**DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE**

**SAFETY OF LIFE AT SEA, 1974, AS AMENDED**

A new chapter XV is added after chapter XIV, as follows:

"**CHAPTER XV**

**SAFETY MEASURES FOR CARGO SHIPS CARRYING MORE THAN 12 INDUSTRIAL PERSONNEL [ON INTERNATIONAL VOYAGES]**

**Regulation 1 – Definitions**

For the purpose of this chapter:

1 IP-Code means the International Code of Safety for Cargo Ships carrying more than 12 Industrial Personnel [on international voyages], as adopted by resolutions MSC.xxx(yy)as amended, provided that:

.1 amendments to [part A of] 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; and

.2 amendments to [part B of] the IP Code are adopted by the Maritime Safety Committee in accordance with its Rules of Procedure.

2 *Industrial Personnel (IP)* means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels and/or other offshore facilities and meet the criteria set out in chapter [x] of the IP-Code. [Industrial personnel should not be considered or treated as passengers under regulation I/2(e) of the present Convention.]

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

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

.1 construction identifiable with a specific ship begins; and

.2 assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is less.

**Regulation 2 – Application**

1 Unless expressly provided otherwise, this chapter applies to cargo ships constructed on or after [dd.mm.yyyy], certified in accordance with chapter I, carrying not more than [n] IP on- board.

Note for future consideration: It has also been questioned, what if a ship carry both passengers, SP and IP? We may need to consider relating the requirements to persons on- board. Carrying not more than 12 passengers and not more than a total of [n] persons (crew+pax+SP+IP) on-board. (We will need to compare the personal requirements for SP and for IP if we go down this road.)

4 This chapter shall not apply to ships owned or operated by a Contracting Government and used, for the time being, only in Government non-commercial service. However, ships owned or operated by a Contracting Government and used, for the time being, only in Government non-commercial service are encouraged to act in a manner consistent, so far as reasonable and practicable, with this chapter.

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

**Regulation 3 – Requirements for ships to which this chapter applies**

1 (Cargo) ships of 500 gross tonnes and above to which this chapter applies shall comply with the requirements of the IP-Code and shall, in addition to the requirements of regulations I/7, I/8, I/9, and I/10, as applicable, be surveyed and certified, as provided for in that Code.

2 Cargo ships of less than 500 gross tonnes carrying not more than [n] IP, shall meet a standard acceptable to Administration, taking into account the goal and functional requirements in regulation 4 and 5 below.

3 Cargo ships, regardless of their size, carrying more than [n] IP shall be considered as a passenger ship and be surveyed and certified in accordance with chapter 1 as a passenger ships.

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

**Regulation 4 – Goal**

The goal of this Code is to provide for safe transport of more than 12 Industrial Personnel on Cargo ships by addressing [risks present] [the increased consequences of a potential incident due to the increased number of persons on board and their occupational health] not adequately mitigated by the cargo ship safety standards in the present Convention.

**Regulation 5 – Functional Requirements**

In order to achieve the goal set out in regulation 4 above, the following functional requirements are embodied in the IP-Code:

1 Protection against contact damage to the hull shall be provided, where applicable.

2 Taking into account the number of persons the ship is certified to carry on board, risks related to flooding- and fire-incidence shall be mitigated in order to achieve a safety level comparable to the safety standard for passenger ships in accordance with the present Convention.

3 Escape routes shall be dimensioned taking into account the number of persons the ship is certified to carried.

4 Life-saving appliances to all persons on board shall be provided.

5 Measures for the safe transfer to and from offshore structures shall be provided.

**Regulation 6 – Alternative design and arrangement**

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

2 Structural arrangements, machinery and electrical installation, fire safety design and arrangement measures and as well as life-saving appliances and arrangements may deviate from the prescriptive requirements set out in chapters 3, 6, 7 and 8 of the Polar Code, provided that the alternative design and arrangements meet the intent of the goal and functional requirements concerned and provide an equivalent level of safety to the requirements in those chapters.

3 When alternative designs or arrangements deviate from the prescriptive requirements of chapters x, y and z of the IP-Code, an engineering analysis, evaluation and approval of the design and arrangements shall be carried out based on the guidelines approved by the Organization1.

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

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

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