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

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

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### 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 entered 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 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, constructed<sup>1</sup> 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

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<sup>1</sup> 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. Personnel Transfer

- 6.1. 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.
- 6.2. 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
    - 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.
- 6.3. 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.
- 6.4. 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.

- 6.5. 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.
- 6.6. [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.

## **7. Carriage of Dangerous Goods**

- 7.1. 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
- 7.2. 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.
- 7.3. For IP Code ships certified to carry more than 240 persons, the requirements for passenger ships in the IMDG Code apply.
- 7.4. 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.

## **8. High-Speed Craft**

- 8.1. 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.
- 8.2. Sleeping berths for industrial personnel **are not permitted** on high-speed craft.

- 8.3. 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.

**9. Queries**

- 9.1. Any queries on this Notice may be submitted to [tech@bahamasmartime.com](mailto:tech@bahamasmartime.com) or any BMA office.

**Revision History**

Version	Description of Revision
1.0	First Issue
2.0	Amended after 01 July 2024 cutoff date, to remove section 6 - "Grandfathering" provision for existing ships, section 7 - permit to carry industrial personnel, Annex 1 - lifesaving appliances, Annex 2 - damage stability requirements, and Annex 3 – permit to carry industrial personnel.