

Amendment on 27 June 2024

Resolved by Technical Committee on 30 January 2024

IP Code

Object of Amendment

Regulations for The Issue of Statutory Certificates
Rules for the Survey and Construction of Steel Ships Part O
Guidance for the Survey and Construction of Steel Ships Part O

Reason for Amendment

On ships carrying workers on offshore facilities, such as offshore wind turbines and oil platforms, to and from shore, the workers were considered to be “passengers” which meant requirements for passenger ships had to be applied when carrying more than 12 workers. Since the application of requirements for passenger ships to such ships is, in principle, considered to be inappropriate, the IMO discussed establishing special requirements for such ships.

As a result, at the 106th session of the IMO Maritime Safety Committee (MSC 106) in November 2022, the International Code of Safety for Ships Carrying Industrial Personnel (the IP Code) was established by resolution MSC.527(106) and Chapter XV, which makes the IP Code mandatory, was added to the SOLAS Convention by resolution MSC.521(106).

Accordingly, relevant requirements are amended based upon MSC.521(106) and MSC.527(106).

Outline of Amendment

Specifies requirements for ships carrying industrial personnel (IP) in accordance with resolution MSC.521(106) and resolution MSC.527(106).

Effective Date and Application

Effective date of this amendments is 1 July 2024.

ID: DX23-19

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p align="center">REGULATIONS FOR THE ISSUE OF STATUTORY CERTIFICATES</p> <p align="center">Chapter 2 CERTIFICATES AND THEIR VALIDITY</p> <p>2.1 Statutory Certificates</p> <p>2.1.1 Definitions In these Regulations, “statutory certificates” mean the following certificates including those certificates of compliance required under the Conventions to be kept on board the ships: ((1) to (24) are omitted) <u>(25) Industrial Personnel Safety Certificate</u></p> <p>2.2 Validity of Statutory Certificates</p> <p>2.2.1 Validity 1 The validity of statutory certificates is to be as follows according to the kind of statutory certificate, and unless otherwise provided for by the flag state of the ship. ((1) to (20) are omitted) <u>(21) Industrial Personnel Safety Certificate: 5 years</u></p>	<p align="center">REGULATIONS FOR THE ISSUE OF STATUTORY CERTIFICATES</p> <p align="center">Chapter 2 CERTIFICATES AND THEIR VALIDITY</p> <p>2.1 Statutory Certificates</p> <p>2.1.1 Definitions In these Regulations, “statutory certificates” mean the following certificates including those certificates of compliance required under the Conventions to be kept on board the ships: ((1) to (24) are omitted) (Newly added)</p> <p>2.2 Validity of Statutory Certificates</p> <p>2.2.1 Validity 1 The validity of statutory certificates is to be as follows according to the kind of statutory certificate, and unless otherwise provided for by the flag state of the ship. ((1) to (20) are omitted) (Newly added)</p>	Industrial Personnel Safety Certificate added to Regulations for the Issue of statutory certificates

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p align="center">EFFECTIVE DATE AND APPLICATION</p> <ol style="list-style-type: none"> 1. Effective date of this draft amendment is 1 July 2024. 2. Notwithstanding the amendments to the Rules the current requirements apply to ships the keels of which were laid or which were at a similar stage of construction and authorised by the Administration in accordance with <i>MSC.418(97)</i> before the first intermediate or renewal survey*², whichever occurs first, after 1 July 2024. (Note) The term “a similar stage of construction” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 <i>tonnes</i> or 1 %*¹ of the estimated mass of all structural material, whichever is less. <p>*¹ For high speed craft, “1 %” is to be read as “3 %”.</p> <p>*² For high speed craft, “the first intermediate or renewal survey” is to be read as “the third periodical of first renewal survey”.</p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p align="center">RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p align="center">Part O WORK-SHIPS</p> <p align="center">Chapter 1 GENERAL</p> <p>1.1 Application and Equivalency</p> <p>1.1.1 Application*</p> <p><u>5 Ships other than passenger ships of not less than 500 gross tonnage engaged on international voyages (except non self-propelled ships) which have large embarking capacities that include at least one industrial personnel (IP) are subject to Annex 1.1.1-5 “Ships Carrying Industrial Personnel (IP)” in addition to this chapter.</u></p> <p><u>6 Ships other than passenger ships not engaged on international voyages or of less than 500 gross tonnage but which have large embarking capacities that include at least one IP on board are not subject to Annex 1.1.1-5 “Ships Carrying Industrial Personnel (IP)” . However, special consideration is to be paid for such ships in addition to this chapter.</u></p> <p>1.2 General</p> <p>1.2.4 Class Notations*</p> <p><u>3 The notation “Industrial Personnel” (abbreviated as IP) is to be affixed to the classification characters of ships complying with Annex 1.1.1-5 “Ships Carrying Industrial Personnel (IP)”.</u></p>	<p align="center">RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p align="center">Part O WORK-SHIPS</p> <p align="center">Chapter 1 GENERAL</p> <p>1.1 Application and Equivalency</p> <p>1.1.1 Application* (Newly added)</p> <p>(Newly added)</p> <p>1.2 General</p> <p>1.2.4 Class Notations* (Newly added)</p>	<p>Special consideration is provided for in O1.1.1, Guidance for the Survey and Construction of Steel Ships Part O.</p>

Amended	Original	Remarks
<p>1.3 Definitions</p> <p>1.3.6 Worker A “worker” is <u>defined as the industrial personnel (IP) or special personnel (SP), who are engaged in operations mainly related to offshore wind turbines.</u></p> <p>1.3.8 Ships wWhich Have Large Embarking Capacities. “Ships which have large embarking capacities” are ships for which the number of workers <u>and passengers</u> on board exceeds 12.</p> <p><u>1.3.9 Industrial Personnel (IP)</u> “Industrial personnel (IP)” is all persons transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships, offshore facilities or both. <u>Industrial personnel are not to be treated as or considered to be passengers.</u></p> <p><u>1.3.10 Special Personnel (SP)</u> “Special personnel (SP)” is all persons who are not passengers or members of the crew or children of under one year of age and who are on board in connection with the special purpose of the ship or because of special work being carried out aboard the ship. <u>Special personnel are not to be treated as or considered to be passengers.</u></p>	<p>1.3 Definitions</p> <p>1.3.6 Worker A “worker” is the <u>person on board, who is engaged in operations mainly related to offshore wind turbines.</u></p> <p>1.3.8 Ships Which Have Large Embarking Capacities. “Ships which have large embarking capacities” are ships for which the number of workers on board exceeds 12.</p> <p>(Newly added)</p> <p>(Newly added)</p>	<p>Ships which have large embarking capacities IP + SP + Passenge > 12</p> <p>2.4 Part I. IP Code</p> <p>3.11 Part I, SPS Code</p>

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>Chapter 11 WIND TURBINE INSTALLATION SHIPS</p> <p>11.1 General</p> <p>11.1.1 Application 1 Wind turbine installation ships (hereinafter referred to as “ships” in this Chapter) are to apply the requirements in this Chapter in addition to the relevant requirements of other Parts.</p> <p>11.7 Machinery</p> <p>11.7.1 General* (Deleted)</p> <p>11.8 Electrical Installations</p> <p>11.8.1 General (Deleted)</p> <p>11.9 Fire Protection and Means of Escape</p> <p>11.9.1 General (Deleted)</p>	<p>Chapter 11 WIND TURBINE INSTALLATION SHIPS</p> <p>11.1 General</p> <p>11.1.1 Application 1 Wind turbine installation ships (hereinafter referred to as “ships” in this Chapter) are to apply the requirements in this Chapter in addition to the relevant requirements of other Parts. <u>In this chapter, “ships which have large passenger embarking capacities” means “ships other than passenger ships for which the number of persons on board (excluding the ship crew) exceeds 12 persons”.</u></p> <p>11.7 Machinery</p> <p>11.7.1 General* 2 <u>Regarding the restoration from the dead ship condition for a ship which has a large embarking capacity, special consideration is to be paid in addition to -1 above.</u></p> <p>11.8 Electrical Installations</p> <p>11.8.1 General* 3 <u>Regarding the main sources and emergency sources of electrical power of ship which has a large embarking capacity, special consideration is to be paid in addition to -1 and -2 above.</u></p> <p>11.9 Fire Protection and Means of Escape</p> <p>11.9.1 General* 2 <u>For the ship which has a large embarking capacity, special consideration is to be paid in addition to requirement -1.</u></p>	<p>The provisions in Chapter 11 on ships which have large embarking capacities are deleted, as the provisions on ships which have large embarking capacities have been moved to Chapter 1.</p>

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
11.10 Fire Extinguishing Systems 11.10.1 General* (Deleted)	11.10 Fire Extinguishing Systems 11.10.1 General* <u>3 For the ship which has a large embarking capacity, special consideration is to be paid in addition to requirements -1 and -2.</u>	
Chapter 12 Wind Farm Support Vessels 12.1 General 12.1.1 Application (Deleted)	Chapter 12 Wind Farm Support Vessels 12.1 General 12.1.1 Application* <u>4 Notwithstanding this chapter, special consideration is to be given to ships which have large embarking capacities.</u>	The provisions in Chapter 12 on ships which have large embarking capacities are deleted, as the provisions on ships which have large embarking capacities have been moved to Chapter 1.

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>Annex 1.1.1-5 SHIPS CARRYING INDUSTRIAL PERSONNEL (IP)</u></p> <p><u>An1 General</u></p> <p><u>An1.1 GENERAL</u></p> <p><u>An1.1.1 Application</u></p> <p><u>1 The requirements of this annex apply to ships of not less than 500 gross tonnages engaged on international voyages (except non self-propelled ships) which have large embarking capacities of at least one industrial personnel (IP).</u></p> <p><u>2 Ships (except for high speed craft) authorised by the Administration to carry more than 12 IP in accordance with MSC.418(97) “Interim Recommendations on the Safe Carriage of More Than 12 Industrial Personnel On Board Vessels Engaged on International Voyages” are to comply with An3.1, An3.2 (except for An3.2.1-1(7)), An4.7 and An4.8 of this annex.</u></p> <p><u>3 High speed craft authorised by the Administration to carry more than 12 IP in accordance with the MSC.418(97) are to comply with An3.1, An3.2 (except for An3.2.1-1(7)), An5.7 and An5.8 of this annex.</u></p> <p><u>4 Ships which have not been authorised by the Administration to carry more than 12 IP in accordance with the MSC.418(97) are to comply with and be certified with this annex.</u></p> <p><u>5 The number of IP in An1.1.1-2 to An1.1.1-4 is the total number of passengers, IP and SP.</u></p>	<p><u>(Newly added)</u></p>	<p>Regulation 3, SOLAS Chapter XV</p>

Amended-Original Requirements Comparison Table (IP Code)

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<p><u>An1.2 Definitions</u></p> <p><u>An1.2.1</u></p> <p><u>The definitions of terms in this annex are in accordance with the following (1) to (6).</u></p> <p>(1) <u>Carriage means transportation, accommodation or both.</u></p> <p>(2) <u>“HSC Code” means the <i>International Code of Safety for High-Speed Craft, 2000</i>, as adopted by the Maritime Safety Committee of the IMO by resolution <i>MSC.97(73)</i>, as amended.</u></p> <p>(3) <u>“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.</u></p> <p>(4) <u>“IP area” is every area or space where IP are normally intended to stay during voyage or are allowed to access.</u></p> <p>(5) <u>“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 annex applies and from or to another ship or an offshore facility.</u></p>		<p>2, Part I of IP Code</p>

Amended-Original Requirements Comparison Table (IP Code)

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<p><u>An2 GOALS AND FUNCTIONAL REQUIREMENTS</u></p> <p><u>An2.1 Industrial Personnel (IP) (IP Code 2.1)</u></p> <p><u>An2.1.1 Goal</u> <u>The goal of this section is to ensure the following (1) and (2).</u></p> <p>(1) <u>safe operations during the carriage of industrial personnel, and</u></p> <p>(2) <u>industrial personnel are medically fit and familiar with the hazards associated with their operational environments, including the risks associated with personnel transfer operations.</u></p> <p><u>An2.1.2 Functional Requirements</u> <u>In order to achieve An2.1.1, IP are to satisfy the following:</u></p> <p>(1) <u>IP are to be medically fit.</u></p> <p>(2) <u>IP are to be able to communicate with the ship's crew.</u></p> <p>(3) <u>IP are to have received appropriate safety training.</u></p> <p>(4) <u>IP are to have received onboard ship-specific safety training.</u></p> <p>(5) <u>IP are to have received onboard ship transfer arrangement and associated equipment training.</u></p> <p><u>An2.2 Safe Transfer of Personnel (IP Code 2.2)</u></p> <p><u>An2.2.1 Goal</u> <u>The goal of this section is to ensure the safety of all persons involved in personnel transfers, including safe and suitable means of</u></p>		

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<p><u>transfer and the capability of safely carrying out operations connected to personnel transfers.</u></p> <p><u>An2.2.2 Functional Requirements</u></p> <p><u>In order to achieve An2.2.1, the safe transfer of personnel is to satisfy the following:</u></p> <p><u>(1) Means are to be provided to avoid injuries during personnel transfers.</u></p> <p><u>(2) Personnel transfer arrangements are to comply with the following (a) to (c).</u></p> <p><u>(a) Personnel transfer arrangements are to be designed, constructed and maintained to withstand the loads they are subjected to.</u></p> <p><u>(b) Personnel transfer arrangements are to be designed and engineered to fail to a safe condition in the event of a loss or reduction in their associated functionality.</u></p> <p><u>(c) Personnel transfer arrangements are to be capable of safely returning persons in transfer to a safe location after loss of power.</u></p> <p><u>(3) Means for position keeping are to be provided and arranged in a manner that prevents accidents during transfer of personnel and to be suitable for the mode of operation and interactions with other ships or offshore facilities.</u></p> <p><u>(4) Means are to be provided to ensure that the information on the number of IP 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.</u></p>		

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<p><u>An2.3 Subdivision and Stability (IP Code 2.3)</u></p> <p><u>An2.3.1 Goal</u> <u>The goal of this section is to ensure adequate ship stability, in both the intact and damaged conditions, taking into consideration the total number of persons on board.</u></p> <p><u>An2.3.2 Functional Requirements</u> <u>In order to achieve An2.3.1, ships are to be designed with weathertight and watertight boundaries providing for adequate stability standards, in both the intact and damaged conditions, taking into account the total number of persons on board.</u></p> <p><u>An2.4 Machinery Installations (IP Code 2.4)</u></p> <p><u>An2.4.1 Goal</u> <u>The goal of this section is to ensure 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.</u></p> <p><u>An2.4.2 Functional Requirements</u> <u>In order to achieve An2.4.1, machinery installations are to satisfy with following:</u></p> <p>(1) <u>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 is to be provided.</u></p> <p>(2) <u>Steering gear systems are to be capable of maintaining steerage after any incident affecting machinery</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>installations.</u></p> <p>(3) <u>Essential systems are to have the necessary redundancy or isolation, or 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.</u></p> <p><u>An2.5 Electrical Installations (IP Code 2.5)</u></p> <p><u>An2.5.1 Goal</u></p> <p><u>The goal of this section is to ensure the following (1) and (2):</u></p> <p>(1) <u>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</u></p> <p>(2) <u>protection of all persons on board from electrical hazards.</u></p> <p><u>An2.5.2 Functional Requirements</u></p> <p><u>In order to achieve An2.5.1, electrical installations are to satisfy the following:</u></p> <p>(1) <u>Emergency power supplies to essential systems are to have the necessary redundancy or isolation, or 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 needed for orderly evacuation.</u></p> <p>(2) <u>Precautions against shock, fire and other hazards of electrical origin are to be provided.</u></p>		

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Amended	Original	Remarks
<p><u>An2.6 Periodically Unattended Machinery Spaces (IP Code 2.6)</u></p> <p><u>An2.6.1 Goal</u> <u>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.</u></p> <p><u>An2.6.2 Functional Requirements</u> <u>In order to achieve An.6.1, periodically unattended machinery spaces are to satisfy the following:</u></p> <ol style="list-style-type: none"> <u>(1) Periodically unattended machinery spaces are to ensure safe operations, taking into account the number of persons on board.</u> <u>(2) Periodically unattended machinery space are to be equipped with additional controls, monitoring and alarm systems to ensure safe operation in order to achieve a safety equivalent to that of a normally attended machinery space, taking into account the number of persons on board.</u> <p><u>An2.7 Fire Safety (IP Code 2.7)</u></p> <p><u>An2.7.1 Goal</u> <u>The goal of this section is to satisfy 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.</u></p> <p><u>An2.7.2 Functional Requirements</u> <u>In order to achieve An2.7.1, means are to be provided for satisfying the fire safety functional requirements of SOLAS or the basic fire safety principles of the HSC Code, taking into account the</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>number of persons on board, are to be provided.</u></p> <p><u>An2.8 Life-Saving Appliances and Arrangements (IP Code 2.8)</u></p> <p><u>An2.8.1 Goal</u> <u>The goal of this section is to ensure appropriate and sufficient means for the safe abandonment of the ship and recovery of persons.</u></p> <p><u>An2.8.2 Functional Requirements</u> <u>In order to achieve An2.8.1, life-saving appliances and arrangements are to satisfy the following:</u></p> <ol style="list-style-type: none"> <u>(1) The capacity of survival craft is to be sufficient to accommodate all persons on board.</u> <u>(2) Appropriate and sufficient personal life-saving appliances are to be available for all persons on board.</u> <u>(3) Sufficient space for assembling and mustering is to be ensured.</u> <u>(4) Onboard communication and alarm systems are to be provided to ensure emergency communication to all persons on board.</u> <u>(5) Means are to be provided to ensure the safe recovery of persons.</u> <p><u>An2.9 Dangerous Goods (IP Code 2.9)</u></p> <p><u>An2.9.1 Goal</u> <u>The goal of this section is to ensure the safe carriage of <i>IP</i> while transporting and handling dangerous goods on ships certified</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>in accordance with this annex, taking into consideration the total number of persons on board.</u></p> <p><u>An2.9.2 Functional Requirements</u></p> <p><u>In order to achieve An2.9.1, hazards caused by the transportation and handling of dangerous goods are to be taken into account and the risk to all persons on board is to be minimised in consideration of the nature of the dangerous goods.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

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<p style="text-align: center;"><u>An3 REGULATIONS</u></p> <p><u>An3.1 Industrial Personnel (IP) (IP Code 3.1)</u></p> <p><u>An3.1.1 Requirements</u></p> <p><u>1 In order to meet the functional requirements set out in An2.1.2(1), all IP are to be at least 16 years of age and documentary evidence is to be made available to the master that they are physically and medically fit to fulfil all the requirements in this An3.1, based on a standard acceptable to the Administration.</u></p> <p><u>2 In order to meet the functional requirements set out in An2.1.2(2), all IP are to 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.</u></p> <p><u>3 In order to meet the functional requirements set out in An2.1.2(3), all IP are to receive training or instruction with respect to the following (1) to (3) prior to boarding the ship.</u></p> <p><u>(1) Personal survival that includes the following (a) to (d):</u></p> <p style="padding-left: 20px;"><u>(a) knowledge of emergency situations that may occur on board a ship,</u></p> <p style="padding-left: 20px;"><u>(b) use of personal life-saving equipment,</u></p> <p style="padding-left: 20px;"><u>(c) safely entering the water from a height and survival in the water, and</u></p> <p style="padding-left: 20px;"><u>(d) boarding a survival craft from the ship and water while wearing a lifejacket.</u></p> <p><u>(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.</u></p> <p><u>(3) Personal safety and social responsibilities that include the</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>following (a) to (c):</u></p> <p><u>(a) understanding the authority of the master or their representative on board,</u></p> <p><u>(b) complying with instructions provided by the ship's crew, and</u></p> <p><u>(c) understanding the safety information symbols, signs and alarm signals found on board the ship.</u></p> <p><u>4 Notwithstanding -3 above, suitably qualified industrial personnel based on a standard acceptable to the Administration may be considered to meet the functional requirements set out in An2.1.2(3).</u></p> <p><u>5 No IP are to be allowed 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.</u></p> <p><u>6 In order to meet the functional requirement set out in An.1.2(4), all IP are to receive onboard ship-specific safety training that includes the following (1) to (4) immediately after boarding or prior to leaving ports.</u></p> <p><u>(1) the layout of the ship;</u></p> <p><u>(2) the location of personal life-saving appliances, muster and embarkation stations, emergency escape routes and first aid stations;</u></p> <p><u>(3) the safety information, symbols, signs and alarms on board; and</u></p> <p><u>(4) action to be taken in the event of an alarm sounding or the declaration of an emergency.</u></p> <p><u>7 In order to meet the functional requirement set out in An2.1.2(5), all IP are to receive training in the ship's procedures, arrangements and other additional safety measures or equipment</u></p>		

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<p><u>related to the transfer of personnel to other ships, offshore facilities or both.</u></p> <p><u>An3.2 Safe Transfer (IP Code 3.2)</u></p> <p><u>An3.2.1 Requirements</u></p> <p><u>1 In order to meet the functional requirement in An2.2.2(1), personnel transfer arrangements are to comply with the following (1) to (10).</u></p> <p><u>(1) Personnel transfer appliances and arrangements are to be kept clean, properly maintained and regularly inspected to ensure that they are safe to use.</u></p> <p><u>(2) The rigging and use of personnel transfer arrangements is to be supervised by a responsible officer and operated by properly trained personnel. Safety procedures are to be established and followed by personnel engaged in rigging and operating any mechanical equipment.</u></p> <p><u>(3) Means of communication are to be provided between the supervising responsible officer and the navigation bridge.</u></p> <p><u>(4) All personnel transfer arrangements are to be permanently marked to enable identification of each appliance for the purposes of survey, inspection and record-keeping. A record of use and maintenance is to be kept on board the ship.</u></p> <p><u>(5) Prior to commencing personnel transfer operations, personnel transfer arrangements are to be checked to ensure they are functioning properly.</u></p> <p><u>(6) Means are to be provided to ensure safe and unobstructed passage for IP between personnel transfer arrangements</u></p>		

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<p><u>and where they are being transported or accommodated on board.</u></p> <p><u>(7) Lighting capable of being supplied by emergency sources of power is to be provided to illuminate personnel transfer arrangements, the water below and the passage specified in (6) above.</u></p> <p><u>(8) Deck areas for personnel transfers are to be designated and free from obstructions.</u></p> <p><u>(9) Job safety analyses are to be carried out when planning, and before executing, personnel transfers at sea. Such analyses are to take into account environmental conditions as well as operational and equipment limitations.</u></p> <p><u>(10) When planning personnel transfers, the guidance on safety when transferring persons at sea in MSC-MEPC.7/Circ.10 or another relevant guidance acceptable to the Administration is to be taken into account.</u></p> <p><u>2 In order to meet the functional requirement in An.2.2(2), personnel transfer arrangements are to be designed, constructed, tested and installed in accordance with standards acceptable to the Administration or the requirements of a classification society which is recognised by the Administration.</u></p> <p><u>3 In order to meet the functional requirement in An2.2.2(2), personnel transfer arrangements are to comply with the following (1) to (3).</u></p> <p><u>(1) The design of the personnel transfer arrangements is to be suitable for the arrangement on the ship.</u></p> <p><u>(2) An analysis is to be performed in order to evaluate failures in IP transfer arrangements and all associated systems which might impair the availability of the transfer arrangements, endanger the safety of the persons involved</u></p>		

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<p><u>or both. Such analysis is to comply with following (a) and (b).</u></p> <p><u>(a) Consider the effects of failure of all 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.</u></p> <p><u>(b) Provide solutions to ensure the availability of <i>IP</i> transfer arrangements and the safety of all persons involved upon the failures identified in (a) above.</u></p> <p><u>(3) Where a single failure results in the failure of more than one component in a system (i.e. a common cause failure), all resulting failures are to be considered together. Where the occurrence of a failure leads directly to further failures, all such failures are to be considered together.</u></p> <p><u>4 In order to meet the functional requirement in An2.2.2(3), the manoeuvrability of the ship together with the expected need for the ship to keep position over time is to be evaluated to ensure the correct use of position-keeping equipment.</u></p> <p><u>5 In order to meet the functional requirement in An2.2.2(4), procedures are to be in place to ensure correct information on the number and identity of all persons on board at all times.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>An4 ADDITIONAL REGULATIONS FOR SHIPS CERTIFIED IN ACCORDANCE WITH SOLAS CHAPTER I</u></p> <p><u>An4.1 General (IP Code 4.1)</u></p> <p><u>An4.1.1 Requirements</u></p> <p><u>1 Unless expressly provided otherwise in this part, ships carrying <i>IP</i> are to meet the <i>SOLAS</i> requirements for cargo ships in addition to applicable requirements in this part.</u></p> <p><u>2 Ships complying with An.1.1-1 are considered to meet the goals and functional requirements in paragraphs An2.3 to An2.9 in addition to applicable regulations in this chapter.</u></p> <p><u>An4.2 Subdivision and Stability (IP Code 4.2)</u></p> <p><u>An4.2.1 Requirements</u></p> <p><u>1 Where the ship is certified to carry more than 240 persons on board, it is to meet the requirements of <i>SOLAS</i> regulation II-1/5 as though the ship is a passenger ship and the <i>IP</i> are counted as passengers. However, <i>SOLAS</i> regulation II-1/5.5 is not applicable.</u></p> <p><u>2 Subdivision and damage stability are to be in accordance with <i>SOLAS</i> Chapter II-1, where the ship is considered a passenger ship and <i>IP</i> are counted as passengers, with the value <i>R</i> as follows:</u></p> <p><u>(1) Where the ship is certified to carry more than 240 persons, the value <i>R</i> is assigned as <i>R</i>;</u></p> <p><u>(2) Where the ship is certified to carry not more than 60 persons, the value <i>R</i> is assigned as 0.8 <i>R</i>; or</u></p> <p><u>(3) For more than 60 persons but not more than 240 persons, the value <i>R</i> is to be determined by linear interpolation</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>between the values given in (1) and (2) above.</p> <p><u>R: Values according to the following formula</u></p> $1 - \frac{5000}{L_s + 2.5N + 15225}$ <p><u>where</u></p> <p><u>L_s: the greatest projected moulded length in metres (m) of the ship at or below deck or decks limiting the vertical extent of flooding with the ship at the deepest subdivision draught.</u></p> <p><u>N: Values according to the following formula</u></p> $N_1 + 2N_2$ <p><u>where</u></p> <p><u>N_1: number of persons for whom lifeboats are provided</u></p> <p><u>N_2: number of persons (including officers and crew) the ship is permitted to carry in excess of N_1</u></p> <p>3 <u>Where the conditions of service are such that compliance with An4.2.1-2 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 $N = N_1 + N_2$.</u></p> <p>4 <u>For ships to which An4.2.1-2(1) applies, SOLAS regulations II-1/8 and II-1/8-1 and SOLAS Chapter II-1, Parts B-2, B-3 and B-4 are to be applied as though the ship is a passenger ship and the IP are passengers. However, SOLAS regulations II-1/14 and II-1/18 are not applicable.</u></p> <p>5 <u>For ships to which An4.2.1-2(2) and An4.2.1-2(3) apply, except as provided in An4.2.1-6, the provisions of SOLAS Chapter II-1, Parts B-2, B-3 and B-4 are to apply as though the ship is a cargo ship and the IP are crew. However, the requirements of SOLAS regulations II-1/8 and II-1/8-1 need not be applied and SOLAS</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>regulations II-1/14 and II-1/18 are not applicable.</p> <p><u>6 All ships certified in accordance with this annex are to 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.</u></p> <p><u>An4.3 Machinery Installations (IP Code 4.3)</u></p> <p><u>An4.3.1 Requirements</u></p> <p><u>1 In order to meet the functional requirement set out in An2.4.2(1), the ship is to comply with SOLAS regulation II-1/35-1 as though the ship is a passenger ship.</u></p> <p><u>2 In order to meet the functional requirement set out in An2.4.2(2), where the ship is certified to carry more than 240 persons on board, it is to comply SOLAS regulation II-1/29 as though the ship is a passenger ship.</u></p> <p><u>An4.4 Electrical Installations (IP Code 4.4)</u></p> <p><u>An4.4.1 Requirements</u></p> <p><u>1 In order to meet the functional requirement set out in An2.5.2(1), electrical installations are to comply with the following (1) and (2):</u></p> <p><u>(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 applies in addition to the requirements in SOLAS regulation II-1/43</u></p> <p><u>(2) For installations in ships carrying more than 60 persons on board, SOLAS regulation II-1/42 applies.</u></p> <p><u>2 In order to meet the functional requirement set out in An2.5.2(2) for installations on ships carrying more than 60 persons on board, SOLAS regulation II-1/45.12 applies.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>An4.5 Periodically Unattended Machinery Spaces (IP Code 4.5)</u></p> <p><u>An4.5.1 Requirements</u></p> <p><u>In order to meet the functional requirements set out in An2.6.2, ships carrying more than 240 persons on board are considered to be passenger ships in relation to SOLAS Chapter II-1, Part E.</u></p> <p><u>An4.6 Fire Safety (IP Code 4.6)</u></p> <p><u>An4.6.1 Requirements</u></p> <p><u>In order to meet the functional requirements set out in An2.4.2(3) and An2.7.2, the following apply:</u></p> <p>(1) <u>Where the ship is certified to carry more than 240 persons on board, the requirements for passenger ships carrying more than 36 passengers of SOLAS Chapter II-2 apply.</u></p> <p>(2) <u>Where the ship is certified to carry more than 60 persons but not more than 240 persons on board, the requirements for passenger ships carrying not more than 36 passengers of SOLAS Chapter II-2 apply, except that SOLAS regulations II-2/21 and 22 need be applied.</u></p> <p><u>An4.7 Life-Saving Appliances and Arrangements (IP Code 4.7)</u></p> <p><u>An4.7.1 Requirements</u></p> <p><u>In order to meet the functional requirements set out in paragraph An2.8.2, the following apply:</u></p> <p>(1) <u>For ships carrying more than 60 persons on board, the</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>requirements for passenger ships engaged on international voyages, which are not short international voyages, of SOLAS Chapter III apply.</u></p> <p>(2) <u>Regardless of the number of the persons on board, SOLAS regulations III/2 and III/19.2.3 are not applicable.</u></p> <p>(3) <u>Where the term “passenger” is used in SOLAS Chapter III, it is to be read to mean IP as defined in An1.2.1(3).</u></p> <p>(4) <u>Notwithstanding (3) above, the required number of infant or child lifejackets is to be calculated solely based on the number of passengers on board.</u></p> <p><u>An4.8 Dangerous Goods (IP Code 4.8)</u></p> <p><u>An4.8.1 General</u></p> <p><u>IP 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 are to be considered as cargo and are to be transported in accordance with SOLAS Chapter VII, Part A.</u></p> <p><u>An4.8.2 Carriage of Dangerous Goods in Packaged Form</u></p> <p><u>In order to meet the functional requirements in paragraph An2.9.2, the following apply:</u></p> <p>(1) <u>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 applies.</u></p> <p>(2) <u>For the purpose of the requirements of the IMDG Code, ships certified to carry more than 240 persons on board are considered to be passenger ships and those certified to carry 240 or fewer persons on board are considered to be cargo ships.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>An4.8.3 Carriage of Dangerous Goods in Solid Form in Bulk</u> <u>In order to meet the functional requirements in paragraph An2.9.2, the following apply:</u></p> <p>(1) <u>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 applies.</u></p> <p>(2) <u>For the purpose of the requirements of the IMSBC Code, IP are considered to be ship personnel in the context of personnel protection.</u></p> <p><u>An4.8.4 Carriage of Dangerous Liquid Chemicals, Liquefied Gases and Oil</u> <u>1 In order to meet the functional requirements in An2.9.2, when simultaneously carrying dangerous liquid chemicals and/or liquefied gases as cargo in bulk and IP, the ship is to either be certified in accordance with the requirements of SOLAS Chapter VII, Part B or C or meet and be certified in accordance with a standard not inferior to that developed by the Administration. In addition, the following apply:</u></p> <p>(1) <u>The carriage of toxic products, low-flashpoint products or acids is not to be allowed when the total number of persons on board exceeds 60.</u></p> <p>(2) <u>The areas and spaces on ships where IP are not permitted to enter are to be clearly marked.</u></p> <p>(3) <u>Arrangements for personnel transfer are to be located outside of cargo areas.</u></p> <p>(4) <u>Access to the arrangements for personnel transfer is, as far as practicable, to be located outside of cargo areas.</u></p> <p>(5) <u>Embarkation or personnel transfer, and the loading or unloading of cargo are not to take place simultaneously.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>2 In order to meet the functional requirements in paragraph An2.9.2, when simultaneously carrying oil as cargo, as defined in Annex I of <i>MARPOL</i>, and <i>IP</i>, the additional requirements in An4.8.4-1. above are to apply.</u></p> <p><u>3 “Low-flashpoint products” means any of the following:</u></p> <p><u>(1) noxious liquid substances with flashpoints not exceeding 60 °C,</u></p> <p><u>(2) oil with flashpoints not exceeding 60 °C, and</u></p> <p><u>(3) liquefied gases which require flammable vapour detection in accordance with Chapter 19 of the <i>IGC Code</i>.</u></p> <p><u>4 “Toxic products” means either of the following:</u></p> <p><u>(1) dangerous chemicals to which 15.12 of the <i>IBC Code</i> applies, or</u></p> <p><u>(2) liquefied gases which require toxic vapour detection in accordance with Chapter 19 of the <i>IGC Code</i>.</u></p> <p><u>5 “Acids” mean dangerous chemicals to which 15.11 of the <i>IBC Code</i> applies</u></p> <p><u>6 In order to meet the functional requirements in An2.9.2 when carrying liquefied gases in bulk, , <i>IP</i> are considered to be personnel in the context of training and personnel protection for the purpose of the <i>IGC Code</i>.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>An5 ADDITIONAL REGULATIONS FOR CRAFT CERTIFIED IN ACCORDANCE WITH SOLAS CHAPTER X</u></p> <p><u>An5.1 General (IP Code 5.1)</u></p> <p><u>An5.1.1 Requirements</u></p> <p><u>1 High speed cargo craft certified in accordance with SOLAS Chapter X are not to carry more than 60 persons on board.</u></p> <p><u>2 Unless expressly provided otherwise in this chapter, high speed craft carrying not more than 60 persons on board are to meet the requirements for cargo craft in the HSC Code and the applicable requirements in this chapter.</u></p> <p><u>3 Craft complying with An5.1.1-2. above in addition to the applicable requirements in this part are considered to meet the goals and functional requirements in An2.3 to An2.9.</u></p> <p><u>4 Since the carriage of IP on high speed craft is not considered to be a transit voyage as specified in 1.9.1.1 of the HSC Code, a permit to operate is required.</u></p> <p><u>5 Where the term “passenger” is used in applicable requirements in the HSC Code, it is to be read to mean “persons on board other than crew”.</u></p> <p><u>An5.2 Subdivision and Stability (IP Code 5.2)</u></p> <p><u>An5.2.1 Requirements</u></p> <p><u>In order to meet the functional requirements set out in An2.3.2, the following apply:</u></p> <p><u>(1) Chapter 2, Part B, except 2.13.2 and 2.14, of the HSC Code applies in lieu of Chapter 2, Part C of the HSC Code.</u></p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>(2) When applying the provisions of Chapter 2 of the <i>HSC Code</i>, the expression “passenger” is to be read as “persons on board other than crew”. In addition, the mass of each such person is to be assumed to be 90 <i>kg</i> instead of 75 <i>kg</i>.</p> <p><u>An5.3 Machinery Installations (IP Code 5.3-)</u></p> <p><u>An5.3.1 Requirements</u> <u>In order to meet the functional requirements set out in An2.4.2, provisions in Chapter 10, Part B of the <i>HSC Code</i> applies as applicable to Category A passenger craft in lieu of Chapter 10, Part C of the <i>HSC Code</i>.</u></p> <p><u>An5.4 Electrical Installations (IP Code 5.4)</u></p> <p><u>An5.4.1 Requirements</u> <u>In order to meet the functional requirements set out in An2.5.2, 12.7.10 of the <i>HSC Code</i> applies.</u></p> <p><u>An5.7 Life-Saving Appliances and Arrangements (IP Code 5.7)</u></p> <p><u>An5.7.1 Requirements</u> <u>In order to meet the functional requirements set out in An2.8.2, the following apply:</u></p> <p>(1) 4.2.3 of the <i>HSC Code</i> applies.</p> <p>(2) 8.4.3 of the <i>HSC Code</i> applies, and the expression “passenger spaces” is to be read as “<i>IP area</i>”.</p> <p>(3) The required number of infant or child lifejackets is to be</p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p><u>calculated solely based on the number of passengers on board.</u></p> <p><u>An5.8 Dangerous Goods (IP Code 5.8)</u></p> <p><u>An5.8.1 General</u></p> <p><u>IP 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 are considered to be cargo and are to be transported in accordance with Chapter 7, Part D of the HSC Code.</u></p> <p><u>An5.8.2 Requirements</u></p> <p><u>In order to meet the functional requirements set out in An2.9.2, the following apply:</u></p> <ol style="list-style-type: none"> <u>(1) For the purpose of carrying IP, the areas and spaces on craft where IP are not permitted to enter are to be clearly marked.</u> <u>(2) Arrangements for personnel transfer are to be located outside of cargo areas.</u> <u>(3) Access to arrangements for personnel transfer is, as far as practicable, to be located outside of cargo areas.</u> <u>(4) Embarkation or personnel transfer, and the loading or unloading of cargo are not to take place simultaneously.</u> 		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p align="center">EFFECTIVE DATE AND APPLICATION</p> <ol style="list-style-type: none"> 1. Effective date of this draft amendment is 1 July 2024. 2. Notwithstanding the amendments to the Rules the current requirements apply to ships the keels of which were laid or which were at a similar stage of construction and authorised by the Administration in accordance with <i>MSC.418(97)</i> before the first intermediate or renewal survey*², whichever occurs first, after 1 July 2024. (Note) The term “a similar stage of construction” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 <i>tonnes</i> or 1 %*¹ of the estimated mass of all structural material, whichever is less. <p>*¹ For high speed craft, “1 %” is to be read as “3 %”.</p> <p>*² For high speed craft, “the first intermediate or renewal survey” is to be read as “the third periodical of first renewal survey”.</p>		

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p align="center">GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p align="center">Part O WORK-SHIPS</p> <p align="center">O1 GENERAL</p> <p>O1.1 Application and Equivalency</p> <p>O1.1.1 Application</p> <p>1 With respect to the reduction of scantlings of the structural members of ships to be classed for restricted service, the provisions in 1.1.1-2, Part CS of the Rules are to apply except for those specially prescribed in this Part.</p> <p>2 <u>The “special consideration” referred to in 1.1.1-6, Part O of the Rules means that measures deemed appropriate by the Administration (for example, the application of the <i>IP</i> Code, application of the <i>SPS</i> Code or risk assessments and treatments for ships which have large embarking capacities) are to be taken.</u></p>	<p align="center">GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p align="center">Part O WORK-SHIPS</p> <p align="center">O1 GENERAL</p> <p>O1.1 Application and Equivalency</p> <p>O1.1.1 Application</p> <p>With respect to the reduction of scantlings of the structural members of ships to be classed for restricted service, the provisions in 1.1.1-2, Part CS of the Rules are to apply except for those specially prescribed in this Part.</p> <p>(Newly added)</p>	

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>O11 WIND TURBINE INSTALLATION SHIPS</p> <p>O11.7 Machinery</p> <p>O11.7.1 General 2 (Deleted)</p> <p>(Deleted)</p> <p>(Deleted)</p>	<p>O11 WIND TURBINE INSTALLATION SHIPS</p> <p>O11.7 Machinery</p> <p>O11.7.1 General 2 <u>“Special consideration” specified in 11.7.1-2, Part O of the Rules means that measures deemed appropriate by the Administration (for example, risk assessments and treatments for the ship which has a large embarking capacity, or application of the SPS Code) are to be taken.</u></p> <p><u>O11.8 Electrical Installations</u></p> <p><u>O11.8.1 General</u> <u>The “special consideration” specified in 11.8.1-3, Part O of the Rules means that measures deemed appropriate by the Administration (for example, risk assessments and other measures for ships which have large embarking capacities, or application of the SPS Code) are to be taken.</u></p> <p><u>O11.9 Fire Protection and Means of Escape</u></p> <p><u>O11.9.1 General</u> <u>“Special consideration” specified in 11.9.1-2, Part O of the Rules means that measures deemed appropriate by the Administration (for example, the requirements specified in Part 7 of the Rules for the Survey and Construction of Passenger Ships are applied mutatis mutandis, risk assessments and treatments for the ship which has a large embarking capacity are conducted, etc., or</u></p>	<p>The provisions “Special consideration” are deleted from Chapter 11 of the Guidelines, as it has been moved to Chapter 1 of the Guidelines.</p>

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>O11.10 Fire Extinguishing Systems</p> <p>O11.10.1 General (Deleted)</p>	<p><u>application of the <i>SPS Code</i> are to be taken.</u></p> <p>O11.10 Fire Extinguishing Systems</p> <p>O11.10.1 General <u>2 “Special consideration” specified in 11.10.1-3, Part O of the Rules means that measures deemed appropriate by the Administration (for example, the requirements specified in Part 7 of the Rules for the Survey and Construction of Passenger Ships are applied mutatis mutandis, risk assessments and treatments for the ship which has a large embarking capacity are conducted, etc., or application of the <i>SPS Code</i> are to be taken.</u></p>	
<p>O12 Wind Farm Support Vessels</p> <p>(Deleted)</p>	<p>O12 Wind Farm Support Vessels</p> <p><u>O12.1 General</u></p> <p><u>O12.1.1 Application</u> <u>The “Special consideration” referred to in 12.1.1-4, Part O of the Rules means measures deemed appropriate by the Administration (for example, risk assessments and treatments for ships with large embarking capacities, or the application of the <i>SPS Code</i>)</u></p>	<p>The provisions “Special consideration” are deleted from Chapter 12 of the Guidelines, as it has been moved to Chapter 1 of the Guidelines.</p>

Amended-Original Requirements Comparison Table (IP Code)

Amended	Original	Remarks
<p>EFFECTIVE DATE AND APPLICATION</p> <ol style="list-style-type: none"> Effective date of this draft amendment is 1 July 2024. Notwithstanding the amendments to the Guidance the current requirements apply to ships the keels of which were laid or which were at a similar stage of construction and authorised by the Administration in accordance with <i>MSC.418(97)</i> before the first intermediate or renewal survey*², whichever occurs first, after 1 July 2024. (Note) The term “a similar stage of construction” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 <i>tonnes</i> or 1 %*¹ of the estimated mass of all structural material, whichever is less. <p>*¹ For high speed craft, “1 %” is to be read as “3 %”.</p> <p>*² For high speed craft, “the first intermediate or renewal survey” is to be read as “the third periodical of first renewal survey”.</p>		