)

Contents of condition evaluation report (executive hull summary report)

20 The existing part 9 (Memoranda) is replaced by the following:

"Part 9 – Memoranda
- Acceptable defects
- Any points of attention for future surveys, e.g. for suspect areas
- Examination of ballast tanks at annual surveys ~~Extended annual/intermediate survey~~ due to coating breakdown"

Tank corrosion prevention system

21 The existing text of the paragraph after note no. 3 is replaced by the following:

"For ballast tanks, if ~~If~~ coating condition less than GOOD is given, ~~extended annual surveys~~ tanks shall be ~~introduced~~ examined at annual surveys. This shall be noted in part 9 of the Contents of condition evaluation report (executive hull summary report)."

***

ANNEX 7*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution MSC.4(48), by which it adopted the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk ("the IBC Code"), which has become mandatory under chapter VII of the International Convention for the Safety of Life at Sea ~~(SOLAS)~~, 1974 ("the Convention"),

RECALLING FURTHER article VIII(b) and regulation VII/8.1 of the Convention concerning the procedure for amending the IBC Code,

NOTING that the Marine Environment Protection Committee, at its seventy-eighth session, adopted amendments to the IBC Code concerning watertight doors by resolution MEPC.345(78), for concurrent adoption by the Maritime Safety Committee,

HAVING CONSIDERED, at its 106th session, amendments to the IBC Code proposed and circulated in accordance with article VIII(b)(i) of the Convention,

1 ADOPTS, in accordance with article VIII(b)(iv) of the Convention, amendments to the IBC Code~~,~~ the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VIII(b)(vi)(2)(bb) of the Convention, that the said amendments shall be deemed to have been accepted on ~~[~~1 January 2024~~]~~, unless, prior to that date, more than one third of the Contracting Governments to the Convention or Contracting Governments, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have notified their objections to the amendments;

3 INVITES Contracting Governments to the Convention to note that, in accordance with article VIII(b)(vii)(2) of the Convention, the amendments shall enter into force on ~~[~~1 July 2024~~]~~ upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article VIII(b)(v) of the Convention, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Contracting Governments to the Convention;

5 ALSO REQUESTS ~~ALSO~~ the Secretary-General to transmit copies of this resolution and its annex to Members of the Organization which are not Contracting Governments to the Convention.

* Amendments to the IBC Code approved by MSC 102 are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE)

CHAPTER 2

SHIP SURVIVAL CAPABILITY AND LOCATION OF CARGO TANKS

2.9 Survival requirements

Paragraph 2.9.2.1 is replaced by the following:

".1 the waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding or downflooding may take place. Such openings shall include air pipes and openings which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and watertight flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight ~~sliding~~ doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type;".

***

ANNEX 8*

DRAFT RESOLUTION MSC.[…](106)
(adopted on […])

ADOPTION OF THE INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL (IP CODE)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the function of the Committee,

RECOGNIZING the need for a mandatory Code for the safe carriage of industrial personnel on ships and for ensuring their safety during personnel transfer operations to and from other ships and/or offshore facilities,

NOTING resolution MSC.[…](106), by which it adopted~~, inter alia, new SOLAS~~ chapter XV of the International Convention for the Safety of Life at Sea, 1974 (~~"~~the Convention~~"~~), to make the provisions of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code) mandatory under the Convention,

HAVING CONSIDERED, at its ~~[~~106th~~]~~ session, the IP Code,

1 ADOPTS the IP Code~~,~~ the text of which is set out in the annex to the present resolution;

2 INVITES Contracting Governments to the Convention to note that the IP Code will take effect on ~~[~~1 July 2024~~]~~ upon entry into force of ~~SOLAS~~ chapter XV of the Convention;

3 ALSO INVITES Contracting Governments to consider the voluntary application of the IP Code, as far as practicable, to ships of less than 500 gross tonnage and to ships not operating on international voyages;

4 REQUESTS the Secretary-General of the Organization to transmit certified copies of the present resolution and the text of the IP Code, contained in the annex, to all Contracting Governments to the Convention;

5 ALSO REQUESTS the Secretary-General of the Organization to transmit copies of the present resolution and the text of the IP Code contained in the annex to all Members of the Organization which are not Contracting Governments to the ~~SOLAS~~ Convention.

* Amendments to the draft IP Code approved, in principle, by MSC 105 as well as the additional modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.

ANNEX

INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL (IP CODE)

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Appendix

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

Preamble

1 As the maritime offshore and energy sectors are expanding, new offshore industrial activities have emerged. ~~and have~~ This in turn has created a growing demand ~~on the shipping sectors' supporting industry offshore~~ to provide for the safe carriage of industrial personnel to and from other ships and/or offshore facilities.

2 It is recognized 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.

3 Furthermore, it is recognized that, at the time of developing this Code, industrial personnel are a special category of persons yet to be defined in regulation I/2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974.

4 However, the difficulties caused by the lack of a clear definition for industrial personnel and the lack of an international safety standard for the carriage of industrial personnel on board in the existing IMO instruments are also recognized.

5 The International Code of Safety for Ships Carrying Industrial Personnel (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. The Code, in addition to the cargo ship requirements in SOLAS regulations, provides an international standard of safety for ships carrying industrial personnel which will facilitate safe carriage and safe personnel transfer by addressing additional risks connected to such operations.

6 The Code has been developed for ships operating on international voyages as defined in SOLAS regulation I/2(d). 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 waters. To facilitate international movement and safe operations of ships carrying industrial personnel, Administrations are encouraged to apply this Code also to ships operating only on such voyages.

7 The Code applies to ships of 500 gross tonnage and upwards. However, it is recognized that ships below 500 gross tonnage may also carry an aggregated number of passengers, special personnel and industrial personnel in excess of 12. In such cases the Administration may apply the goals and functional requirements of the Code as far as practicable. If such ships are in compliance with the IP Code, Administrations may consider issuing an Industrial Personnel Safety Certificate for a ship carrying more than 12 industrial personnel, as long as all relaxations are indicated in this certificate.

~~PART~~ Part I – GENERAL

1 Goal

The goal of this Code is to provide for the safe carriage of industrial personnel on ships and their safety during personnel transfer operations by addressing any risks present not adequately mitigated by the applicable safety standards in the International Convention for the Safety of Life at Sea (SOLAS), 1974.

2 Definitions

2.1 *Carriage* means transportation, accommodation or both.

2.2 *Essential systems* mean systems referred to in SOLAS regulation II-2/21.4.

2.3 ~~*High-Speed Craft Code, 2000 (2000*~~ *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.

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

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

2.6 *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.

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

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

3 Certificate and survey

3.1 Every ship to which this Code applies shall have on board a valid Industrial Personnel Safety Certificate.

3.2 The Industrial Personnel Safety Certificate shall be issued after an initial or renewal survey to a ship which complies with the requirements of this Code.

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

3.4 The Industrial Personnel Safety Certificate shall be drawn up in a form corresponding to the model given in the appendix to this Code. If the language is not English, French or Spanish, the text shall include translation into one of these languages.

3.5 The Industrial Personnel Safety Certificate validity, survey dates and endorsements shall be harmonized with the relevant SOLAS certificates in accordance with the provisions of SOLAS regulation I/14 or ~~SOLAS regulation~~ X/3.2, as appropriate. The certificate shall include a supplement recording equipment required by the present Code.

3.6 The Industrial Personnel Safety Certificate and the Record of Equipment ~~are to~~ shall be issued in addition to the relevant certificates required in SOLAS regulation XV/5.1.1.

~~PART~~ Part II – GOALS AND FUNCTIONAL REQUIREMENTS

1 Industrial ~~P~~personnel

1.1 Goal

The goal of this chapter is to provide ~~for~~:

.1 for ~~the~~ safe operations during the carriage of industrial personnel; and

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

1.2 Functional requirements

In order to achieve the goal set out in paragraph 1.1 above, the following functional requirements are embodied in the regulations in part III:

Means shall be provided to ensure that 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; and

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

2 Safe transfer of personnel

2.1 Goal

The goal of this chapter is 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.

2.2 Functional requirements

In order to achieve the goal set out in paragraph 2.1 above, the following functional requirements are embodied in the regulations in part III:

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

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 persons in transfer to ~~the~~ a safe location after loss of power.

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.

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.

3 Subdivision and stability

3.1 Goal

The goal of this chapter is to provide for adequate stability of the ship, in both ~~its~~ the intact and ~~its~~ damaged conditions, taking into consideration the total number of persons on board.

3.2 Functional requirement~~s~~

In order to achieve the goal set out in paragraph 3.1 above, ~~the following functional requirements are is embodied in the regulations in parts IV and V:~~

~~The~~ 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. This functional requirement is embodied in the regulations in parts IV and V.

4 Machinery installations

4.1 Goal

The goal of this chapter is to provide for machinery installations capable of delivering the required functionality to ensure safe navigation and ~~the~~ 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.

4.2 Functional requirements

In order to achieve the goal set out in paragraph 4.1 above, the following functional requirements are embodied in the regulations in parts IV and V:

.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.

5 Electrical installations

5.1 Goal

The goal of this chapter is 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; and

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

5.2 Functional requirements

In order to achieve the goal set out in paragraph 5.1 above, the following functional requirements are embodied in the regulations in parts IV and V:

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

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

6 Periodically unattended machinery spaces

6.1 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 or the persons on board.

6.2 Functional requirements

In order to achieve the goal set out in paragraph 6.1 above, the following functional requirements are embodied in the regulations in parts IV and V:

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

.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.

7 Fire safety

7.1 Goal

The goal of this chapter is to fulfil the fire safety objectives of SOLAS or the basic fire safety principles of the ~~2000~~ HSC Code, taking into account the number of persons on board.

7.2 Functional requirement~~s~~

In order to achieve the goal set out in paragraph 7.1 above, the means to fulfil the fire safety functional requirements of SOLAS or the basic fire safety principles of the ~~2000~~ HSC Code, taking into account the number of persons on board, are embodied in the regulations in parts IV and V.

8 Life-saving appliances and arrangements

8.1 Goal

The goal of this chapter is to provide for appropriate and sufficient means to ensure safe abandonment of the ship and recovery of persons.

8.2 Functional requirements

In order to achieve the goal set out in paragraph 8.1 above, the following functional requirements are embodied in the regulations in parts IV and V:

~~To provide for safe abandonment and recovery of persons:~~

.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 must be ensured;

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

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

9 Dangerous goods

9.1 Goal

The goal of this chapter is 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 consideration the total number of persons on board.

9.2 Functional requirements

In order to achieve the goal set out in paragraph 9.1 above, ~~the following functional requirements is are embodied in the regulations in parts IV and V:~~

~~Any~~ any hazard caused by the transporting 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. This functional requirement is embodied in the regulations in parts IV and V.

Part III – REGULATIONS

Regulation 1
Industrial personnel

1.1 In order to meet the functional requirements set out in paragraph II/1.2.1, 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 Administration.

1.2 In order to meet the functional requirements set out in paragraph II/1.2.2, 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.

1.3 In order to meet the functional requirements set out in paragraph II/1.2.3, all industrial personnel shall, prior to boarding the ship, receive training or instruction ~~in~~ with respect to:[1]

.1 personal survival that includes:

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

.2 the use of personal life-saving equipment;

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

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

.2 fire safety that includes knowledge of the types of fire hazards on board ships and precautionary measures to be taken to prevent a fire; and

.3 personal safety and social responsibilities that include:

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

.2 complying with instructions provided by the shipboard personnel; and

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

1.4 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 this regulation.

1.5 In order to meet the functional requirement set out in paragraph II/1.2.4, all industrial personnel shall, prior to leaving port or immediately after boarding, receive onboard ship-specific safety familiarization that includes:

.1 the layout of the ship;

.2 the location of personal life-saving appliances, muster and embarkation stations, emergency escape routes and first aid stations;

.3 the safety information, symbols, signs and alarms on board; and

.4 action to be taken in the event of an alarm sounding or the declaration of an emergency.

1.6 In order to meet the functional requirement set out in paragraph II/1.2.5, 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.

---

[1] Personnel meeting the training requirements in paragraph 5.5 of the *Recommendations for the training and certification of personnel on mobile offshore units* (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 (OPITO accredited), may be considered as meeting the requirements of this section.

Regulation 2
Safe transfer

2.1 In order to meet the functional requirement in paragraph II/2.2.1, the following applies:

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

.2 The rigging and use of the personnel transfer arrangement~~(s)~~ shall be supervised by a responsible officer and operated by properly trained personnel. Safety procedures shall be established and followed by personnel engaged in rigging and operating any mechanical equipment.

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

.4 All personnel transfer arrangements ~~are to~~ 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.

.5 Prior to commencing personnel transfer operations, the personnel transfer arrangement~~(s)~~ shall be checked to ensure it is functioning properly.

.6 Means shall be provided to ensure safe and unobstructed passage for industrial personnel between the personnel transfer arrangement(s) and where they are being transported or accommodated on board.

.7 Lighting capable of being supplied by the emergency source of power shall be provided to illuminate the personnel transfer arrangement(s), the water below the transfer arrangement(s) and the passage specified in sub-paragraph .6 above.

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

.9 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.

.10 When planning personnel transfer, the guidance developed by the Organization[2] or other relevant guidance[3] acceptable to the Administration should be taken into account.

2.2 In order to meet the functional requirement in paragraph II/2.2.2, personnel transfer arrangements shall be designed, constructed, tested and installed in accordance with standards[4] acceptable to the Administration or requirements of a classification society which is recognized by the Administration in accordance with the provisions of SOLAS regulation XI-1/1.

2.3 In addition, the following applies:

.1 The design of the personnel transfer arrangement~~(s)~~ shall be suitable for the arrangement on the ship.

.2 An analysis shall be performed in order to evaluate failures in IP transfer arrangement~~(s)~~ and all its associated systems, which might impair the availability of the transfer arrangement~~(s)~~ and/or endanger the safety of ~~all~~ persons involved.

The analysis[5] 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 arrangement~~(s)~~; and

.2 provide solutions to ensure the availability of the IP transfer arrangement~~(s)~~ and the safety of all persons involved upon such failures identified in .1.

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

2.4 In order to meet the functional requirement in paragraph II/2.2.3, the manoeuvrability 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.

2.5 In order to meet the functional requirement in paragraph II/2.2.4, procedures shall be in place to ensure correct information on the number and identity of personnel on board at all times.

---

[2] Refer to the *Guidance on safety when transferring persons at sea* (MSC-MEPC.7/Circ.10).

[3] Such as the latest revision of IMCA M202 Guidance on the transfer of personnel to/from offshore vessels and structures.

[4] Refer to relevant sections of EN 13852-1:2013.

[5] Appropriate analysis may be QFA or FMEA and their associated reports.

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

Regulation 1
General

1.1 Unless expressly provided otherwise in this part, ships carrying industrial personnel shall meet the SOLAS requirements for cargo ships and the applicable regulations in this part.

1.2 Ships complying with paragraph 1.1 in addition to the applicable regulations in this part are considered to meet the goals and functional requirements in paragraphs II/3 to II/9.

Regulation 2
Subdivision and stability

2.1 In order to meet the functional requirement set out in paragraph II/3.2.1, the following applies:

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

.2 Subdivision and damage stability shall be in accordance with SOLAS chapter II-1, where the ship is considered a passenger ship and industrial personnel are counted as passengers, with the value ~~an~~ *R*~~-value~~ as follows:

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

.2 where the ship is certified to carry not more than 60 persons, the value *R*~~-value~~ is assigned as 0.8*R; or*

.3 for more than 60 persons, but not more than 240 persons, the value *R* ~~*R*-value~~ shall be determined by linear interpolation between the values ~~*R*-values~~ given in sub-paragraphs .1 and .2 above.

$$R = 1 - \frac{5{,}000}{L_s + 2.5N + 15{,}225}$$

Where:

$N = N_1 + 2N_2$

N_1 = number of persons for whom lifeboats are provided

N_2 = number of persons (including officers and crew) the ship is permitted to carry in excess of N_1

.3 Where the conditions of service are such that compliance with paragraph 2.1.2 above on the basis of $N=N_1+2N_2$ is impracticable and where the Administration considers that a suitably reduced degree of hazard exists, a lesser value of *N* may be taken but in no case less than $N=N_1+N_2$.

.4 For ships to which paragraph 2.1.2.1 above applies, the requirements of SOLAS regulations II-1/8 and II-1/8-1 and of SOLAS chapter II-1 parts B-2, B-3 and B-4 shall be applied as though the ship is a passenger ship and the industrial personnel are passengers. However, SOLAS regulations II-1/14 and II-1/18 are not applicable.

.5 For ships to which paragraphs 2.1.2.2 and 2.1.2.3 above apply, except as provided in paragraph 2.1.6 below, the provisions of SOLAS chapter II-1, parts B-2, B-3 and B-4 shall apply as though the ship is a cargo ship and the industrial personnel are crew. However, the requirements of SOLAS regulations II-1/8 and II-1/8-1 need not be applied and SOLAS regulations II-1/14 and II-1/18 are not applicable.

.6 All ships certified in accordance with this Code shall comply with SOLAS regulations II-1/9, II-1/13, II-1/19, II-1/20 and II-1/21 as though the ship is a passenger ship.

Regulation 3
Machinery installations

3.1 In order to meet the functional requirement set out in paragraph II/4.2.1, the ship shall comply with SOLAS regulation II-1/35-1 as though the ship is a passenger ship.

3.2 In order to meet the functional requirement set out in paragraph II/4.2.2, where the ship is certified to carry more than 240 persons on board, it shall comply with the requirements of SOLAS regulation II-1/29 as though the ship is a passenger ship.

Regulation 4
Electrical installations

4.1 In order to meet the functional requirement set out in paragraph II/5.2.1, the following applies:

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

.2 for installations in ships carrying more than 60 persons on board, SOLAS regulation II-1/42 shall apply.

4.2 In order to meet the functional requirement set out in paragraph II/5.2.2 for installations on ships carrying more than 60 persons on board, SOLAS regulation II-1/45.12 shall apply.

Regulation 5
Periodically unattended machinery spaces

In order to meet the functional requirements set out in paragraph II/6.2, ships carrying more than 240 persons on board shall be considered as passenger ships in relation to SOLAS chapter II-1, part E.

Regulation 6
Fire safety

In order to meet the functional requirements set out in paragraphs II/7.2 and 4.2.3, the following applies:

.1 where the ship is certified to carry more than 240 persons on board, the requirements of SOLAS chapter II-2 for passenger ships carrying more than 36 passengers shall apply; and

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

Regulation 7
Life-saving appliances and arrangements

In order to meet the functional requirements set out in paragraph II/8.2~~, the following shall apply~~:

.1 ~~F~~for ships carrying more than 60 persons on board, the requirements of SOLAS chapter III for passenger ships engaged on international voyages, which are not short international voyages, shall apply~~.~~;

.2 ~~R~~regardless of the number of the persons on board, SOLAS regulations III/2 and III/19.2.3 are not applicable~~.~~;

.3 ~~W~~where the term "passenger" is used in SOLAS chapter III, it shall be read to mean industrial personnel as prescribed in SOLAS regulation XV/2.3~~.~~; and

.4 ~~N~~notwithstanding sub-paragraph .3 above, the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

Regulation 8
Dangerous goods

8.1 General

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 SOLAS chapter VII.

8.2 Carriage of dangerous goods in packaged form

In order to meet the functional requirements in paragraph II/9.2~~, the following applies~~:

.1 for ships certified to carry more than 240 persons on board, SOLAS regulation II-2/19.3.6.2 for passenger ships carrying more than 36 passengers shall apply; and

.2 for the purpose of the requirements 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.

8.3 Carriage of dangerous goods in solid form in bulk

In order to meet the functional requirements in paragraph II/9.2~~, the following applies~~:

.1 for ships certified to carry more than 240 persons on board, SOLAS regulation II-2/19.3.6.2 for passenger ships carrying more than 36 passengers shall apply; and

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

8.4 Carriage of dangerous liquid chemicals, liquefied gases and oil

8.4.1 In order to meet the functional requirements in paragraph II/9.2, 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 SOLAS chapter VII or meet and be certified in accordance with a standard not inferior to that developed by the Organization.[6] In addition~~, the following applies~~:

.1 carriage of toxic products, low-flashpoint products or acids ~~are~~ 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 ~~the~~ 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.

8.4.2 In order to meet the functional requirements in paragraph II/9.2, when simultaneously carrying oil as cargo, as defined in Annex I of MARPOL, and industrial personnel, the additional requirements in paragraph 8.4.1 above shall apply.

8.4.3 For the purpose of this requirement:

.1 "low-flashpoint products" mean:

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

.2 oil with a flashpoint not exceeding 60°C; and

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

.2 "toxic products" mean:

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

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

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

8.4.4 In order to meet the functional requirements in paragraph II/9.2 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.

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[6] Refer to the *Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code*) (resolution A.1122(30)).

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

Regulation 1
General

1.1 High-speed cargo craft certified in accordance with SOLAS chapter X shall not carry more than 60 persons on board.

1.2 Unless expressly provided otherwise in this part, high-speed craft carrying not more than 60 persons on board shall meet the requirements for cargo craft in the ~~2000~~ HSC Code and the applicable regulations in this part.

1.3 Craft complying with paragraph 1.2 above in addition to the applicable regulations in this part are considered to meet the goals and functional requirements in paragraphs II/3 to II/9.

1.4 The carriage of IP 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.

1.5 Where the term "passenger" is used in applicable requirements in the ~~2000~~ HSC Code, it shall be read to mean "persons on board other than crew".

Regulation 2
Subdivision and stability

In order to meet the functional requirements set out in paragraph II/3.2, the following applies:

.1 ~~In lieu of chapter 2, part C of the 2000 HSC Code,~~ ~~c~~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 HSC Code.

.2 When applying the provisions of chapter 2 of the ~~2000~~ HSC Code, the expression "passenger" shall be read as "persons on board other than crew". In addition, the mass of each such person shall be assumed to be 90 kg instead of 75 kg.

Regulation 3
Machinery installations

In order to meet the functional requirements set out in paragraph II/4.2,~~the following applies:~~

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

Regulation 4
Electrical installations

~~4.1~~ In order to meet the functional requirements set out in paragraph II/5.2, ~~the following applies:~~

~~Regulation~~ 12.7.10 of the ~~2000~~ HSC Code shall apply.

Regulation 5
Periodically unattended machinery spaces

[no provisions]

Regulation 6
Fire safety

[no provisions]

Regulation 7
Life-saving appliances and arrangements

In order to meet the functional requirements set out in paragraph II/8.2~~, the following applies~~:

.1 ~~regulation~~ 4.2.3 of the ~~2000~~ HSC Code shall apply;

.2 ~~regulation~~ ~~11~~8.4.3 of the ~~2000~~ HSC Code shall apply – the expression "passenger spaces" shall be read as "IP ~~Area~~ area"; and

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

Regulation 8
Dangerous goods

8.1 Industrial personnel may only bring dangerous goods on board for the purpose of their role off the ~~ship~~ craft and with the prior consent of the master of the ~~ship~~ craft. These dangerous goods shall be considered as cargo and shall be transported in accordance with chapter 7, part D of the ~~2000~~ HSC Code~~, chapter 7~~.

8.2 In order to meet the functional requirements set out in paragraph II/9.2~~, the following applies~~:

.1 for the purpose of carrying IP, the areas and spaces on ~~the ships~~ craft where IP 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.

APPENDIX

~~Form of Safety Certificate for Ships carrying industrial personnel~~ FORM OF SAFETY CERTIFICATE FOR SHIPS CARRYING INDUSTRIAL PERSONNEL

INDUSTRIAL PERSONNEL SAFETY CERTIFICATE

This Certificate shall be supplemented by a Record of Equipment for the Industrial Personnel Safety Certificate (Form IP)

(Official seal) (State)

Issued under the provisions of the

International Convention for the Safety of Life at Sea, 1974, as amended

under the authority of the Government of

(name of the State)

by _____
(person or organization authorized)

Particulars of ship[7]

Name of ship .....

Distinctive number or letters .....

Port of registry .....

Gross tonnage .....

IMO number[8] .....

Date [dd/mm/yyyy] on which keel was laid or ship was ~~of~~ at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced .....

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[7] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[8] In accordance with the *IMO Ship Identification Number Scheme* adopted by the Organization by resolution A.1117(30).

THIS IS TO CERTIFY:

1 ☐ *check box, if applicable*
That the ship has been surveyed in accordance with the provisions of section I/3 of the International Code of Safety for Ships Carrying Industrial Personnel as a ship to which regulations XV/3.1 or 3.4 of the Convention apply.

.1 That the survey showed that:

.1 the structure, equipment, fittings and materials of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the relevant provisions of the Code; and

.2 if fitted, the personnel transfer appliances and arrangement and the condition thereof are in all respects satisfactory and comply with the provisions of regulation III/2 of the Code.

2 ☐ *check box, if applicable*
That the ship has been surveyed in accordance with the provisions of ~~regulation~~ section I/3 of the International Code of Safety for Ships Carrying Industrial Personnel as a ship to which regulations XV/3.2 or XV/3.3 of the Convention apply.

.1 That the survey showed that:

.1 the life-saving appliances and the equipment of the lifeboats, liferafts and rescue boats were provided in accordance with regulation IV/7 or ~~regulation~~ V/7 of the Code, as applicable;

.2 the ship, if permitted to carry dangerous goods, complies with the relevant provisions of regulation IV/8 or ~~regulation~~ V/8 of the Code, as applicable; and

.3 if fitted, the personnel transfer appliances and arrangement and the condition thereof are in all respects satisfactory and comply with the provisions of regulation III/2 (except for paragraph 2.1.7) of the Code.

3 This certificate is not valid for the carriage of toxic products, low-flashpoint products or acids when the total number of persons on board exceeds 60.

This certificate is valid until ..... ……

Completion date of the survey on which this certificate is based (dd/mm/yyyy): …….....

Issued at .....
(Place of issue of certificate)

.....
(Date of issue)

(Signature of authorized official issuing the certificate)

(Seal or stamp of the issuing authority, as appropriate)

ENDORSEMENT FOR ANNUAL, PERIODICAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by section I/3 of the Code, the ship was found to comply with the relevant provisions of the Code:

Annual/Periodical* survey:

Signed:
…….
(Signature of authorized official)

Place: …….

Date: …….

(Seal or stamp of the authority, as appropriate)

Annual/Periodical/Intermediate* survey:

Signed:
…….
(Signature of authorized official)

Place: …….

Date: …….

(Seal or stamp of the authority, as appropriate)

Annual/Periodical/Intermediate* survey:

Signed:
…….
(Signature of authorized official)

Place: …….

Date: …….

(Seal or stamp of the authority, as appropriate)

Annual/Periodical* survey:

Signed:
…….
(Signature of authorized official)

Place: …….

Date: …….

(Seal or stamp of the authority, as appropriate)

**Delete as appropriate.*

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN FIVE YEARS WHERE REGULATION I/14(C) OF THE CONVENTION OR ~~REGULATION~~ 1.8.8 OF THE 2000 HSC CODE APPLIES**

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with regulation I/14(c) of the Convention* or ~~regulation~~ 1.8.8 of the 2000 HSC Code*, be accepted as valid until.....

Signed: .....
(Signature of authorized official)

Place: .....

Date: .....
(Seal or stamp of the authority, as appropriate)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION I/14(D) OF THE CONVENTION OR ~~REGULATION~~ 1.8.9 OF THE 2000 HSC CODE APPLIES**

The ship complies with the relevant requirements of the Convention, and this certificate shall, in accordance with regulation I/14(d) of the Convention* or ~~regulation~~ 1.8.9 of the 2000 HSC Code*, be accepted as valid until.....

Signed: .....
(Signature of authorized official)

Place: .....

Date: .....
(Seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE REGULATION I/14(E) OR I/14(F) OF THE CONVENTION OR ~~REGULATION~~ 1.8.10 OF THE 2000 HSC CODE APPLIES**

This certificate shall, in accordance with regulation I/14(e)/l/14(f)* of the Convention or ~~regulation~~ 1.8.10 of the 2000 HSC Code*, be accepted as valid until.....

Signed: .....
(Signature of authorized official)

Place: .....

Date: .....
(Seal or stamp of the authority, as appropriate)

**Delete as appropriate.*

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE REGULATION I/14(H) OF THE CONVENTION OR ~~REGULATION~~ 1.8.12 OF THE 2000 HSC CODE APPLIES~~*~~

In accordance with regulation I/14(h) of the Convention* or ~~regulation~~ 1.8.12 of the 2000 HSC Code*, the new anniversary date is .....

Signed: .....
(Signature of authorized official)

Place: .....

Date: .....
(Seal or stamp of the authority, as appropriate)

In accordance with regulation I/14(h) of the Convention* or ~~regulation~~ 1.8.12 of the 2000 HSC Code*, the new anniversary date is .....

Signed: .....
(Signature of authorized official)

Place: .....

Date: .....
(Seal or stamp of the authority, as appropriate)

**Delete as appropriate.*

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

This Record should be permanently attached to the
Industrial Personnel Safety Certificate

RECORD OF EQUIPMENT FOR COMPLIANCE WITH THE INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL

1 Particulars of ship

Name of ship .....

Distinctive number or letters .....

Total number of persons on board
for which certified .....

2 Details of life-saving appliances

1	Total number of persons for which life-saving appliances are provided	. . . . .	
		Port side	Starboard side
2	Total number of lifeboats	. . . . .	. . . . .
2.1	Total number of persons accommodated by them	. . . . .	. . . . .
2.2	Number of partially enclosed lifeboats (SOLAS regulation III/21 or ~~regulation~~ III/31, or ~~regulation~~ 8.10 of the HSC Code, as applicable, and LSA Code, section 4.5)	. . . . .	. . . . .
2.3	Number of self-righting partially enclosed lifeboats (SOLAS regulation III/21 or ~~regulation~~ III/31, or ~~regulation~~ 8.10 of the HSC Code, as applicable, and LSA Code, section 4.5)	. . . . .	. . . . .
2.4	Number of totally enclosed lifeboats (SOLAS regulation III/21 or ~~regulation~~ III/31, or ~~regulation~~ 8.10 of the HSC Code, as applicable, and LSA Code, sections 4.6)	. . . . .	. . . . .
2.5	Other lifeboats		
2.5.1	Number		
2.5.2	Type		

3	Number of motor lifeboats (included in the total lifeboats shown above)	. . . . .
3.1	Number of lifeboats fitted with searchlights	. . . . .
4	Number of rescue boats	. . . . .
4.1	Number of boats which are included in the total lifeboats shown above	. . . . .
5	Liferafts	. . . . .
5.1	Those for which approved launching appliances are required	. . . . .
5.1.1	Number of liferafts	. . . . .
5.1.2	Number of persons accommodated by them	. . . . .
5.2	Those for which approved launching appliances are not required	
5.2.1	Number of liferafts	. . . . .
5.2.2	Number of persons accommodated by them	. . . . .
6	Number of ~~Marine~~ marine ~~Evacuation~~ evacuation ~~Systems~~ systems (MES)	. . . . .
6.1	Persons accommodated by them	
7	Buoyant apparatus	. . . . .
7.1	Number of apparatuses	. . . . .
7.2	Number of persons capable of being supported	. . . . .
8	Number of lifebuoys	. . . . .
9	Number of lifejackets (total)	. . . . .
9.1	Number of adult lifejackets	. . . . .
9.2	Number of child lifejackets	. . . . .
9.3	Number of infant lifejackets	. . . . .
10	Immersion suits	. . . . .
10.1	Total number	. . . . .
11	Number of thermal protective aids[9]	. . . . .
~~12~~	~~Radio installations used in life-saving appliances~~	~~. . . . . .~~
~~12.1~~	~~Number of search and rescue locating devices~~	~~. . . . . .~~
~~12.2~~	~~Number of two-way VHF radiotelephone apparatus~~	~~. . . . . .~~

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....
(Place of issue of the Record)

.....
(Date of issue)

(Signature of duly authorized official issuing the Record)

(Seal or stamp of the issuing authority, as appropriate)

[9] Excluding those required by the LSA Code, paragraphs 4.1.5.1.24, 4.4.8.31 and 5.1.2.2.13.

***

ANNEX 9*

MODIFICATIONS TO THE GUIDANCE ON DRAFTING OF AMENDMENTS TO THE 1974 SOLAS CONVENTION AND RELATED MANDATORY INSTRUMENTS (MSC.1/Circ.1500/Rev.1)

Sub-paragraph (a) under paragraph 4.2.6.3.1 is amended as follows:

"(a) for ships for which the building contract is placed on or after DDMMYYYY, or in the absence of the contract, the keels of which ~~is~~ are laid or which ~~is~~ are at a similar stage of construction on or after DDMMYYYY, all installations of the specified type on board those ships; or"

_____

* Modifications prepared by the Drafting Group are indicated using "strikethrough" for deleted text and "grey shading" to highlight all modifications and new insertions, including deleted text.