

Category:

Instruction no.: 5-2017 rev.1

Operational

Nautical

Our ref. and file no.:2016/123955

Technical

Other

Date: 6 May 2021

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This document is electronically signed, and has therefore no written signatures

Carriage of Industrial Personnel

1. Purpose

Instruction to Class (IC) 5-2017 rev.1 is adopted in order to give effect to the content in IMO Res.MSC.418(97) and instructs the Recognised Organisations (ROs) of the NMA's acceptance criteria for cargo ships which can carry Industrial Personnel.

2. Application

IC 5-2017 rev.1 applies to cargo ships for which Annex I to the Agreement apply.

3. Supersedes

IC 5-2017 rev.1 supersedes the following document:

- IC 5-2017

4. References

- Agreement of 1 June 2002 between the Ministry of Trade, Industry and Fisheries and ROs concerning surveys of ships registered in a Norwegian ship register (the Agreement) Articles 2.2, 2.3 and 3.1-3.5, cf. Annex I to the Agreement sections 3.1 and 3.2 and Annex III.
- Regulations of 1 July 2014 No. 1072 on the construction of ships, cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter II-1.
- Regulations of 1 July 2014 No. 1099 on fire protection on ships, cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter II-2.
- Regulations of 1 July 2014 No. 1019 on life-saving appliances on ships, cf. International Convention for the Safety of Life at Sea 1974 (SOLAS) Chapter III.

5. Definitions used in IC 5-2017 rev.1

- 5.1. “*Category A vessel*” means a cargo ship the keel of which is laid, or which is at a similar stage of construction, on or after 1 July 2016.
- 5.2. “*Category B vessel*” means a cargo ship the keel of which is laid, or which is at a similar stage of construction, before 1 July 2016.
- 5.3. “*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. Such industrial personnel should not be considered or treated as passengers under SOLAS regulation I/2(e).
- 5.4. “*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.

6. Background

- 6.1. In line with the requirements in the SOLAS 1974 Convention, the applicable Norwegian regulations allow a cargo ship to carry up to 12 passengers in addition to the crew. Thus, as a general rule, a ship carrying more than 12 passengers, is a passenger ship.
- 6.2. The NMA recognizes 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.
- 6.3. Developments in the offshore industry and work progressing at the IMO have therefore led to the recognition of a new category of persons on board, namely Industrial Personnel.
- 6.4. The operations in reference are of a relatively new kind and international regulations are not yet in place. Until the entering into force of SOLAS regulations which specifically address the carriage of Industrial Personnel on board cargo ships on international voyages, the interim requirements adopted in IC 5-2017 rev. 1 apply to cargo ships registered in a Norwegian ship register, when such cargo ships may carry Industrial Personnel.

7. Item

- 7.1. The Norwegian Maritime Authority accepts that transport or accommodation of Industrial Personnel are performed by ships issued with certificates stating compliance with;
 - 7.1.1. the 2008 SPS Code (IMO Res.MSC.266(84)), and
 - 7.1.2. the damage stability requirements of IMO Res.MSC.235(82), as amended by IMO Res.MSC.335(90).
- 7.2. The certification according to the 2008 SPS Code may not be appropriate for existing ships. Therefore and with reference to IC 1-2009 rev.4
 - 7.2.1. **Category A vessels** shall comply with the 2008 SPS Code and the damage stability required by IMO Res.MSC.235(82) as amended by IMO Res.MSC.335(90), also for vessels above 100 meters.
 - 7.2.2. **Category B vessels** shall comply with either;
 - 7.2.2.1. the 1983 or 2008 SPS Code and the damage stability required by IMO Res. A.469(XII) or MSC.235(82), or
 - 7.2.2.2. the requirements adopted in IC 1-2009 rev.4.

7.3. Category B vessels which do not fully comply with the requirements in IMO Res.A.534(13) as amended, but are found to comply with Annex 1 and Annex 2 of IC 1-2009 rev.4, may in addition to the permit to carry Industrial Personnel in item 9, be issued with a SPS certificate in accordance with IMO Res.A.534(13) valid for near coastal voyages. An SPS exemption certificate stating which requirements in IMO Res.A.534(13) the ship does not comply with shall be issued with the following text:

*Voyages, if any, for which the Exemption Certificate is granted:
- when vessel is on station conducting projects within reach of established national rescue services (near Coastal Voyage as defined in the 1983 SPS Code section 1.3.6 as referred to in section 1.4 Exemptions 1.4.1).*

8. Application lodged by the shipping company

- 8.1. RO shall receive a separate application for each ship considered for the carriage of Industrial Personnel.
- 8.2. RO shall provide the shipping company with specific information on the contents of IMO Res.MSC.418(97) and the requirements relating to Industrial Personnel.

9. Permit to carry Industrial Personnel

- 9.1. The permit to carry Industrial Personnel shall be drawn up in the form corresponding to the model given in Annex 1.

ANNEX 1

Norway

Permit to carry Industrial Personnel

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 the Norwegian Passenger and Cargo Ship legislation

under the authority of the Government of Norway

by
(organization authorized)

Particulars of ship:

<i>IMO Number</i>	<i>Distinctive No. or letters</i>	<i>Name of ship</i>	<i>Port of registry</i>
<i>Gross tonnage</i>	<i>Length:</i>	<i>Number of IP permitted to carry:</i>	

This is to certify:

that the ship complies with the Norwegian Maritime Authority's requirements concerning ships which may carry IP

This permit is valid until:

Subject to the annual and periodical surveys are carried out in accordance with the relevant requirements in the regulations concerning Survey and Certification of Norwegian Ships and Mobile offshore units.

Issued at

on

(Seal or stamp of the issuing authority, as appropriate)

Signature of duly authorized official issuing the permit