
International Code of Safety for Ships Carrying Industrial Personnel (IP Code)

Notice to ship owners, managers, Masters, Approved Nautical Inspectors, Recognised Organisations and surveyors

1. Purpose

- 1.1. The purpose of this Notice is to provide the Bahamas Maritime Authority (BMA) requirements for ships carrying industrial personnel, under the provisions of Chapter XV of the International Convention for the Safety of Life at Sea, 1974, as amended *Safety Measures for Ships Carrying Industrial Personnel* (SOLAS Chapter XV), which was adopted by the International Maritime Organization (IMO) by Resolution [MSC.521\(106\)](#) on 10 November 2022.
- 1.2. SOLAS Chapter XV introduces the [International Code of Safety for Ships Carrying Industrial Personnel \(IP Code\)](#), which was adopted by IMO under Resolution MSC.527(106) on 10 November 2022.
- 1.3. This Notice should be read in conjunction with the IP Code.

2. Application

- 2.1. This Notice applies to all ships registered in The Bahamas that intend to carry industrial personnel.
- 2.2. The IP Code enters into force on **01 July 2024**.
- 2.3. SOLAS Chapter XV makes the IP Code mandatory to all cargo ships and high speed craft engaged on international voyages and certificated in accordance with Regulation 12 of SOLAS Chapter I.

3. Definitions

3.1. For the purpose of this Notice:

- **Carriage** means transportation, accommodation, or both.
- **Essential systems** mean systems referred to in SOLAS regulation II-2/21.4
- **HSC Code** means the International Code of Safety for High-Speed Craft, 2000, as adopted by the Maritime Safety Committee of the Organization by resolution MSC.97(73), as amended.
- **Industrial personnel (IP)** means all persons *transported or accommodated on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities*. Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e)
- **IP area** is every area or space where IP are normally intended to stay during voyage or are allowed to access.
- **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.
- **Passenger** means every person other than the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and a child under one year of age
- **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 Code applies and from or to another ship or an offshore facility.
- **Special personnel** means all persons who are not passengers or members of the crew or children of under one year of age and who are *carried on board in connection with the special purpose of that ship or because of special work being carried out aboard that ship*. Wherever in the Code the number of special personnel appears as a parameter it should include the number of passengers carried on board, which may not exceed 12.
- **Special purpose ship (SPS)** means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel including passengers.

4. Relationship between IP Code and SPS Code

4.1. The IP Code is a mandatory code to provide for the safe carriage of industrial personnel on ships, and their safety during personnel transfer operations by addressing any risks present which are not adequately mitigated by the applicable safety standard in SOLAS.

- 4.2. The [*Code of Safety for Special Purpose Ships, 2008 \(SPS Code 2008\), MSC.266\(84\) as amended*](#), is a voluntary code to provide for special purpose personnel who are carried onboard in connection with the special purpose of the ship, or because of the special work being carried out onboard the ship. The SPS Code is intended to facilitate operation of such ships and result in a level of safety for the ships and their personnel equivalent to that required by SOLAS.
- 4.3. Industrial personnel are transported or accommodated on board the ship, but **do not work on the ship** itself. Special personnel **work onboard the ship** in connection with its special purpose, or special work being carried out onboard the ship.
- 4.4. A person can be **either** industrial personnel **or** special personnel, **but cannot be both at the same time**.
- 4.5. The IP Code has **specific requirements** for industrial personnel with regards to medical fitness, ability to communicate with crew, safety training, safety familiarisation and onboard familiarisation with ships transfer arrangements and equipment. Whereas, the SPS Code has **expectations** for special personnel to be able bodied, have a fair knowledge of the layout of the ship, and have received some training in safety procedures and the handling of safety equipment before leaving port.
- 4.6. When dangerous goods are being carried onboard the ship to be used **off the ship** by industrial personnel, then the dangerous goods are classified as being carried onboard for shipment as cargo and are subject to the provisions of the International Maritime Dangerous Goods (IMDG) Code. If the dangerous goods are carried as ships stores and are to be used **onboard the ship** by special personnel or the ship's crew, they are not subject to the provisions of the IMDG Code.
- 4.7. The IP Code contains additional requirements for lifesaving appliances on high speed craft.
- 4.8. BMA requirements for special purpose ships and special personnel are provided in Marine Notice 103.

5. **Applicability of the IP Code**

- 5.1. Both SOLAS and the applicable Bahamas legislation allow a cargo ship to carry up to 12 passengers in addition to the crew. It follows that, generally, a ship carrying more than 12 passengers is considered a passenger ship.
- 5.2. The BMA recognises, however, that there are ships of such design and which operate in services and under conditions that can make strict compliance with passenger ship

requirements inappropriate. Additionally, certain key attributes of those persons carried are not typical of passengers, in that they are regularly working in the maritime environment, are certified medically fit and have relevant safety training.

- 5.3. Developments in the offshore industry led to the recognition of a new category of persons on board in SOLAS, namely Industrial Personnel.
- 5.4. The IP Code is mandatory for cargo ships and high-speed cargo craft of 500 gross tonnage and above that intend to carry industrial personnel, as indicated below.
- 5.5. Noting paragraph 6 of the preamble to the IP Code, The Bahamas applies the IP Code to ships operating within the confines of a coastal State or between a base port and an offshore installation outside territorial waters of a coastal State.
- 5.6. The Bahamas applies the IP Code to non-SOLAS vessels of less than 500 gross tonnage, where the aggregated number of passengers, special personnel and industrial personnel exceeds 12 persons, to the extent practicable.
- 5.7. The IP Code applies to new and existing ships as follows:

5.7.1. New Ships

- i. Cargo ships and high-speed cargo craft of 500 gross tonnage and above, which carry more than 12 industrial personnel, constructed¹ on or after 01 July 2024, shall comply with the IP Code.

5.7.2. Existing ships

- i. Cargo ships constructed before 01 July 2024, with authorisation from the flag State to carry more than 12 industrial personnel under IMO Resolution [MSC.418\(97\) Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages](#) shall comply with regulations III/1, III/2 (except paragraph 2.1.7), IV/7 and IV/8 of the IP Code by the first intermediate or renewal survey, whichever occurs first, after 01 July 2024.
- ii. High-speed cargo craft constructed before 01 July 2024, with authorisation from the flag State to carry more than 12 industrial personnel under IMO Resolution [MSC.418\(97\) Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages](#) shall comply with

¹ the expression "constructed" refers to the description given in regulations:

- SOLAS II-2/1.1.2.1, as complemented by regulation II-2/1.1.3 for cargo ships; and
- SOLAS X/1.4, as complemented by regulation X/1.5 for high-speed cargo craft

regulations III/1, III/2 (except for paragraph 2.1.7), V/7 and V/8 of the IP Code by the third periodical or first renewal survey, whichever occurs first, after 1 July 2024.

- iii. Cargo ships and high-speed cargo craft, irrespective of date of construction, which, prior to 01 July 2024, **have not** been authorised by the Administration to carry more than 12 industrial personnel under IMO Resolution [MSC.418\(97\) Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages](#) shall comply and be certified in accordance with SOLAS Chapter XV and the IP Code prior to the carriage of more than 12 industrial personnel on board.

6. “Grandfathering” Provision for Existing Ships

- 6.1.1. Existing ships that fall under paragraphs 5.7.2.i or 5.7.2.ii that have received authorisation from the flag State to carry more than 12 industrial personnel under IMO Resolution [MSC.418\(97\)](#) **before 01 July 2024** may take advantage of the grandfathering provision.
- 6.1.2. Ships covered by this section shall apply for a Permit to Carry Industrial Personnel **before 01 July 2024**, as per section 7.
- 6.2. The BMA accepts that transport or accommodation of Industrial Personnel are performed by ships issued with certificates stating compliance with:
 - i. the 2008 SPS Code (IMO Resolution MSC.266(84)), and
 - ii. the damage stability requirements of IMO Resolution MSC.235(82), as amended by IMO Resolution MSC.335(90).
- 6.3. The BMA also accepts that certification according to the 2008 SPS Code may not be appropriate for existing ships, therefore existing ships shall comply with:
 - i. 2008 SPS Code (IMO Resolution MSC.266(84)), and the damage stability required by IMO Resolution MSC.235(82) as amended by IMO Resolution MSC.335(90), also for vessels above 100 meters; or
 - ii. the 1983 or 2008 SPS Code and the damage stability required by either IMO Resolution A.469(XII) or MSC.235(82), or
 - iii. Annex 1 (Lifesaving appliances) and Annex 2 (Damage stability requirements) of this Notice.

7. Permit to Carry Industrial Personnel

- 7.1. A Permit to Carry Industrial Personnel is only required for ships covered under the grandfathering provision.
- 7.2. All other ships carrying Industrial Personnel shall apply to the Recognised Organisation that classes the ship for certification under SOLAS Chapter XV and the IP Code.
- 7.3. Bahamas Recognised Organisations are authorised to undertake statutory certification and services associated with SOLAS Chapter XV/IP Code and to issue a Permit to Carry Industrial Personnel under the grandfathering provision.
- 7.4. The Company² shall apply to the Recognised Organisation that classes the ship for each ship considered for the carriage of Industrial Personnel.
- 7.5. The Recognised Organisation will review the application and, when satisfied that the ship is eligible, issue a Permit to Carry Industrial Personnel.
- 7.6. The permit to carry Industrial Personnel shall be drawn up in the form corresponding to the model given in Annex 3 and shall include the statement of conditions for carriage of Industrial Personnel as given in MSC.418(97).
- 7.7. The Recognised Organisation shall send a copy of the Permit to the BMA Inspections & Surveys department (tech@bahamasmaritime.com).

8. Personnel Transfer

- 8.1. Regulation 2 of the IP Code provides requirements for the safety of all persons involved in personnel transfer. This requires personnel transfer appliances to be inspected regularly and included in the survey for compliance with the IP Code.
- 8.2. The personnel transfer arrangement and position keeping arrangement shall comply with the functional requirements set out in Part II.2.2.2 and Part II.2.2.3 of the IP Code, i.e.:
- i. Arrangements for personnel transfer shall be:
 - designed, constructed and maintained to withstand the loads they are subjected to;
 - designed and engineered to fail to a safe condition in the event of a loss or reduction in their associated functionality; and

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- capable of safely returning persons in transfer to a safe location after loss of power.
 - ii. Means for position keeping shall be provided and arranged in a manner that prevents accidents during transfer of personnel.
- 8.3. If the ship is not fitted with dedicated crew transfer arrangements at the time of survey for the issuance of an IP Code Certificate, or where boat, helicopter or basket transfer are proposed, the Company shall conduct a specific risk assessment and ensure that the functional requirements set out in Part II 2.2.2 and Part II 2.2.3 of the IP Code are complied with to the fullest extent. Copies of risk assessments shall be kept on board for review by recognised organisations and authorised officers.
- 8.4. If failure of the personnel transfer arrangement or the position keeping arrangement results in the ship being unable to meet the functional requirements, the ship is not permitted to perform transfers until the failure has been rectified. However, failure of the transfer arrangement is not considered as making the ship unseaworthy, or a reason to delay a ship in port, if the Master has taken action to take the failed personnel transfer appliance into account when planning and executing a safe voyage.
- 8.5. A job safety analysis shall be carried out when planning, and before executing, personnel transfer at sea. The analysis shall take into account environmental conditions and operational and equipment limitations.
- 8.6. [MSC-MEPC.7.Circ.10 Guidance on safety when transferring persons at sea](#) and [IMCA M202 Guidance on the transfer of personnel to/from offshore vessels and structures](#) should be taken into account when planning personnel transfer.

9. Carriage of Dangerous Goods

- 9.1. Industrial personnel may only bring dangerous goods onboard for the purpose of their role off the ship and with the prior consent of the master of the ship. These dangerous goods shall be considered as cargo and transported in accordance with part A of SOLAS Chapter VII
- 9.2. When simultaneously carrying dangerous liquid chemicals and/or liquefied gases as cargo in bulk and Industrial Personnel, the ship shall be either be certified in accordance with SOLAS Chapter VII parts B or C, or the OSV Chemical Code. Bulk carriage of toxic products, low-flashpoint products or acids are not allowed when the total number of persons on board exceeds 60.
- 9.3. For IP Code ships certified to carry more than 240 persons, the requirements for passenger ships in the IMDG Code apply.

- 9.4. For ships carrying both Industrial Personnel and Special Personnel, reference is made to chapter 7 of the SPS Code in relation to dangerous goods carried on board the ship in connection with the special purpose of the ship or because of special work carried out on board the ship. Although such dangerous goods are considered ship's stores, the provisions of chapter 7 of the SPS Code shall be taken into account.

10. High Speed Craft

- 10.1. Transport and accommodation of industrial personnel on high speed craft, certified under SOLAS Chapter X and the HSC Code, is limited to a maximum of 60 persons onboard.
- 10.2. Sleeping berths for industrial personnel **are not permitted** on high speed craft.
- 10.3. The carriage of industrial personnel on high speed craft **is not** considered a transit voyage, so a Permit to Operate is required, as per section 1.9 of the HSC Code.

11. Queries

- 11.1. Any queries on this Notice may be submitted to tech@bahamasmaritime.com or any BMA office.

Revision History

Version	Description of Revision
1.0	First Issue

Annex 1 – “Grandfathering” provision for existing ships (section 6.3.iii)

Life Saving Appliances on cargo ships constructed before 01 July 2024, when carrying Industrial or Special personnel

- 1.1 The following guidelines shall be followed with regards to the life-saving appliances on cargo ships constructed before 01 July 2024, when such ships carry Industrial or Special personnel on board:

Number of Industrial or Special Personnel	Ship length (metres) ³	Additional Requirements	Carrying capacity of fully enclosed lifeboats on each side	Carrying capacity of liferafts
Up to 50	Less than 85	None	None	100% each side (Note 1)
Up to 50	85 and above	None	100%	100% (Note 2)
Up to 50	85 and above	Damage stability (Note 3)	50%	100% each side. The liferafts shall be served by launching appliances
51 to 200	Any	None	100%	100% each side.
51 to 200	Any	Damage Stability (Note 3)	50%	100% each side. The liferafts shall be served by launching appliances
201 and above	Shall be certified as a passenger ship on international voyages			

1. If it is not possible to transfer from side to side, each side to have 150% capacity
 2. If it is not possible to transfer from side to side, each side to have 100% capacity
 3. Damage stability in accordance with Code of Safety for Special Purpose Ships, IMO Resolution A.534(13) adopted on 17 November 1983, as amended by MSC/Circ.739.
- 1.2 Cargo ships of less than 85m in length with less than 50 Special or Industrial personnel on board shall carry liferafts in accordance with SOLAS requirements in force when the ship was constructed (SOLAS Chapter III, Regulation 31.1.3).
- 1.3 Cargo ships of 85m and above in length with less than 50 Special or Industrial personnel on board shall carry lifeboats and liferafts in accordance with SOLAS requirements in force when the ship was constructed (SOLAS Chapter III, Regulation 31.1.1 or 31.1.2).
- 1.4 Ships which comply with the above referenced damage stability requirements, may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.

³ “length” means

- 1.5 Cargo ships regardless of length with 51-200 Special or Industrial personnel on board shall carry lifeboats and liferafts in accordance with SOLAS 1974 requirements in force when the ship was constructed (SOLAS Chapter III, Regulation 31.1.1 or 31.1.2). If the ship complies with the above referenced damage stability requirements it may carry totally enclosed lifeboats on each side as will accommodate at least 50% of the total number of persons on board. In addition, such ships shall carry liferafts on each side with capacity as will accommodate the total number of persons on board. The liferafts shall be served by launching appliances.
- 1.6 Cargo ships regardless of the above requirements shall carry a rescue boat in accordance with SOLAS requirements in force when the ship was constructed (SOLAS Chapter III, Regulation III/31.2).
- 1.7 Ships regardless of length which carry more than 200 persons on board, shall meet the SOLAS 1974 requirements for passenger ships in force on the date of which the keel was laid, and be certified as such.
- 1.8 Upon compliance with the above requirements, cargo ships with 50% lifeboat capacity on each side shall carry a SOLAS Exemption Certificate issued by the Recognised Organisation with the following text under "conditions":
- "May carry enclosed lifeboats on each side of such aggregate capacity as will accommodate at least 50% of the total number of persons on board. In addition, the ship shall carry liferafts on each side of such aggregate capacity as will accommodate at least 100% of the total number of persons on board. The liferafts shall be served by launching appliances on each side.*
- The stability requirements of Ch. 2.2 of IMO Resolution A.534(13) have been complied with."*
- 1.9 The BMA has provided the IMO with a notification of acceptance of these equivalent arrangements in accordance with the provisions of SOLAS Chapter I, Regulation 5.

Annex 2– “Grandfathering” provision for existing ships (section 6.3.iii)**Damage Stability Requirements on cargo ships constructed before 01 July 2024, carrying Industrial or Special personnel****1. Life Saving Appliances on ships which carry Industrial or Special personnel**

- 1.1 In paragraphs 3 and 4 below, and where the resulting requirements means that IMO Resolution A.534(13) or IMO Resolution MSC.266(84) apply, the carrying capacity of fully enclosed lifeboats on each side may be reduced to 50%, refer to Annex 1.
- 1.2 Cargo ships referred to in Annex 1 carrying more than 50 special or industrial personnel, and with a carrying capacity of enclosed lifeboats of less than 100% on each side, shall meet the requirements of IMO Resolution A.534(13), independent of area of operation and subdivision length L_s .

2. Damage stability for cargo ships, irrespective of length

- 2.1 Cargo ships, irrespective of length which operate within the safety zone of offshore installations should comply with IMO Resolution A.469(XII) or IMO Resolution MSC.235(82) as amended by IMO Resolution MSC.335(90), as applicable.
- 2.2 At owner's/builder's request, IMO Resolution A.534(13) or IMO Resolution MSC.266(84) may be applied in lieu of paragraph 2.1. In such cases paragraphs 3.4.1 or 3.4.2, shall apply.

3. Damage stability for cargo ships, L_s or length (L) ≥ 80 metres

- 3.1 Cargo ships with a contract date between 20 April 2005 and 20 May 2007 with a subdivision length L_s of 100 metres and above shall meet the probabilistic requirements of SOLAS 2004, Ch. II-1, Part B-1.
- 3.2 Cargo ships with a contract date between 20 May 2007 and 1 January 2009 and with a subdivision length L_s of 80 metres and above shall meet the probabilistic requirements of SOLAS 2004, Ch. II-1, Part B-1.
- 3.3 Cargo ships, the keel of which are laid on or after 1 January 2009 and with a length (L) of 80 metres and above shall meet the probabilistic requirements of SOLAS 2009, Ch. II-1, Part B-1.
- 3.4 As an alternative to the requirements in paragraphs 3.1, 3.2 and 3.3 above; item .5 of the footnote to SOLAS 2009 regulation II-1/4 (SOLAS 2004 regulation II-1/25-1), paragraph 1 may be applied, i.e. IMO Resolution A.534(13) or IMO Resolution MSC.266(84) as

applicable. In such instances and when the vessel shall operate in close vicinity of offshore installations, the following should be observed:

- For vessels carrying more than 50 special or industrial personnel, IMO Resolution A.534(13) may be considered as at least equivalent to IMO Resolution A.469(XII).
- Notwithstanding paragraph 2.2.1 of IMO Resolution A.534(13) for vessels carrying not more than 50 special personnel, the machinery space shall be subject to a damage stability standard of at least IMO Resolution A.469(XII), with respect to both damage extent and survivability.

4. *Cargo ships carrying more than 200 industrial or special personnel*

- 4.1 Independent of subdivision length L_s or length (L) and not limited to stability requirements, these vessels shall comply with all SOLAS requirements applicable to passenger ships to the extent decided by the BMA in each particular case, or the SPS Code 2008.

Annex 3 Form of Permit to Carry Industrial Personnel

	PERMIT TO CARRY INDUSTRIAL PERSONNEL	Cert. No.:
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This Permit to carry Industrial Personnel (IP) is a supplement to Form E, which is a supplement to the Cargo Ship Safety Equipment Certificate.

Issued under the provisions of Chapter XV of the INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974 and Resolution MSC.418(97) under the authority of the Government of

THE COMMONWEALTH OF THE BAHAMAS

by [Name of Recognised Organisation]

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage	Length (*)
		NASSAU		m

* Length (L) as described on International Load Line Certificate.

Number of IP Permitted to be carried	
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THIS IS TO CERTIFY THAT the ship complies with the requirements for ships carrying industrial personnel applicable to existing ships prior to the entry in to force of Chapter XV of the International Convention for the Safety of Life at Sea, 1974.

This permit is valid to _____, subject to the annual and periodical surveys being carried out as described in the relevant Chapters of the Convention.

Issued at _____, on the _____.

Signature and stamp



CARRIAGE OF INDUSTRIAL PERSONNEL

Cert. No.:

TO WHOM IT MAY CONCERN

Carriage of Industrial Personnel (IP).

The ship is an existing ship with authorisation from the Bahamas Maritime Authority to carry more than 12 industrial personnel under IMO Resolution MSC.418(97) *Interim recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*, as described in Marine Notice 102.

The following conditions for carriage of Industrial Personnel are as given by IMO Resolution MSC.418(97). Industrial personnel shall:

- .1 be not less than 16 years of age;
- .2 prior to boarding the ship, have received appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code. Other industrial training standards such as those of the Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organisation (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited), may be accepted;
- .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 familiarised 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.

A Permit to carry Industrial Personnel has been issued and should be attached to the Supplement to the Cargo Ship Safety Equipment Certificate, Form E.

This statement is valid until the application dates of the IP Code for the vessel and only if vessel remains unaltered after date of issue.

Issued at _____, on the _____.

Signature and stamp