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MANDATORY INSTRUMENT AND/OR PROVISIONS ADDRESSING SAFETY STANDARDS FOR THE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES

Report of the Working Group at SDC 6 (part 2)

Submitted by the Chair of the Working Group

SUMMARY

Executive summary:	This document provides part 2 of the report of the Working Group on the Carriage of More Than 12 Industrial Personnel (IP) on Board Vessels Engaged on International Voyages Established at SDC 6
Strategic direction, if applicable:	2
Output:	2.4
Action to be taken:	Paragraph 7
Related documents:	SDC 6/WP.4 and SDC 6/13

General

1 The Working Group on Carriage of More Than 12 Industrial Personnel (IP) on Board Vessels Engaged on international voyages, chaired by Ms. T. Stemre (Norway), met from 4 to 6 February 2019 (part 1) and on 7 February 2019 (part 2).

2 The list of participants and the terms of reference are set out in paragraphs 2 and 3 of part 1 of the report of the Working Group (SDC 6/WP.4), respectively.

Draft new code

3 The Group considered the draft new code, based on the report of the correspondence group (SDC 6/6/1, annex 2), taking into account the relevant information contained in documents submitted to that session of the Sub-Committee under this output, and took action as indicated hereunder.

4 Having agreed that the draft new code would be more user-friendly if current part III was split into two parts: one addressing ships other than high-speed craft and another addressing high-speed craft, (SDC 6/WP 4), the Group further considered the structure of the draft new code.

5 The Group reaffirmed its previous decision to have one separate part for the goals and functional requirements. In addition, it was agreed that the regulations for IP (chapter 2.2) and possibly the regulations for safe transfer of personnel (chapter 2.3) would be common for all ships to which the code applied. Consequently, it was agreed to keep these two chapters in part III of the draft code and add a new part IV, applicable to ships other than high-speed craft and a new part V, applicable to high-speed craft. The draft new code was restructured as shown in the annex.

6 Due to time constraints, the Group did not consider the substance of the regulations which would need to be further developed by the correspondence group, established at SDC 6.

Action requested of the Sub-Committee

7 The Sub-Committee is invited to approve part 2 of the report in general and, in particular, note the contents of the annex.

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ANNEX

DRAFT [INTERNATIONAL CODE OF SAFETY FOR SHIPS CARRYING INDUSTRIAL PERSONNEL]

Content

Preamble

1 As the maritime offshore and energy sectors are expanding, new offshore industrial activities have emerged and have in turn 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 the new 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, 1974, as amended.

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

5 The International Code of Safety for Ships Carrying Industrial Personnel 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.

(Alternative proposal)
7 [The Code applies to ships of 500 gross tonnage and upwards carrying more than 12 industrial personnel, but SOLAS chapter [XV] do not preclude ships of less than 500 gross tonnage from carrying more than 12 industrial personnel. Consequently, it is recognized that ships below 500 gross tonnage may also carry an aggregated number of passengers and industrial personnel in excess of 12. In such cases, the Administration should apply the goals and functional requirements of the code as far as practicable. [If such vessels are in compliance with the IP Code, Administrations may consider to issue an IP Certificate for a ship carrying more than 12 industrial personnel, as long as all relaxations are indicated in this certificate.]]

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, 1974, as amended.

2 Structure of the Code

(Note: To be considered when the structure is finally agreed.)

[Where the chapters of the Code consist of goal(s) of the chapter, functional requirements to fulfil the goal, and regulations, a ship shall be considered to meet a functional requirement when all the regulations associated with that functional requirement are complied with.]

[Part II of the present code consists of goals for the various chapters in part III and functional requirements to fulfil these goals. A ship shall be considered to meet a functional requirement when:

.1 all the regulations in part III [and ...] associated with that functional requirement are complied with; or

.2 part(s) or all of the ship's relevant design and arrangements have been reviewed and approved in accordance with SOLAS [regulation XV/6], and any remaining parts of the ship comply with the relevant regulations.]

3 Definitions

3.1 *Carriage* means transportation, accommodation or both.

3.2 *Essential systems* means [to be developed].

3.3 *High Speed Craft, 1994 (1994 HSC Code) Code* means the International Code of Safety for High-Speed Craft, 1994, as adopted by the Maritime Safety Committee of the Organization by resolution MSC.36(63), as amended.

3.4 *High Speed Craft, 2000 (2000 HSC Code) 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.

3.5 *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.

3.6 *Offshore industrial activities* means 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.

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

3.8 *SOLAS* means the International Convention for the Safety of Life at Sea, 1974, as amended.
(Additional definitions may be added as deemed necessary.)

4 Certificate and survey

4.1 Every ship to which this Code applies shall have on board a valid [IP Certificate].

4.2 The IP Certificate shall be issued after an initial or renewal survey to a ship which complies with the requirements of this Code.

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

4.4 The IP Certificate shall be drawn up in a form corresponding to the model given in […] to this Code. If the language is not English, French or Spanish, the text shall include translation into one of these languages.

4.5 The IP 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. The certificate shall include a supplement recording equipment required by the present Code.

PART II – GOALS AND FUNCTIONAL REQUIREMENTS

1 Industrial Personnel

1.1 Goal

The goals of this chapter are to provide for:

.1 the safe operation during 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 goals set out in paragraph 1.1 above, the following functional requirements are embodied in the regulations in part III.

1.2.1 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; and

.4 have received on board ship specific safety familiarization.

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 constructed to be fail-safe in the event of a loss or reduction in their associated functionality; and

.3 capable of safely returning person in transfer to the safe location after loss of power.

2.2.3 Means for position keeping shall be provided and arranged in a manner that prevents accidents during transfer of personnel and are 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, both in its intact and damaged condition, taking into consideration the total number of persons on board.

3.2 Functional requirements

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

.1 the ship shall be designed with weathertight and watertight boundaries providing for an adequate stability standard both in intact and damaged conditions taking into account the total number of persons on board; and

.2 have sufficient residual stability to withstand flooding due to accidental contact damage that may occur during operation in close proximity to other ships or offshore facilities.

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 accommodate 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;

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

.3 protection of the vessel against hazardous situations on supported installations arising during personnel transfer operations.

5.2 Functional requirements

In order to achieve the goals 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 safely accommodate persons on board after damage taking into account the number of persons on board and the time for orderly evacuation;

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

.3 electrical equipment located in areas of the ship that may be exposed to hazardous operations performed by the supported installation shall be provided with protection against ignition.

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 an equivalent safety 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 HSC Code, taking into account the number of persons on board.

7.2 Functional requirements

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 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 requirement are embodied in the regulations in parts [IV and V]:

8.2.1 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 on board 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 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, as well as the goals on fire safety in paragraph 7.1, life-saving appliances and arrangements in paragraph 8.1, safe transfer of personnel in paragraph 2.1, the functional requirements in paragraphs 7.2, 8.2 and 1.2 shall take into account any additional hazard caused by the transporting and handling of dangerous goods and shall minimize the risk to all persons on board having regard to the nature of the dangerous goods.

Part III – Regulations

1 Industrial Personnel

[1.1 In order to meet the functional requirements set out in paragraph II/1.2, all industrial personnel shall:

.1 prior to boarding the ship, receive appropriate basic training or instruction in:

.1 personal survival techniques that include, but are not limited to:

.1 knowledge of types of emergency situations that may occur;

.2 knowledge of type of life-saving equipment carried and the location of the equipment; and

.3 knowledge on how to use the equipment;

.2 fire prevention and firefighting that includes, but is not limited to:

.1 knowledge of shipboard fire-fighting organization;

.2 knowledge of location of firefighting appliances and emergency escape routes; and

.3 knowledge on actions to be taken on board ships;

.3 elementary first aid including that includes, but is not limited to:

.1 understanding of immediate measures to be taken in case of emergency.

.4 personal safety and social responsibilities that includes, but is not limited to:

.1 compliance with emergency procedures;

.2 taking precautions to prevent pollution of the marine environment; and

.3 observing safe working practices;

Administrations may accept other industrial training standards[1] if they consider these appropriate alternatives;

.2 prior to leaving port receive on board ship-specific safety familiarization that includes, but is not limited to:

.1 the layout of the ship;

[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).

.2 the handling of the safety equipment, as appropriate; and

.3 the understanding of safety information symbols, signs and alarms;

.3 be familiarized with specific procedures, e.g. transfer procedures on and off the ship while at sea, as appropriate;

.4 be accounted for in the ship's life-saving equipment;

.5 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 to be physical able to fulfil the requirements in sub-paragraphs .1 to .3 above and:

.1 demonstrate adequate hearing and speech to communicate effectively and detect any audible alarms;

(Note: I have deleted all references to the STCW Convention and codes and included some text from the earlier referenced parts. Further discussion on what to include is needed.)

2 Safe transfer

2.1 In order to meet the functional requirement in paragraph II/2.2, the following apply:

(Note: Here we may consider lifting some text from MSC-MEPC.7/Circ.10)

Part IV – Additional regulations for [ships other than high-speed craft] [certified in accordance with SOLAS Chapter I]

1 General

[1.1 Unless expressively provided otherwise in the present part, ships carrying not more than 60 persons onboard shall meet the requirements of SOLAS for cargo ships [where the industrial personnel are counted as crew] and the applicable regulations in the present part.]

[1.2 Unless expressively provided otherwise in the present part ships carrying more than 60 but not more than 240 persons onboard shall meet the requirements of SOLAS for [cargo ships] [passenger ships carrying not more than 36 passengers] [where the industrial personnel are counted as [crew] [passengers] and the applicable regulations the present part.]

[1.3 Unless expressively provided otherwise in the present part, ships carrying more than 240 persons onboard shall meet the requirements of SOLAS for passenger ships ships [where the industrial personnel are counted as passnegers] and the applicable regulations of the present part]

1.4 Ships complying with paragraph 1, 2 or 3 above, as applicable, in addition to the applicable regulations in the present part, are considered to meet the goals and functional requirements in II/3 to II/9 of the present code.

2 Subdivision and stability

2.1 In order to meet the functional requirement set out in paragraph II/3.2, the following apply:

.1 where the ship is certified to carry more than [240] [60] persons on board, it shall meet the requirements of SOLAS regulation II-1/5 where the ship is considered a passenger ship;

.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 an *R* value as follows:

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

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

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

Where:

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

N = N1 + 2N2

N1 = number of persons for whom lifeboats are provided

N2 = number of persons (including officers and crew) the ship is permitted to carry in excess of N1; and

.3 For ships to which 2.1.2.1 applies, the requirements of SOLAS regulations II-1/14 and II-1/18 are not applicable.

.4 For ships to which 2.1.2.2 applies, 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.

.5 For ships to which [2.1.2.2] or 2.1.2.3 apply 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.

(Note: 2.1.2.2 depends on what we agree in IV/1.2. Cargo ship as bottom line or passenger ship carrying more than 36 passengers.)

3 Machinery installations

In order to meet the functional requirement set out in paragraph II/4.2 the following apply:

[.1 For the purpose of regulation II-1/29, where the ship is certified to carry more than [240] persons on board, it shall meet the passenger ship requirements.]
(Note: Could be deleted as covered under "general")

.2 For the purpose of SOLAS regulation II - 1/35-1, the passenger ship requirements shall apply.

4 Electrical installations

3.1.4.1 In order to meet the functional requirement set out in paragraph II/5.2, ships shall comply with the requirements of chapter II-1/part D except that where the ship is certified to carry more than [60] persons on board, SOLAS regulation II-1/42 shall apply.

5 Periodically unattended machinery spaces

In order to meet the functional requirement set out in paragraph II/6.2 ships carrying more than [240] persons on board, passenger ship requirements of SOLAS chapter II-1, part E shall apply..

6 Fire safety

In order to meet the functional requirement set out in paragraph II/7.2 the following apply:

.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 be complied with; and

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

7 Life-saving appliances

In order to meet the functional requirement set out in paragraph II/8.2, the following apply: […].

8 Dangerous goods

(Note: The provisions of this section are in addition to the requirements in SOLAS chapter II-2: Construction – fire protection, detection, extinction and chapter VII: Carriage of dangerous goods.)

8.1 Carriage of dangerous goods in packaged form

(Note: thresholds to be considered by the CCC Sub-Committee.)

8.1.1 In order to meet the functional requirements in paragraph II/9.2, the following apply:

.1 for ships, other than high-speed craft, certified to carry more than 240 persons onboard, SOLAS regulation II-2/19.3.6.2 for passenger ships carrying 36 passengers shall apply; and

[.2 for the purpose of the requirements of IMDG Code, [...] industrial personnel shall be counted as one passenger.]

8.2 Carriage of dangerous goods in solid form in bulk

(Note: to be considered by the CCC Sub-Committee.)

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

.1 for ships, other than high-speed craft, certified to carry more than 240 persons onboard, SOLAS regulation II-2/19.3.6.2 for passenger ships carrying 36 passengers shall apply; and

[.2 for the purpose of the requirements of IMSBC Code, industrial personnel shall be considered as personnel in the context of training and personnel protection.]
(Note: i.e. chapter 3 – Safety of personnel and ship of the IMSBC Code).

8.3 Carriage of dangerous liquid chemicals in bulk

(Note: to be considered by the CCC Sub-Committee.)

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

.1 for the purpose of the requirements of the IBC Code, industrial personnel shall be considered as personnel in the context of training and personnel protection; and
(Note: i.e. regulation 16.3.1 of the IBC Code)

.2 for the purpose of the requirements of the IBC Code, accommodation, service spaces or control stations shall not be located within the cargo area.
(Note: definition of cargo area, as defined in the OSV Chemical Code (resolution A.1122(30)) proposed to be included in definition section.)

8.4 Carriage of liquefied gases in bulk

(Note: to be considered by the CCC Sub-Committee.)

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

.1 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.
(Note: i.e. regulation 18.7.1.1 of the IGC Code)

8.5 Transport and handling of dangerous chemicals in bulk on Offshore Support Vessels

(Note: to be considered by the PPR Sub-Committee.)

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

.1 for offshore support vessels to which resolution A.1122(30) (OSV Chemical Code) applies, in lieu of SOLAS chapter VII parts B and C, the industrial personnel shall be considered as personnel in the context of training and personnel protection.
(Note: i.e. item 15.3.1 of the OSV Chemical Code)

[Part V – Additional regulations for [high-speed craft] [ships certified in accordance with SOLAS Chapter X])

1 General

[2 Subdivision and stability

2.1 In order to meet the functional requirement set out in II/3.2, the following apply:

.1 high-speed craft certified to carry more than [240] [60] persons on board, it shall meet the requirements of part B, regulation 2.10 of the HSC Code.
(Note: Include passenger-crowding requirements for ships certified to carry more than [240] [60].)

.2 subdivision and damage stability shall comply with part A and B of chapter 2 of the HSC Code, as follows:

.1 where the ship is certified to carry more than [240][60] persons on board, where the ship is considered a passenger ship; or (note: part A)

.2 where the ship is certified to carry not more than [240][60] persons on board, the ship is considered a cargo ship. (note: part B and C)

.3 for any damage between transversal watertight bulkheads the value "s_i" calculated in accordance with SOLAS regulation II-1/7-2 shall equal 1, as follows:

.1 where the ships is certified to carry more than [240][60] persons on board, the *θ_{min} is 7° and the θ_{max} is 15°; or*; and

.2 where the ship is certified to carry not more than [240][60] persons on board, the *θ_{min} is 25° and the θ_{max} is 30°*.

3 Machinery installations

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

(Note: for HSC the only difference for steering gear installation for passenger ships compared to cargo ships, is for category B passenger ships.)

.1 For high speed craft carrying more than [60] industrial personnel, chapter 10, part B shall apply.
(Note: this is related to bilge pumping.)

4 Electrical installations

In order to meet the functional requirement set out in paragraph II/5.2, where the ship is certified to carry more than [60] persons on board, chapter 12, part B shall apply.

5 Periodically unattended machinery spaces

6 Fire safety

In order to meet the functional requirement set out in paragraph II/7.2 the following apply:

.1 regardless of number of persons carried, shall comply with part B of chapter 7 of the HSC Code;
(Note: Consider additional requirements if arranged with berths for industrial personnel.)

7 Life-saving appliances

In order to meet the functional requirement set out in paragraph II/8.2, the following apply: […].

8 Dangerous goods

8.1 Carriage of dangerous goods in packaged form

8.2 Carriage of dangerous goods in solid form in bulk

Part VI – Operation

Part VII – Documentation]