

These notifications summarise key regulatory matters, to inform members of regulatory changes, or incidents which contain learning opportunities which are considered to be of interest. The information below has been provided in good faith and should be reviewed individually by recipients, who will determine its relevance to their own operations.

A number of other organisations issue regulatory notifications or similar documents which may be of interest to IMCA members. Where these are particularly relevant, these may be summarised or highlighted here. Links to known relevant websites are provided at www.imca-int.com/links. Additional links should be submitted to webmaster@imca-int.com.

Members are advised to read the source documents and to seek detailed advice from stakeholders such as the Flag Administration(s) and classification societies for their vessels where they consider that information contained in a regulatory notification is relevant to their operations. The IMCA policy and regulatory affairs team can also be contacted for further advice at info@imca-int.com.

IMO Resolution for the Carriage of Industrial Personnel on board Vessels Engaged on International Voyages

On 25 November 2016, the Maritime Safety Committee of IMO (MSC) reached a significant agreement on an interim solution for the safe carriage of industrial personnel on board offshore industry vessels engaged on international voyages. At its 97th session, MSC considered supplemental legal advice regarding the introduction of mandatory safety standards for the carriage of more than 12 industrial personnel; draft definitions of industrial personnel and industrial activities, including the clarification regarding the types of ships to be covered by the new mandatory instruments and recommendations; and a roadmap for further developments, specifying the priorities, time frames, responsibilities and long- and short-term objectives.

As a result, MSC 97 approved the attached draft Resolution, which will be assigned a number once officially issued by IMO. The Resolution is a voluntary instrument and serves as an interim measure until the new SOLAS chapter related to the carriage of industrial personnel and the mandatory code enter into force in 2024. The new SOLAS chapter and the new code would be aimed at ensuring the safety of industrial personnel (e.g. offshore workers).

IMCA will issue further information and guidance on the aforementioned regulatory developments of industrial personnel in due course.

ANNEX 1

DRAFT MSC RESOLUTION

**INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF
MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS
ENGAGED ON INTERNATIONAL VOYAGES**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECOGNIZING that increasing numbers of offshore projects and innovations are creating new and growing demand for the carriage of industrial personnel to and from offshore facilities and/or other ships,

RECOGNIZING ALSO that, with regard to offshore wind farm service vessels for the carriage of construction and maintenance personnel, difficulties are reported caused by the lack of a clear definition for industrial personnel and the lack of legally binding international safety standards for the carriage of more than 12 industrial personnel on board in the existing instruments,

RECOGNIZING FURTHER that the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, currently does not define industrial personnel and that an interim solution is urgently required,

NOTING that the Maritime Safety Committee, at its ninety-sixth session, decided to develop a mandatory instrument for the carriage of industrial personnel so that such personnel should not be considered or treated as passengers under SOLAS regulation I/2(e),

RECOGNIZING the urgent need for Member Governments to ensure the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages while the mandatory instrument is developed by the Organization,

HAVING CONSIDERED, at its [ninety-seventh session], the *Interim Recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*,

1 ADOPTS the *Interim Recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages*, the text of which is set out in the annex to the present resolution;

2 INVITES Governments, until such time that the mandatory instrument for the carriage of industrial personnel enters into force, to:

- .1 note that industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e); and
- .2 apply the annexed *Interim Recommendations* when regulating ships, regardless of size, carrying more than 12 industrial personnel.

3 INVITES ALSO Governments to bring this to the attention of all parties concerned.

ANNEX

INTERIM RECOMMENDATIONS ON THE SAFE CARRIAGE OF MORE THAN 12 INDUSTRIAL PERSONNEL ON BOARD VESSELS ENGAGED ON INTERNATIONAL VOYAGES

1 For the purposes of these Interim Recommendations, *industrial personnel* means all persons who are transported or accommodated on board for the purpose of offshore industrial activities performed on board other vessels and/or other offshore facilities and meet the criteria set out below.

2 Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e).

3 *Offshore industrial activities* are the construction, maintenance, operation or servicing of offshore facilities related, but not limited, to exploration, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

4 For the purpose of these Interim Recommendations, all industrial personnel should:

- .1 be not less than 16 years of age;
- .2 prior to boarding the ship, receive appropriate safety training, meeting the standard in paragraph 2.1 of section A-VI/1 of the STCW Code. Administrations may accept other industrial training standards such as those of the Global Wind Organisation (GWO), Offshore Petroleum Industry Training Organisation (OPITO), Basic Offshore Safety Induction and Emergency Training (OPITO accredited), if they consider these appropriate alternatives;
- .3 receive on board ship specific safety familiarization that includes, but is not limited to, the layout of the ship, and handling of the safety equipment, as appropriate. The standard in paragraph 1 of section A-VI/1 of the STCW Code, or equivalent, should be used as the standard;
- .4 be familiarized with specific procedures, e.g. transfer procedures on and off the ship while at sea, as appropriate;
- .5.1 be accounted for in the ship's life-saving equipment; and
- .5.2 be equipped with personal protective clothing and equipment suitable for the safety risks to be encountered both while on board the ship and being transferred at sea; and
- .6 meet appropriate medical standards. The standard in section A-I/9 of the STCW Code, applicable to engineers, or equivalent, may be used as a standard.

5 IMO guidance (MSC-MEPC.7/Circ.10) or relevant industry standards should be taken into account, to the extent possible, when transferring industrial personnel at sea.

6 Industrial personnel may be carried on board ships meeting the provisions of the 2008 SPS Code or other standards, providing they meet an equivalent level of safety acceptable to the Administration, taking into consideration the number of persons on board.
