**Round 3 – matrix**

**Correspondence group on carriage of more than 12 industrial personnel on international voyages**

**Draft new SOLAS chapter**

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| **Questions/proposals** | **Comments coordinator** | **Comments members** | **Proposals member** |
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| **General** |  |  |  |
|  | Can you agree to use MSC.1/Circ.1394/Rev.1 as guidance in the development of goals and functional requirements? |  |  |
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| **Draft SOLAS amendments** |  |  |  |
| "**CHAPTER XV**  **SAFETY MEASURES FOR [CARGO] [SHIPS] [VESSELS] CARRYING MORE THAN 12 INDUSTRIAL PERSONNEL ON INTERNATIONAL VOYAGES** |  |  |  |
| **Regulation 1 – Definitions** For the purpose of this chapter: |  |  |  |
| **Alternative 1:**  *Industrial Personnel (IP)* are an additional category of persons that are not passengers in accordance with regulation 1/2(e) of the present Convention, and 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] [regulation y below]]  **Alternative 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] [regulation y below]. IPs shall not be considered or treated as passengers under regulation i/2(e) of the present Convention.]  **Alternative 3**  *Industrial Personnel (IP)* means all persons who shall not be considered or treated as passengers under regulation 2(e) of chapter I and transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or other offshore facilities and meet the criteria set out in [chapter [x] of the IP-Code] [regulation y below]. | Please indicate your preference. |  |  |
| [2 bis *International voyage* of the IP code, means an International Voyage is exclusively one that departs a Port State, and transits to a place outside of that Port State.] | Do you want to include this, and if so, are you happy with the wording.  My advice would be, if kept, that “a place” is a vague expression that needs clarification. |  |  |
| 3 *IP-Code* means the International Code of Safety for Ships carrying more than 12 Industrial Personnel on international voyages, as adopted by resolutions MSC.xxx(yy)as may be amended, provided that:  .1 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. | This is the preferred text at present. May need alignment with other decisions further down. |  |  |
| *5 Offshore industrial activities* means the construction, maintenance, [decommissioning], operation or servicing of offshore facilities related, but not limited, to exploration, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities. | Do you agree to include decommissioning? |  |  |
| 7 *Ship constructed* means a ship the keel of which is laid or which is at a similar stage of construction. |  |  |  |
| *8 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. |  |  |  |
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| **Regulation 2 Application** |  |  |  |
| **Alternative 1**  1 Unless expressly provided otherwise, this chapter applies to ships of 500 GT and above constructed on or after [dd.mm.yyyy] carrying [more than 12 industrial personnel] [an aggregated number of passengers and industrial personnel of more than 12] [on international voyages].  **Alternative 2**  1 Unless expressly provided otherwise, this chapter applies to cargo ships of 500 GT and above certified in accordance with chapter 1, constructed on or after [dd.mm.yyyy] and carrying [more than 12 industrial personnel] [an aggregated number of passengers and industrial personnel of more than 12] [on international voyages]. | Here we need to decide what to use.  IPs, aggregated number of pax and IPs or simply “N” persons on board.  If yu chose the latter, we will need to make clear that “N” is not any person. |  |  |
| [2 For [cargo] ships of 500 GT and above [certified in accordance with chapter 1,] constructed prior to [dd.mm.yyyy] carrying [more than 12 industrial personnel] [an aggregated number of passengers and industrial personnel of more than 12] [on international voyages]. this chapter applies to the extent deemed reasonable and practicable by the Administration taking into account the goals and functional requirements of the IP Code]  [3 For [cargo] ships of less than 500 gross tonnage regardless of date of construction carrying more than 12 IPs, carrying [more than 12 industrial personnel] [an aggregated number of passengers and industrial personnel of more than 12] [on international voyages].  this chapter applies to the extent deemed reasonable and practicable by the Administration [taking into account the goals and functional requirements of the IP Code]] | As stated in my comments I think existing and smaller ships should be addressed in application rather than under requirements. In any case we will get back to this later. These paragraphs (2 and 3 or the alternative) will have to be adjusted to whatever we agree for reg.2.1 in addition to being reconsidered at a later stage.  I do not see us agreeing on them yet |  |  |
| **Alternatively replace 2 and 3 with**  2 While the IP Code applies to [cargo] ships of 500 gross tonnage and above [constructed on or after [dd.mm.yyyy]], Administrations may also consider the application of the IP code to [ships] [vessels] constructed prior to [dd.mm.yyyy] and ships of lesser gross tonnage. |  |  |  |
| [4 In case of repairs, alterations and modifications of a major character and outfitting related thereto of existing ships, it shall be ensured that areas, in which changes have been made, meet the requirements of this chapter for new ships, insofar as the Administration deems reasonable and practicable.] | Can you agree to insert this? |  |  |
| 5 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. |  |  |  |
| 6 Nothing in this chapter shall prejudice the rights or obligations of States under international law. |  |  |  |
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| **Regulation 3 Requirements** |  |  |  |
| 1 Ships to which this chapter apply shall comply with the IP Code and shall, in addition to the requirements of regulation I/7, I/8, I/9, and I/10, as applicable, be surveyed and certified, as provided for in that Code. | This wording is taken from the Polar Code since you have agreed to multiple certificates.  Comments? |  |  |
| 2 Ships to which this chapter applies holding a certificate issued pursuant to the provisions of paragraph 1 shall be subject to the control established in regulations I/19 and XI-1/4. For this purpose, such certificates shall be treated as a certificate issued under regulation I/12 or I/13. | As above.  Comments? |  |  |
| 3 Industrial personnel shall:  .1 be not less than 16 years of age;  .2 prior to boarding the ship, receive appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code. Administrations may accept other industrial training standards [[1]](#footnote-1)if they consider these appropriate alternatives;  .3 receive on board ship specific safety familiarization that includes, but is not limited to, the layout of the ship, and handling of the safety equipment, as appropriate. The standard in paragraph 1 of section A-VI/1 of the STCW Code, or equivalent, should be used as the standard;  .4 be familiarized with specific procedures, e.g. transfer procedures on and off the ship while at sea, as appropriate;  .5.1 be accounted for in the ship's life-saving equipment; and  .5.2 be equipped with personal protective clothing and equipment suitable for the safety risks to be encountered both while on board the ship and being transferred at sea; and  .6 meet appropriate medical standards. The standard in section A-I/9 of the STCW Code, applicable to engineers, or equivalent, may be used as a standard. | I have amended sub-paragraph .2 Be it the regulation kept here or moved to the IP Code, we cannot refer to non IMO instrument in the body of a text in a mandatory instrument. We will need to find a text where we refer to these standards in a footnote.  I would also like some comments or proposals on how to verify that an IP fulfils these requirements.  Finally, do we keep it here or move it to the IP Code?  I cannot agree to move this to the definition, as we cannot have requirements in a definition. |  |  |
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| **Regulation 4 Alternative design and arrangement** |  | **To be considered later** |  |

1. such as those of the Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organisation (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited). [↑](#footnote-ref-1)