

# TÜRK LOYDU



## Chapter 38 – SHIPS CARRYING INDUSTRIAL PERSONNEL July 2024

This latest edition incorporates all rule changes. The latest revisions are shown with a vertical line. The section title is framed if the section is revised completely. Changes after the publication of the rule are written in red colour.

Unless otherwise specified, these Rules apply to ships for which the date of contract for construction as defined in TL- PR 29 is on or after 1<sup>st</sup> of July 2024. New rules or amendments entering into force after the date of contract for construction are to be applied if required by those rules. See Rule Change Notices on TL website for details.

"General Conditions" of the respective latest edition will be applicable (see Rules for Classification and Surveys).

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**SECTION 1**

**GENERAL**

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**A. Goal**

The goal of this Rule 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.

**B. Definitions**

1. *Carriage* means transportation, accommodation or both.
2. *Essential systems* mean systems referred to in SOLAS regulation II-2/21.4.
3. *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.
4. *Industrial personnel (IP)* means all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.
5. *IP area* is every area or space where IP are normally intended to stay during voyage or are allowed to access.
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.
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 Rule applies and from or to another ship or an offshore facility.
8. *SOLAS* means the International Convention for the Safety of Life at Sea, 1974, as amended.

**C. Certificate and survey**

1. Every ship to which this Rule applies shall have on board a valid Industrial Personnel Safety Certificate.
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 Rule.
3. The certificate referred to in this Rule 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.
4. The Industrial Personnel Safety Certificate shall be drawn up in a form corresponding to the model given in the appendix to IP Code. If the language is not English, French or Spanish, the text shall include translation into one of these languages.

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 X/3.2, as appropriate. The certificate shall include a supplement recording equipment required by IP Code.

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

#### **D. Rules and regulations to be considered**

##### **1. TL Rules**

The following TL Rules also apply, as required for classification and construction of Ships Carrying Industrial Personnel, in addition to these Rule:

- Classification and Surveys
- Hull Structures (Part A, Chapter-1)
- Machinery Installations (Part B, Chapter-4)
- Electrical Installations (Part B, Chapter-5)
- Automation (Part B, Chapter-4.1)
- Material (Part A, Chapter 2)
- Welding (Part A, Chapter 3)

##### **2. International Conventions and Codes**

- ICLL
- MARPOL
- SOLAS
- IP Code

## SECTION 2

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**A. Industrial personnel****1. Goal**

The goal of this subsection is to provide:

- 1.1 for safe operations during the carriage of industrial personnel; and
- 1.2 that industrial personnel are medically fit and familiar with the hazards associated with the operational environment including the risks associated with personnel transfer operations.

**2. Functional requirements**

In order to achieve the goal set out in paragraph 1. above, the following functional requirements are embodied in the rules in Section 3:

Means shall be provided to ensure that industrial personnel:

- 2.1 are medically fit;
- 2.2 are able to communicate with the ship's crew;
- 2.3 have received appropriate safety training;
- 2.4 have received onboard ship-specific safety familiarization; and
- 2.5 have received onboard familiarization with the ship's transfer arrangements and equipment.

**B. Safe transfer of personnel****1. Goal**

The goal of this subsection 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. Functional requirements**

In order to achieve the goal set out in paragraph 1 above, the following functional requirements are embodied in the regulations in Section 3:

- 2.1 Means shall be provided to avoid injuries during personnel transfer.
- 2.2 Arrangements for personnel transfer shall be:



- 2.2.1** designed, constructed and maintained to withstand the loads they are subjected to;
- 2.2.2** designed and engineered to fail to a safe condition in the event of a loss or reduction in their associated functionality; and
- 2.2.3** capable of safely returning persons in transfer to a safe location after loss of power.
- 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.
- 2.4** 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.

### **C. Subdivision and stability**

#### **1. Goal**

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

#### **2. Functional requirement**

In order to achieve the goal set out in paragraph 1 above, 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 rules in Sections 4 and 5.

### **D. Machinery installations**

#### **1. Goal**

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

#### **2. Functional requirements**

In order to achieve the goal set out in paragraph 1 above, the following functional requirements are embodied in the rules in Sections 4 and 5

- 2.1** 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;

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

**2.3** 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.

## **E. Electrical installations**

### **1. Goal**

The goal of this subsection is to provide for:

**1.1** 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

**1.2** protection of all persons on board from electrical hazards.

### **2. Functional requirements**

In order to achieve the goal set out in paragraph 1 above, the following functional requirements are embodied in the rules in Sections 4 and 5:

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

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

## **F. Periodically unattended machinery spaces**

### **1. Goal**

The goal of this section 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.

### **2. Functional requirements**

In order to achieve the goal set out in paragraph 1 above, the following functional requirements are embodied in the rules in Sections 4 and 5.

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

**2.2** 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.

## **G. Fire safety**

### **1. Goal**

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

### **2. Functional requirement**

In order to achieve the goal set out in paragraph 1 above, the means to fulfil the fire safety functional requirements of SOLAS or the basic fire safety principles of the HSC Code, taking into account the number of persons on board, are embodied in the rules in Sections 4 and 5.

## **H. Life-saving appliances and arrangements**

### **1. Goal**

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

### **2. Functional requirements**

In order to achieve the goal set out in paragraph .1 above, the following functional requirements are embodied in the rules in Sections 4 and 5.

**2.1** the capacity of the survival craft shall be sufficient to accommodate all persons on board;

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

**2.3** sufficient space for assembling and mustering must be ensured;

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

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

**I. Dangerous goods****1. Goal**

The goal of this subsection is to provide for the safe carriage of industrial personnel while transporting and handling dangerous goods on ships certified in accordance with this rule, taking into consideration the total number of persons on board.

**2. Functional requirement**

In order to achieve the goal set out in paragraph 1 above, any hazard caused by the transportation and handling of dangerous goods shall be taken into account and the risk to all persons on board shall be minimized, having regard to the nature of the dangerous goods. This functional requirement is embodied in the rules in Sections 4 and

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**A. Industrial personnel**

1. In order to meet the functional requirement set out in Section 2, A.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

2. In order to meet the functional requirement set out in Section 2, A.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.

3. In order to meet the functional requirement set out in Section 2, A.2.3, all industrial personnel shall, prior to boarding the ship, receive training or instruction with respect to**(1)**:

3.1 personal survival that includes:

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

3.1.2 the use of personal life-saving equipment;

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

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

3.2 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

3.3 personal safety and social responsibilities that include:

3.3.1 understanding the authority of the master or their representative on board;

3.3.2 complying with instructions provided by the shipboard personnel; and

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

4. Notwithstanding the requirements of paragraph 1.3, suitably qualified industrial personnel based on a standard acceptable to the Administration<sup>1</sup> may be considered to meet the functional requirements set out in Section 2 item A.2.3.

5. No industrial personnel shall be carried on board the ship unless the master has been provided with documentation confirming that such personnel have received the training or instructions required by this rule.

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**(1)** Refer to 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).

6. In order to meet the functional requirement set out in Section 2, A.2.4, all industrial personnel shall, prior to leaving port or immediately after boarding, receive onboard ship-specific safety familiarization that includes:

6.1 the layout of the ship;

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

6.3 the safety information, symbols, signs and alarms on board; and

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

7. In order to meet the functional requirement set out in Section 2, A.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.

## **B. Safe transfer**

1. In order to meet the functional requirement in Section 2, B.2.1, the following applies:

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

1.2 The rigging and use of the personnel transfer arrangements 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.

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

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

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

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

1.7 Lighting capable of being supplied by the emergency source of power shall be provided to illuminate the personnel transfer arrangements, the water below the transfer arrangements and the passage specified in item 1.6

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

1.9 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.

**1.10** 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.** In order to meet the functional requirement in Section 2, B.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.

**3.** In addition, the following applies:

**3.1** The design of the personnel transfer arrangements shall be suitable for the arrangement on the ship.

**3.2** An analysis shall be performed in order to evaluate failures in IP transfer arrangements and all its associated systems which might impair the availability of the transfer arrangements and/or endanger the safety of the persons involved.

The analysis **(5)** shall:

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

**3.2.2** provide solutions to ensure the availability of the IP transfer arrangements and the safety of all persons involved upon such failures identified in 3.2.1.

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

**4.** In order to meet the functional requirement in Section 2, B.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.

**5.** In order to meet the functional requirement in Section 2, B.2.4, procedures shall be in place to ensure correct information on the number and identity of personnel on board at all times.

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**(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.



**SECTION 4****ADDITIONAL REQUIREMENTS FOR SHIPS CERTIFIED IN ACCORDANCE WITH SOLAS CHAPTER I**

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**A. General**

1. Unless expressly provided otherwise in this Section, ships carrying industrial personnel shall meet the SOLAS requirements for cargo ships and the applicable rules in this Section.
2. Ships complying with paragraph 1 in addition to the applicable rules in this Section are considered to meet the goals and functional requirements in Section 2, C to I.

**B. Subdivision and stability**

1. In order to meet the functional requirement set out in Section 2, C.2, the following applies:

1.1 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.

1.2 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  $R$  as follows:

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

1.2.2 where the ship is certified to carry not more than 60 persons, the value  $R$  is assigned as  $0.8R$ ; or

1.2.3 for more than 60 persons, but not more than 240 persons, the value  $R$  shall be determined by linear interpolation between the values given in items 1.2.1 and 1.2.2 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  $N_1$

1.3 Where the conditions of service are such that compliance with item 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  $N=N_1+N_2$ .

1.4 For ships to which item 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.

1.5 For ships to which items 1.2.2 and 1.2.3 above apply, except as provided in item 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.

**1.6** All ships certified in accordance with this rule 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.

**C. Machinery installations**

**1.** In order to meet the functional requirement set out in Section 2, D.2.1, the ship shall comply with SOLAS regulation II-1/35-1 as though the ship is a passenger ship.

**2.** In order to meet the functional requirement set out in Section 2, D.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.

**D. Electrical installations**

**1.** In order to meet the functional requirement set out in Section 2, E.2.1, the following applies:

**1.1** 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

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

**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.

**E. Periodically unattended machinery spaces**

In order to meet the functional requirements set out in Section 2, F.2, ships carrying more than 240 persons on board shall be considered as passenger ships in relation to SOLAS chapter II-1, part E.

**F. Fire safety**

In order to meet the functional requirements set out in Section 2, G.2 and D.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.

#### **G. Life-saving appliances and arrangements**

In order to meet the functional requirements set out in Section 2, H.2:

1. 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. regardless of the number of the persons on board, SOLAS regulations III/2 and III/19.2.3 are not applicable;
3. 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. notwithstanding item 3 above, the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

#### **H. Dangerous goods**

##### **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.

##### **2. Carriage of dangerous goods in packaged form**

In order to meet the functional requirements in Section 2, I.2:

- 2.1 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
- 2.2 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.

##### **3. Carriage of dangerous goods in solid form in bulk**

In order to meet the functional requirements in Section 2, I.2:

- 3.1 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
- 3.2 for the purpose of the requirements of the IMSBC Code, industrial personnel shall be considered as personnel in the context of personnel protection.

#### 4. Carriage of dangerous liquid chemicals, liquefied gases and oil

**4.1** In order to meet the functional requirements in Section 2, I.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:

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

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

**4.1.3** the arrangements for personnel transfer shall be located outside the cargo area;

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

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

**4.2** In order to meet the functional requirements in Section 2, I.2, when simultaneously carrying oil as cargo, as defined in Annex I of MARPOL, and industrial personnel, the additional requirements in item 8.4.1 above shall apply.

**4.3** For the purpose of this requirement:

**4.3.1** "low-flashpoint products" mean:

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

**4.3.1.2** oil with a flashpoint not exceeding 60°C; and

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

**4.3.2** "toxic products" mean:

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

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

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

**4.4** In order to meet the functional requirements in Section 2, I.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)).

**SECTION 5****ADDITIONAL REQUIREMENTS FOR CRAFT CERTIFIED IN ACCORDANCE WITH SOLAS CHAPTER X**

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**A. General**

1. High-speed cargo craft certified in accordance with SOLAS Chapter X shall not carry more than 60 persons on board.
2. Unless expressly provided otherwise in this Section, high-speed craft carrying not more than 60 persons on board shall meet the requirements for cargo craft in the HSC Code and the applicable regulations in this Section.
3. Craft complying with item 2 above in addition to the applicable regulations in this Section are considered to meet the goals and functional requirements in Section 2, C to I.
4. The carriage of IP on high-speed craft is not considered as transit voyage, as specified in 1.9.1.1 of the HSC Code, and a permit to operate is required.
5. Where the term "passenger" is used in applicable requirements in the HSC Code, it shall be read to mean "persons on board other than crew"

**B. Subdivision and stability**

In order to meet the functional requirements set out in Section 2, C.2, the following applies:

1. 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 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.

**C. Machinery installations**

In order to meet the functional requirements set out in Section 2, D.2, provisions in 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.

**D. Electrical installations**

In order to meet the functional requirements set out in Section 2, E.2, 12.7.10 of the HSC Code shall apply.

**E. Periodically unattended machinery spaces**

*[no provisions]*

**F. Fire safety**

*[no provisions]*

**G. Life-saving appliances and arrangements**

In order to meet the functional requirements set out in Section 2, H.2:

1. 4.2.3 of the HSC Code shall apply;
2. 8.4.3 of the HSC Code shall apply – the expression "passenger spaces" shall be read as "IP area"; and
3. the required number of infant or child lifejackets shall be calculated solely based on the number of passengers on board.

**H. Dangerous goods**

1. Industrial personnel may only bring dangerous goods on board for the purpose of their role off the craft and with the prior consent of the master of the craft. These dangerous goods shall be considered as cargo and shall be transported in accordance with Chapter 7, Part D of the HSC Code.
2. In order to meet the functional requirements set out in Section 2, I.2:
  - 2.1 for the purpose of carrying IP, the areas and spaces on craft where IP are not permitted to enter shall be clearly marked;
  - 2.2 the arrangement for personnel transfer shall be located outside the cargo area;
  - 2.3 the access to the arrangements for personnel transfer shall, as far as practicable, be located outside the cargo area; and
  - 2.4 embarkation or personnel transfer and loading or unloading of cargo shall not take place simultaneously.